Tugs Towing & Offshore Newsletter

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

TUGS & TOWING NEWS

GARDENIA DELIVERED

Tug builder "BOGAZICI" of Turkey delivered "Gardenia" (ex-Bogazici 17), an ASD Multi-purpose 70 Tbp tug boat to Panamian Buyers for PDVSA of Venezuela. She is the third vessel which was built and delivered for the same Operator after M/Tug Tribilin (Cintranaval-Defcar design, 70 Tbp ASD Tug) and M/Tug Amapola 1 (Robert Allan Ltd. RAstar 3000 design, 70 Tbp ASD Tug). M/Tug "Gardenia" is designed by Cintranaval-Defcar / Spain and built by "BOGAZICI" in Tuzla / Istanbul. The Gardenia has a length o.a. of: 32.5 m; breadth moulded: 11.7 m; design draft: 4.3 m; Bollard Pull: 70 Tbp. She is classed by (BV) I Hull Mach , Escort tug; Firefighting ship 1; Water spraying, Unrestricted navigation, AUT-UMS; IWS. The two Caterpillar 3516C develops a total output of 4,200 kW (5,632 bhp) and delivered to the two SRP 1515 CP Schottel Azimuth thrusters. Thr navigation/communication is GMDSS A3 area. She has a Caterpilla C6. auxiliary engine of 143 kW by 1,500 rpm. *(Press Release Bogazici)*

MEXICAN SHIPYARD LAYS KEEL FOR FIRST VOITH WATER TRACTOR

Construction of the first four of nine Voith Water Tractor (VWT) tugs has started at Mexico's Astimar 20 shipyard with a keel laying ceremony that was attended by Mexican President Enrique Peña Nieto. The tugs are being built for national oil company Pemex for use at its terminals on both coasts. During the rainy season in particular, they are severely affected by debris washed out into the ocean from inland. This regularly results in damage to the propulsion systems of the current tug fleet. The new tugs are each propelled by two Voith Schneider Propellers (VSP), well known for their low susceptibility to debris. They are being built to an in-house design by Spanish shipbuilder Astilleros Armón which is also supplying the Mexican yard with project management and technical advice. "Voith Turbo is excited to supply the Voith Propulsion System for this project that is important not only to Mexico's oil and gas industry, but to the Mexicans who will benefit from the jobs created by the project," said Karlo Populus, Marine Subdirector for Voith Turbo in Mexico. "These Voith Water Tractors, utilizing the state-of-the-art Voith Schneider propeller, will serve Pemex well and deliver unmatched maneuverability, versatility, and safety." The nine Voith Water Tractors will be identical in construction. They will have a length of 32.5 meters, a beam of 11 meters and will reach a maximum speed of 13 knots. Eight of the Water Tractors will be equipped with two VSP 28R5/210-2 each and will have a power of 2 x 1,945 kW. These tugs will have a bollard pull of 50 tons. The ninth tug will have a bollard pull of 60 tons and will be propelled by two VSP 30R5/250-2 with a total power of 4,800 kW. The Voith scope of supply includes 18 VSP, 18 Turbo Couplings, 18 Renk couplings and nine control stands. *(Source: MarineLog)*

JOHN BLUDWORTH SHIPYARD DELIVERS TWO INLAND PUSHBOATS TO GENESIS MARINE

John Bludworth Shipyard has delivered the first two of a series of inland pushboats they are building for Genesis Marine. The **Shannon Mary** was delivered in October and the **Robert Anthony** was delivered Dec. 17, 2014. Both vessels were delivered ahead of schedule. The **Shannon Mary** is a 2680 BHP 84'x32'x11' inland pushboat powered by Caterpillar 3512C, EPA Tier 3 rated main engines supplied by Mustang Power Systems. Marine gears are Twin Disc MGX5600 marine gears with internal shaft brakes supplied by Sewart Supply and they are connected to 4 blade Sound Propeller Systems stainless steel propellers provided by Texas Wheel Works. Ships power is generated by John Deere 99kW gensets supplied by Stanley Parts and Equipment. The hull was

designed by John L. Bludworth, III with engineering provided by Advanced Fabricating. The Shannon Mary has accommodations for 6 persons with a large pantry and interior utility room. The vessel can hold up to 38,000 gals. of fuel and 14,000 gals. of potable water. The **Robert Anthony** is a 3150 BHP 110'x32'x11' inland pushboat powered by Caterpillar 3512C, EPA Tier 3 rated main engines supplied by Mustang Power Systems. Marine gears are Twin Disc MGX5600 marine gears with internal shaft brakes supplied by Sewart Supply and they are connected to 4 blade Sound Propeller Systems stainless steel propellers provided by Texas Wheel Works. Ships power is generated by John Deere 99kW gensets supplied by Stanley Parts and Equipment Co.. The hull was designed by John L. Bludworth, III with engineering provided by Advanced Fabricating. The Robert Anthony has accommodations for 8 persons with a large galley, dining and media area. The vessel can hold up to 71,000 gals. of fuel and 19,000 gals. of potable water. *(Source: Workboat.com)*

THE WORLD'S FIRST OFFSHORE TECH-RIVER PUSHBOATS PERFECTED BY UZMAR WORKBOAT AND TUG FACTORY

Hidrovias do Brasil S.A. 2013 ordered EightHB PUSHBOAT ASUNCION-PYs represent a new generation of advance powerfull, and environmental friendly Shallow Draft River Push Boat designed for South America inland waterways logistics. Robert Allan Ltd designed and Vienna Model Basin optimised total eight push boats package is specifically customised for Hidrovias do Brasil S.A., which is a river iron ore transport subcontractor company for Vale. The unbeatable combination of power and manoeuvrability applied UZMAR SDP 4600 Pushboat in the 69 ton bollard pull range is more sophisticated than its predecessors. The RAL endurable design was not simply a regular pushboat where the high technology brings the future forward. Increased fuel efficiency and safety innovative SDP 4600 is pushing the boundaries. The main concern of the ship operator were shorter river voyage times with sophisticated power management technology, shallow draft with increased deadweight of speed, improved sea keeping ability, increased crew comfort, higher escort force performance, high propulsion technology,

greater endurance, low emissions and low fuel consumption. The vessels will be used for inland waterways logistics from Colombia in Brazil to Argentina and/or Uruguay through the Paraguay-Parana waterway. The total distance is over 2500km, much of it navigating through extremely curvy river sections which make excellent manoeuvrability a necessity. An additional crash stop requirement of 2.5 flotilla length proved to be a guiding factor. In order to meet the required throughput, eight push-boats will be constructed. The flotillas will consist of one push-boat pushing 16 barges, with a total capacity of 40000 dwt. The operation will be a 24 hoursper day, 11 months per year operation with minimum downtime. UZMAR worked with Robert Allan Ltd, which has extensive experience in the design of powerful and manoeuvrable river tugs. In order to meet demands for manoeuvrability maximized fuel economy and to comply with the crash stop requirement, extensive CFD analysis was performed by Robert Allan Ltd. As a result, the hull shape, tunnel geometry and propulsive components have been optimized for those specific requirements. This was then verified by a series of model tests conducted at the Vienna Model Basin in Austria. The result of the deep researches created the new generation pushboat which is a 45.6m LOA, 16.5m beam, 2.1m draft at the dry season and 2.4m draft at the wet season 7200bHP diesel-electric HFO powered push-boat with azimuth drives and propellers in nozzles configured for shallow water operation. The DE system is an AC variable rpm controlled designed and integrated by approved ABB system integrator Elkon / Imtech with complete ABB components. During the sea trials, max bollard pull of 69 tons and speed of 13.2 kts are performed. Besides, due to UZMAR's sophisticated engineering and construction applications the estimated vessel lightweight is achieved at 97% accuracy. Marcelo Ruiz Diaz ,Hidrovias do Breasil's shipyard representative, commented in the Christening Ceremony; ''On behalf of Hidrovias do Brasil, I will like to thank and congratulate UZMAR, Edward's Marine, each subcontractor and person who made possible the manufacture of the Phoenix and Lynx. Behind these two boats, there is a lot of invested time and sacrifice, among other resources. Having the Phoenix and Lynix sailing in South America is a huge achievement for Hidrovias do Brasil, UZMAR and for all of us. This is not the end of the project but a big step on that direction. Thank you and congratulation one more time, and remember that Hidrovias do Brasil success in South America is a success for UZMAR and for all of us. We are really having a good time here.'' UZMAR SDP 4600 Pushbaot is a strong contribution to Hidrovias doBrasil's dedicated strategy of developing a modern and internationally competitive inland waterways logistics. We would like to share some highlights of the new born magic; Improved sea keeping, towing capabilities and a new hull form for shallow sailing draft is promising the future tech today. To improve the sea keeping and towing capabilities in shallow draft conditions, UZMAR and RA conducted extensive R&D, as well as Vienna Model Basin in Austria. The Pushboat has a completely revised hull form with a perfected dimensions and lightened hull and accommodation. The diesel electric system is designed and manufactured by Turkey's leading ship electrical engineering and manufacturing company ELKON with ABB power electronics and supervision, which is a member of IMTECHGroup. These high-performance push boats are propelled by a state of the art diesel-electric propulsion system, with three main diesel generator sets providing 3 x 1,710 ekW of power to 3 x 1,600 kW motors, each driving a Schottel SRP 1215 Z-drive with nozzle modifiedfor shallow draft operation. The major electric components (AFE drives, propulsion motors, generators, etc.) are ABB components, supplied by Elkon, while the generator engines are three Wärtsilä 9L20, medium speed, each producing 1,800 bkW at 1,000 rpm. Shortly, the system works as follows: when a low level sailing speed/power required on board, the first engine starts at full load where the Verified Frequency Drivers separates the power to the propellers evenly.Nevertheless, if the power requirement reaches up to 40%, the second engine starts to feed up the propellers, the third engine follows this routine when the power requirement reaches to 70%. This modification allows high fuel efficiency and longer life circle for the main engines and low CO2, NOx, SOx and PM emissions.

UZMAR reached the Crash Stop Requirement with adopting the Frequency Mode Effect Analyses, all possible emergency scenarios are analysed and installed to the system and examined onboard. These push boats will run on HFO, with the ability to operate on MDO, if needed. Each push boat has a total fuel capacity of 500 m³ of HFO and 30 m³ of MDO, and a ballast capacity of 400 m³. The potable water capacity of 34 m³ is supplemented by two onboard flash evaporator units. The vessel is outfitted for a maximum complement of 18 persons, with 6 single and and 6 double cabins spread over two deckhouse levels. Above a large wheelhouse with unobstructed 360° view allows operators excellent visibility of the barge convoy ahead as well as supervising bargeconnection work taking place on the raised forecastle deck. This accommodation layout has improved crew comfort and she is built to comply with the very latest IMO and MLC 2006 crew and comfort regulations. Noise and vibration levels are kept to a minimum due to flexibly mounted main engines and flexible drive couplings. The accommodation and wheelhouse have a floating floor to keep noise levels within lowest dB and vibration levels to a minimum. Everything has been considered from an ergonomic point of view. If the vessel is operated for 7/24 stretch, it has to be comfortable for the crew and this also makes it safer of course. At the same time,the wheelhouse design gives all round visibility and has a user friendly layout. UZMAR SDP 4600 Pushbaot shows the world where the Naval Architecture, Marine Engineering and Shipbuilding reached today where UZMAR tailored the technology to satisfy the requirements of the ship operators. *(Press Release Uzmar)*

FIRST OF NEW SERIES ASD TUG 2913 DELIVERED TO PETERSEN & ALPERS

Damen Shipyards Group has delivered the first vessel in its new ASD Tug 2913 class. The 2913 has been developed in response to demand from operators for more powerful tugs capable of handling today's ever larger vessels. As well as having a bollard pull of 80 tonnes and total power of 5,050 BKw, the new tug is just 29 metres in length and highly manoeuvrable, making it ideal for operations in busy harbours where space is limited. The ASD

2913 has accommodation for 10 personnel across six cabins and with a beam of 13 metres is very stable. It also has push/pull capabilities and can be fitted with an aft winch as an option. It is also the first Damen tug to be built with a double hull so as to comply with the latest safety regulations. The launch customer for the new model is German towage specialist Petersen & Alpers, and she will join an existing Damen ASD Tug 2411, which the company has been operating for the last four years out of Hamburg. *Designed for in-port operations* Named the **Michel**, the ASD 2913 will also be working in and around Hamburg, which is made up of a series of small basins and narrow waterways. In such an environment and with modern trends towards larger vessels for greater efficiency, manoeuvrable, compact tugs with more power are needed today more than ever before. However the 2913 also has very good sea-keeping qualities, allowing here to undertake offshore operations when required. "We are very happy to be working once again with Damen," said Peter Lindenau, Managing Director of Petersen & Alpers. "We had built up trust on our last project, and the whole package worked well for us. It is not just price but also performance, service and maintenance." The contract was signed in February 2013 and, as the launch customer with over 200 years' experience in shipping, Petersen & Alpers contributed a good deal of valuable input into the design by, for example specifying details such as an oil fired heating system. Over the next two years a great deal of effort went into designing, engineering and building a tug that would deliver to its owner's expectations and beyond. Before the first of the ASD Tug 2913 was even launched, Damen has received strong interest in the vessel and its capabilities, and work is already underway building more for delivery at short notice. *(Press Release Damen)*

SVITZER TAKES CENTRE STAGE ON AUSTRALIA DAY

During this year's Australia Day celebrations on Sydney Harbour, the **Svitzer Warang** and **Svitzer Warrawee** took centre stage and were joined by a fleet of ten yachts and two Navy helicopters in a spectacular display of nautical precision known as the Tug and Yacht Ballet. Choreographed to the music of "Dance of the Hours" by Amilcare Ponchie and "Bolero" by Ravel, the graceful performance was a tribute to the professionalism and expertise of the two masters – Chris Mace and Robert Leo – and their crew mates, Ian Riley, John Ferris, Greg Ross, and Stan Wall. Take a look at the show for yourself click here *(Press Release Svitzer's Jeff Singleton)*

FIRST VISIT TO THE CLYDE

Delivered late Nov 2014 the Holyhead Towing triple screw, shallow draft, anchor handler the **Afon Menai** made a first visit to the Clyde today. She came up from Liverpool "light" to Ardrossan a small harbour in the outer Clyde area. *(Source & Photo: Tommy Bryceland, SCOTLAND)*

SEASPAN COMMODORE STORY

In a reaction on the article in the Tugs Towing & Offshore Newsletter Issue 12 from last Wednesday one of the readers has the following story. Here more info I know on the **Seaspan Commodore** in 1981 or 1982 she towed a bulker into Vancouver harbour that caught fire in the Pacific Ocean and over 10 years ago she went to china to pick up new barges that were built for Seaspan. All the **Seaspan Commodore** does now is tow log barges along the Britisch Columbia coast witch I enclose a photo of her towing a log barge and her inbound to Vancouver harbour. if you want more info on what I told

you, you should email RAY WARREN he knows lot about the history of tugs on the British Columbia coast his email is marineandrailart@shaw.ca I know him he is the president of the Vancouver branch of the world ship society. *(Photo: Sept 13, 2014 Robert Etchell – Thanks Robert for your reaction)*

16 M PUSHER TUG PROJECT

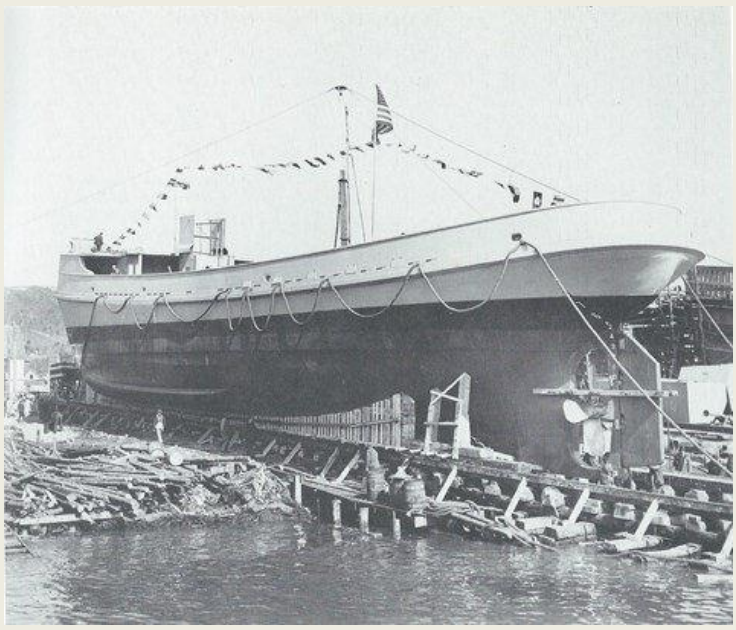
Alfa Marine Design is honored to present its new Push Boat. This Push boat with 16 m LOA and 6 m Beam is designed for towing, pushing, mooring operations. The pusher have the basic characteristics: Length o.a. 16.00 mtrs a beam of 6.00 mtrs a draught of 1.53 mtrs and a depth of 2.00 mtrs. with a displacement of 85.318 tons. The two main engines delivers each 454 hp. Which results in a bollar pull of 10 tons and a free sailing speed of 9 knots. The steel hull is designed by Alfa Marine Design Engineering Ltd. Further the pushers have two generator sets of 22 kvA each. The Gearbox 4.5:1 Propellers 2 x 4 Bladed Fpp with Kort Nozzles Steering Gear 2 x 290 tm (35 degree / each) Class Bureau Veritas I • Hull • Machinery,Tug,Coastal Area Additional Equipments: Anchor Windlass, Chain, Towing Hook,Fender,Tiger Hand Winch, Radar Echo Sounder, VHF, AIS. For buying the design please do not hesitate to contact us info@alfamarinedesign.com

AGILE, RUGGED AND COMPACT FIRST OF CLASS

The high level of cooperation between both the operational and construction teams of Sanmar AS and the designers at Robert Allan Ltd has resulted in another new design of tug/workboat. Named **Yenicay**, this first of class compact ASD achieves a 30 tonne bollard pull in a vessel measuring 18.7m x 9.2m with a draft of 3.7m. The ABS classed vessel has joined Sanmar's own fleet of three other tugs at Petkim Port, Aliaga, Izmir, Turkey. Constructed in Sanmar Tuzla Shipyard, this rugged craft is powered by a pair of Caterpillar C32 main engines, each developing 970kW at 1800 rev/min driving Veth VZ-900 azimuth drives with carbon composite shafts turning 1700mm dia propellers inside high efficiency

nozzles with stainless steel inner surfaces. Auxiliary generator sets are also by Caterpillar - a pair of 86ekW C4.4s. For external fire-fighting operations, the vessel is equipped with a main engine PTO driven 600m3/h capacity pump and a manually operated foam/water monitor, both supplied by FFS. Below deck, **Yenicay** has two twin-berth cabins, a mess room, pantry and WC. All floors are covered with IMO approved imitation teak and special care has been given to the resilient mounting of all engines and essential equipment, As a result, the sound level was measured as 60dB in the lower accommodation during sea trials. Both wheelhouse and accommodation are heated, vented and air-conditioned by chiller system, moreover, an optional split unit is available for installation in the wheelhouse as a heat/climate package. For towing operations, the vessel's deck machinery consists of a DMT TW-E100kN electrical forward winch and a Data aft tow hook. Cast stainless steel towing staples on both fore and aft decks give the vessel the capability to tow in both directions. The vessel is heavily fendered with 500x250mm cylindrical fendering at the bow extending below with 300x300 W type. Sides and stern are covered with 300mm D type fenders. Sea trials confirmed the advance performance predictions with a bollard pull of 31 tonnes and a free-running speed of 12 knots being attained. *(Press Release Sanmar)*

YESTERYEAR TUGS BUILDING, LAUNCHING AND REPAIR – ATR # HULL74



The finished **ATR hull#74** ready to be launched during World War II, tug hulls were launched as quickly as possible to clear the way for new constructions, so little work was done on the decks and superstructure before launching. After launching, the hull was moved to fitting out docks, where the house was built, the engine installed, the interior joinerwork done, and the electrical and plumbing work completed. The preparatory work for this launching has all been finished. The rudder has been securely strapped to withstand the strain when the hull hits the water. Big manila hawsers

have been rigged along both sides and secured to the bow and deadmen alongside the ways to check the momentum of the hull when it reached the water. Poppets, the vertical blocking that supports each side of the hull on the cradle, have been rigged; and the ways have been given a liberal coating of grease as a lubricant. The flags add a festive air to the occasion. At the proper moment, shortly after the obligatory bottle of champagne is broken over the bow, the yard workers will release the cradle and the hull will slide down the ways. Once the hull is free, the poppets will float to the surface to be gathered up and used later to support the next hull to be launched. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

DALBY OFFSHORE TO THE RESCUE OFF HUMBER

Dalby Offshore has assisted in retrieving a container out of the Humber to avert 20 tonnes of lube oil being released into the sea, which was starting to pose danger to the local shipping port and nearby offshore wind farm installations. Dalby Offshore bought in Delta Marine's '**Whalsa Lass**' tug boat to collect the container with the support of the Humber RNLI. The crisis was averted when the container was pulled aboard with the tug's on board crane, secured and made her passage back to Grimsby. *(Source: Dalby Offshore)*

AT LEAST THREE DEAD IN FPSO EXPLOSION

At least three oil workers were killed and others were injured in an explosion on Wednesday at an offshore oil and natural gas platform in Brazil operated by state-run energy company Petroleo Brasileiro SA , union officials said. The workers were killed in an explosion aboard the **Cidade de São Mateus**, a floating oil production, storage and offloading ship (FPSO), said Davidson Lombo, finance director of Sindepetro-ES, the union representing workers on the platform. It was not

immediately clear what caused the explosion. At least four others were injured and six are still missing, Lombo told Reuters in an interview from Petrobras headquarters in Vitoria, where he was accompanying rescue and recovery efforts. Petrobras officials were not immediately available to comment. The **Cidade de São Mateus** operates in the Camarupim field 75 kilometers northeast of Vitoria, the capital of Brazil's Espirito Santo state, and produced about 2,000 barrels a day of oil as recently as February 2014, according to the latest data available from Brazil's petroleum regulator ANP. The **Cidade de São Mateus** is owned by BW Offshore. *(Reporting by Stephen Eisenhammer and Jeb Blount; Editing by Chizu Nomiyama)*

BULK CARRIER REMAINS PINNED AGAINST GREEK SHORELINE, ALL 22 RESCUED

Greek authorities have rescued 11 crew members of a Cypriot-flagged freighter which ran aground off a Greek Aegean island early on Wednesday, the Greek coastguard said on Wednesday. The "**Goodfaith**" cargo ship, which was sailing empty from the port of Elefsina – close to Athens – to Odessa, Ukraine, was driven ashore off the island of Andros and sent a distress signal in the early morning hours. The captain said water was flowing into the ship. Some 11 of the 22 crew members were rescued by helicopters which rushed to the scene, while the rest were still aboard the freighter, a Greek coastguard official who declined to be named said. Three tug ships were also expected in the area – which is being hit by strong winds – later on Wednesday to assist the rescue efforts, the official said. (Reporting by Angeliki Koutantou Editing by Jeremy Gaunt and Toby Chopra), *Update:* All 22 crewmembers have been rescued from the MV **Goodfaith**, which ran aground early Wednesday morning, and remains pinned against the rocks on the island of Andros in the Aegean Sea. Of the 22 rescued, 18 were airlifted to safety by a helicopter belonging to the Greek Air Force, while the remaining 4 were able to climb ashore with the help of local firefighters, the Hellenic Coast Guard said. Three tugs are now on scene to assist the vessel, as well as at least one Navy ship and an oil spill response vessel. Some minor pollution in the area has been observed, the coast guard said. Weather conditions in the area remain unfavorable. See also the video klick HERE *(Source: gCaptain; Photo: Hellenic Coast Guard)*

COSTA CONCORDIA CAPTAIN SENTENCED TO 16 YEARS

An Italian court sentenced the former captain of the Costa Concordia cruise liner to 16 years in prison on Wednesday for his role in the 2012 shipwreck that killed 32 people off the Tuscan holiday island of Giglio. Francesco Schettino was commanding the vessel, a floating hotel as long as three football pitches, when it came too close to shore and hit rocks off the island, tearing a hole in its side. Schettino was convicted of multiple manslaughter, causing a shipwreck and abandoning his passengers in one of the highest-profile shipping disasters in recent years. However, he will not actually go to jail before the end of Italy's long appeals process, which can take years after the court said he would not be imprisoned or put under house arrest until the whole appeals process is complete. Investigators severely criticized Schettino's handling of the disaster, accusing him of bringing the 290 meter-long vessel too close to shore. The subsequent shipwreck set off a chaotic night evacuation of more than 4,000 passengers and crew. He was also accused of delaying evacuation and abandoning ship before all the 4,229 passengers and crew had been rescued. Prosecutors had asked for a prison sentence of 26 years for Schettino, who has admitted some responsibility but denied blame for the deaths that occurred during the evacuation. The court sentenced Schettino to 10 years for multiple manslaughter, 5 years for causing the shipwreck and one year for abandoning his passengers. In addition he received a one month civil penalty for failure to report the accident correctly. He was left alone in the dock to answer for the disaster after the ship's owners Costa Cruises, a unit of Carnival Corp , paid a 1 million euro ($1.1 million) fine and prosecutors accepted plea bargains from five other officials. He and Costa Cruises were jointly ordered to pay a total of 30,000 euros compensation to each of the ship's passengers as well as millions of euros in compensation to Italian government ministries, the region of Tuscany and the island of Giglio for environmental damage. Earlier on Wednesday Schettino had rejected prosecution accusations that he had shown no sense of responsibility or compassion for the victims, saying "grief should not be put on show to make a point." The massive hulk of the Costa Concordia was left abandoned on its side for two-and-a-half years before it was towed away in the most expensive maritime wreck recovery in history. The last body was not recovered until last year. Schettino's defense team argued he prevented an even worse disaster by steering the ship close to the island as it sank. They said

the sentence that was sought by prosecutors went beyond even sentences sought for mafia killers. *IMO Reviews Training Requirements* IMO's sub-committee on the human element, training and watchkeeping (HTW) met between February 2 and 6 resulting in progress on the implementation of new passenger ship specific training requirements following the Costa Concordia incident. The sub-committee agreed, in principle, to draft amendments to regulation V/2 and section A-V/2 of the STCW Convention and Code, related to mandatory minimum requirements for the training and qualifications of masters, officers, ratings and other personnel on passenger ships. The amendments, would require personnel serving on board passenger ships to have completed passenger ship emergency familiarization appropriate to their capacity, duties and responsibilities They would also require masters, officers, ratings and other personnel designated on the muster lists to assist passengers in emergency situations on board passenger ships to undergo passenger ship crowd management training New sections in the STCW code Section A-V/2 mandatory minimum requirements for the training and qualification of masters, officers, ratings and other personnel on passenger ships would cover "Passenger ship emergency familiarization" and "Safety training for personnel providing direct service to passengers in passenger spaces". The sub-committee agreed to further review the draft amendments which are expected to be finalized at the next session. *(Source: Marex)*

OIL PLATFORM TILTING HEAVILY OFF SHANDONG

The "**Sedco 709**" which was under tow to Zhoushan for being scrapped, suffered water ingress 3,9 miles off Shandong and started to tilt on Feb 10, 2015, at 7 a.m. The tow had to be abandoned, the rig was anchored on a water depth of 32 meters, and the Zhoushan International Shipbuilding Co. Ltd. was asked to dewater the rig. The Shanghai Salvage Bureau sent the "**Shanghai Rescue 18**" to the abandoned platform. The equipment and electrical installations on the platform were not in working condition. *(Source: Vesseltracker; Photo: www.eworldship.co...)*

INSURERS STILL SEE TOO MANY NAVIGATIONAL CLAIMS

The Swedish Club says that half of the costs of hull and machinery claims it handles have arisen due to navigational claims such as collisions, contacts or groundings — a figure that has remained steady over recent years despite improved technology and the widespread implementation of Safety Management Systems. In its latest Loss Prevention publication, Navigational Claims, the marine mutual insurer reveals a number of interesting findings relating to claims for hull and machinery damage made between 2004–2013. Many navigational claims still occur due to procedures not being properly followed by crew members, and officers not communicating with each other properly. In addition poor communication between both vessels and bridge team members and a lack of situational awareness all play a part. Measures that can be adopted to help prevent these incidents occurring include having clear, meaningful procedures for officers and crew to adhere to and, more importantly, ensuring they understand the consequences of not following them properly. "Being able to identify the reasons for navigational claims is invaluable for masters and shipowners," says Lars Malm, Director, Strategic Business Development & Client Relationship for The Swedish Club. "This report shows that most claims can be prevented by simply ensuring that all crew follow proper procedures and consult with each other before making major decisions." The Club also stresses that the implementation of an effective training program for officers is vital especially in relation to effective communication and risk assessment. Often risks increase when sailing in congested waters, dense traffic or close to land and this needs to be acknowledged and appropriate measures adopted. The thirty-four page report uses case studies to demonstrate how navigational accidents can occur. These examples detail the cause of the accident and how it could have been prevented with proper planning and better lines of communication. There is usually a chain of errors leading up to the accident and the case studies highlight the most common ones. Read the report HERE

OFFSHORE NEWS

TANJUNG OFFSHORE SAGA CONTINUES AS COMPANY LODGES POLICE REPORT

Tanjung Offshore has announced today that it has lodged a police report against two directors of the company, Tan Sri Tan Kean Soon and Muhammad Sabri bin Ab Ghani, who were suspended from their executive positions last month for alleged misconduct that may have contributed to the cancellation of Tanjung's takeover of Bourbon Offshore Asia Pacific. Tan and Sabri were accused of several instances of possible conflict of interest and breach of fiduciary duty, both individually and

together. However on Monday, Tan declared that he would set the record straight and tell his side of the story, claiming "“What has been told so far is only one-sided and I am certainly blameless”. In its announcement on Bursa Malaysia, the company references Tan’s claims stating that he was given "ample opportunity to present his concerns” to an independent committee which was set up last month following media reports of possible misconduct. It claims Tan declined to attend interviews with the committee, or to make any statement despite several reminders to attend the interviews. Additionally, Tanjung Offshore said that at the request of Tan, his personal legal advisor was made a member of the committee but attended only the initial two meetings which took place daily over a two week period. No update was given in regards to Dato Harzani bin Azmi, another paid advisor to the company, who was also suspended last month. *(Source: SeaShip News)*

LOMAR SHEDS OFFSHORE FLEET

Lomar Shipping does not own offshore vessels any more. The delivery in December 2014 of Lomar’s pair of 2008-built platform supply vessels, the **Ark Phil** and **Ark Griffin**, following a sale agreed in mid-2014 marked the completion of the company’s strategic sale of its fleet of offshore supply vessels. By the beginning of 2015 a global surplus of supply had resulted in an oil price drop of almost 60% since June 2014 with few signs that demand will rise. “The story of Lomar since 2009 appears to be one of relentless fleet growth”, stated CEO, Achim Boehme. “But in fact we have consistently sold vessels over the same period either as part of a strategy to renew and refresh the fleet, or where we have seen opportunity to realise value, as in the case of our offshore fleet. Current market conditions suggest that demand for vessels serving the offshore oil industry will reduce so we are happy to have completed the sales in this time frame.” Lomar’s re-entry into the offshore sector began in 2009 when the company acquired the Allocean group and its fleet of vessels for $325 million. The fleet included **Ark Griffin** and **Ark Phil**, both 2008 built 5,000bhp PSVs (Platform Supply Vessels); the

Hobart Trader, an 8,000bhp AHTS (Anchor Handling Tug Supply) built 2009; the **Didi K** and **Go Altair**, both 2009-built 5,150bhp AHTSs and the **GSP Alcor**, a 2010 built 5,150bhp AHTS. Beginning with the **Hobart Trader** Lomar, sold all of its offshore interests over a 12 month period. The company says that it is satisfied with the timing of the sales and values it achieved. *(Source: Offshore Energy Today)*

VOS PACE MAIDEN VOYAGE

We are pleased to announce that our newly delivered **VOS Pace** has today, 11th February 2015, left COSCO Guangdong Shipyard on her maiden voyage. **VOS Pace** is the first of six PX121-type PSVs being built at the Shipyard for Vroon. The vessels will be delivered to the company during 2015 and 2016 and are intended for operation in European waters. They will be managed by Vroon Offshore Services in Den Helder. The Ulstein PX121, with 850 m2 deck space, is an X-bow design which ensures reduced and smoother vessel movements in harsher conditions. This provides better operational and fuel-efficiency advantages to the charterer, in combination with high crew safety and comfort standards. We wish **VOS Pace** and her crew a safe voyage. We thank the crew and our Site Team in China for all their hard work, particularly in the last few days before departure. *(Press Release Vroon)*

FALCON ENERGY RAISES TAKEOVER OFFER PRICE FOR CH OFFSHORE

Falcon Energy Group has raised its takeover offer price for CH Offshore to SGD0.55 ($0.41) per share from SGD0.495, and struck a deal with Chuan Hup Holdings, the second largest shareholder of CH Offshore, which will give Falcon control of over 50% of the shares inthe OSV operator. Falcon Energy's acquisition bid was rejected earlier as the original offer price of SGD0.495 per share was deemed too low. On Monday, Chuan Hup, which controls 24.7% of OSV operator CH Offhsore, has agreed to accept the revised offer from Falcon Energy. In addition, Chuan Hup director Peh Kwee Chim, who owns a 6.8% stake in CH Offshore, has also agreed to the offer. As of 9 February Falcon owned 30.5% of the shares of CH Offshore and once the irrevocabble undertaking by Chuan Hup

and Peh is taken up by 16 February it will own over 50% making the offer unconditional. Chuan Hup believed that the proposed disposal of its ownership in CH Offshore is an "opportunity for the company to realise the value of its remaining stake in CH Offshore at a significant premium to its investment costs, during challenging economic conditions for the oil and gas industry as whole." Singapore-listed Chuan Hup said it expects to realise a gain of approximately $17.96m from the proposed disposal. Falcon Energy has set a deadline of 27 February for other shareholders to accept the higher offer. The takeover bid was first announced in December 2014. CH Offshore operates a fleet of 15 AHTS vessels of which nine are wholly-owned and the remaining six are co-owned. Falcon Energy, on the other hand, is primarily engaged in providing services from initial exploration and drilling stage to production and post-production stages. *(Source: Seatrade Global News)*

MPSV 'IEVOLI IVORY' NEARS COMPLETION

The multipurpose PSV '**Ievoli Ivory**' is due for completion by April this year. It is currently being built by Selah Shipbuilding in Istanbul and will be handed over to Italian shipping company Marnavi and will be Italian flagged. The steel vessel will be 90.2 metres in length with a maximum speed of 14.3 knots and JRC radar technology will be installed. Deck equipment

includes two 10 tonne tugger winches and two 10 tonne capstans. '**Ievoli Ivory**' will have one fast rescue boat, a helideck and accommodation for 90 people. The vessel is equipped and fitted for firefighting, MOB and ROV operations, supply duties, research and underwater activities. *(Source: Baird)*

YAMAL ICEBREAKER SETS OFF FROM MURMANSK

GAC Russia has dispatched nuclear icebreaker **Yamal** to clear a passage through the Northern Sea Route (NSR), starting a year-long agreement with state icebreaking firm Atomflot. Following a delayed departure of due to dense fog and heavy snow, the vessel departed GAC Murmansk pulled by two tugs and escorted by a pilot. Arkady Podkopaev, md of GAC Russia, said: "Our handling of the 'Yamal' and our contract with Atomflot form part of our strategy to establish GAC Russia as the provider of choice for agency support services for vessels transiting the challenging Northern Sea Route." The contract also includes provision of husbandry services to **Lenin**, the first atomic icebreaker put into service back in 1959 and laid up 30 years later to serve as a museum ship. *(Source: Seatrade Global News)*

TROMS MIRA ENTERING VALLETTA ON HER MAIDEN VOYAGE

The 2015 built Island of Man registered with call sign 2ICO8 Offshore Supply Vessel **Troms Mira** (Imo 9709116) was entering Grand Harbour, Malta on her maiden voyage on her way to Montrose, UK for a crew change on Sunday 8th February, 2015. The vessel is owned by Tidewater Maritime Ltd. – Aberdeen; Scotland and managed by Troms Offshore Management AS – Tromso; Norway. She has a grt of 3,564 tons and a dwt of 4,000 tons. *(Picture Credit as Anthony Vella - www.maltashipphotos.com)*

SMIT-LLOYD 33 VISIT CAPE TOWN

The 1984 built Bahama registered with call sign C6OH6 Offshore Tug Supply Vessel **Smit-Lloyd 33** (Imo 8213914) was seen entering the South African Port of Cape Town. The AHTS vessel is owned by Smit Shipping Singapore Pte. – Singapore and managed by Smit Amandla Marine Pty. Ltd. – Paardeneiland; South Africa. She has a grt of 1,089 tons a dwt of 1,104 tons and is classed Bureau Veritas. *(Photo: Aad Noorland)*

BOSKALIS TAKES NEW SEMI-SUBMERSIBLE HEAVY TRANSPORT VESSEL INTO SERVICE

Royal Boskalis Westminster N.V. (Boskalis) announces that the Dockwise vessel **White Marlin** was named and christened during a festive ceremony in Guangzhou, China. Following the ceremony, the semi-submersible heavy transport vessel will be mobilized to Singapore for its maiden transport of two drilling rigs for discharge in Abu Dhabi. The vessel's overall length is 216 meters with a beam of 63 meters. With a deadweight of 72,000

metric tons, the White Marlin type I vessel strengthens the leading position Dockwise has in the top end of the heavy marine dry transport market. *(Press Release Boskalis)*

WINDFARM NEWS

MPI WTIVS AT WORK FOR E.ON

With **MPI Adventure** currently installing the first of the Siemens 3.6MW turbines for the E.On Renewables Amrumbank offshore wind farm, and **MPI Discovery** only a few miles away closing out the foundation installation campaign on the same project, these two sister vessels are demonstrating their versatility in the field. MPI Offshore has been managing the installation work for E.On since the start of a long-term alliance, centred around a six-year charter of **MPI Discovery**. The installation works are the third stage of a sequence spanning three countries. Making full use of her impressive deck spread of equipment, complemented by the addition of a multi-axis monopile gripper on her stern, **MPI Discovery** has been installing monopiles across the Humber Gateway Project and Amrumbank since summer 2013. Facing technical challenges specifically associated with noise mitigation, MPI Consultants have worked closely together with E.On to reduce waterborne noises during pile-driving and develop effective methods for the deployment of an innovative hydro-sound damper (HSD) around the monopile during pile driving. The results from this project have provided a greater understanding of noise-mitigation strategy when working in German waters. To date, MPI and E.On have successfully demonstrated the ability to reduce noise levels to less than 160db at 750m, in accordance with the BSH (German Authority Guidelines). **MPI Discovery** has another eight complete foundations to install before returning to the newly acquired MPI Offshore Tees Base, while **MPI Adventure** will remain in the field until August 2015, installing eighty Siemens turbines for the 288MW project. MPI Offshore will be exhibiting at the EWEA Offshore Exhibition in Copenhagen from 10-12 March. Commercial and operations representatives from MPI will be present throughout the Exhibition (at Stand C4:B48 Hall C) with an array of vessel models and project details about this and other successful MPI projects. Take the opportunity to visit the stand, meet the team and discuss possible openings. *(Press Release MPI; Photo: Flying Focus)*

TOS@STC-GROUP IN ROTTERDAM

TOS was invited to conduct the prize giving for the 'most flexible student' during the 'Certificatenfeest' for all maritime and dredging students (4 MBO). Working in the maritime industry requires flexibility from both seafarers and their home front. Stuurman: 'TOS offers employment in the maritime, offshore and wind energy sector for students and professionals. Within TOS, flexibility gives our employers the opportunity to create their own schedule,

determine their work area and choose which type of vessel they want to work on. TOS is also the right address for an onshore career and ship delivery voyages. So… the most flexible student will for certain be able to get the most out of a career at TOS!' Marleen Stuurman handed over the prize (a headphone) to Robin who was pleasantly surprised. Robin was chosen out of 130 students by the STCteachers. TOS wishes all students good luck during their internships and of course with their maritime careers.

ADVANCED COMPOSITE TECHNOLOGY CENTRE SELECTED FOR GRANT SUPPORT

CTruk's plans to build larger vessels for offshore wind and diversify for sustainable growth were given a boost today with Deputy Prime Minister Nick Clegg's announcement that the Essex-based SME has been selected to receive funding through Round 6 of the UK Government's Regional Growth Fund. The £1 million RGF grant will catalyse private investment of around £7.3 million for the construction of an Advanced Composite Technology Centre, incorporating a training facility, on the River Colne in East Colchester. It is expected that the project will create over 120 new jobs over the next few years, including the provision of training skills for 15 new apprentices.

The centre will enable CTruk to build larger workboats designed to meet the complex demands of wind farms further offshore, educate the next generation of modern boat-builders and facilitate diversification into other commercial marine sectors (the company recently announced a hydrographic survey vessel order from the Port of London Authority). CTruk also plans to use its composite expertise for non-marine manufacturing at the centre in the longer term future.2 This project is a prime example of the Offshore Wind Industrial Strategy in action, with industry and Government working together to build a competitive and innovative UK supply chain. CTruk's bid received strong local, regional and political support from Sir Bob Russell MP, Bernard Jenkin MP, Colchester Borough Council, Tendring District Council, University of Essex, Colchester Institute, South East Local Enterprise Partnership, Haven Gateway partnership, Essex Chambers of Commerce and East of England Energy Group (EEEGR) as well as major client CWind Ltd. CTruk chairman Pete McIntosh commented, "We are delighted that our project has been selected and wholeheartedly thank all of those who supported the bid. It is our intention to continue driving UK innovation in marine vessel design and to remain competitive in a changing market. The Advanced Composite Technology Centre will enable us to diversify and grow sustainably, meeting our aspiration to be more than boat builders." Work is planned start on the new building in the spring. *(Press Release CTruk)*

YARD NEWS

NEW DESIGN MANAGER IN ULSTEIN

Bernt-Aage Ulstein is employed as new Design Manager in Ulstein Design & Solutions. He is a Master of Science (MSc) and an MBA, and comes from the position as Technical Director in Rolls-Royce Marine AS, dept. Propulsion. "We are very pleased that Bernt-Aage Ulstein has accepted the position as Design Manager in Ulstein Design & Solutions. He has a solid business oriented background, and has much experience as a motivator and team builder. We are certain that Bernt-Aage will do a great job as the manager of a team of strongly dedicated ship designers, and we look forward to start working together with him," states Sigurd Viseth, Head of the Design & Solutions area in ULSTEIN. Bernt-Aage Ulstein will commence in his new position in May. He will be succeeding Frode Sollid, who is appointed to a newly-established position as Innovation & Development Manager at Ulstein Design & Solutions AS. He will also be the Manager for USIC (Ulstein Strategic Innovation Centre), whose focus is on Innovations on a group corporate level. Frode Sollid comes from the position as Design Manager in Ulstein Design & Solutions and has 30 years of experience developing solutions and designs for offshore vessels. "These organisational changes will contribute to the strong commitment we already have to innovative work in ULSTEIN, and will strengthen our company's position as an innovator within our industry," says Sigurd Viseth. *(Press Release Ulstein Verft)*

GRANDWELD SHIPYARDS INAUGURATES NAMING CEREMONY OF KUWAITI OIL COMPANY'S AL JOUN

On 10th Feb 2015, Mr. Hasan Bunain (K.O.C Deputy CEO) , Mr. Fadhel Boresle (K.O.C Marine Operations Manager) and Mr. Jamal Abki (General Manager of Grandweld Shipyards) inaugurated the naming ceremony of the third Crane Work Boat **KOC-Al JOUN** at Grandweld Shipyards in Dubai. **KOC-Al JOUN** is the third in a series of crane work Boats that Grandweld is building for KOC. The first two vessels, **KOC Al-KOUT** and **KOC Al- SOUR** , were successfully delivered by Grandweld in December and January respectively. K.O.C will use the Crane Work Boat for unrestricted duties and for tasks such as lifting and moving heavy equipment, oil-pollution control, SPM hose handling, FO/FW supply to remote areas, and other similar duties. This vessel is powered by 2 x 1068KW medium speed main engines driving C.P.P Azimuthing Stern Thrusters. The engines are supported by Condition Based Monitoring System to monitor the engine and propulsion system through satellite. The vessel is also equipped with an offshore crane, capable of lifting 20 tons at 10 meters radius, and a bow thruster that enhances the vessel's manoeuvrability. In the event, Mr Hasan Bunain attributed the successful delivery of **KOC-Al JOUN** to the excellent cooperation, support and coordination between the teams of K.O.C and Grandweld Shipyards. *(Press Release Grandweld)*

CBO ORDERS ONE MORE PSV DESIGN FROM ULSTEIN

The Brazilian ship owner CBO has ordered a design and equipment package for a platform supply vessel (PSV) of the **PX105** type from ULSTEIN. The contract also includes an option for two more vessels. This will become the 11th ULSTEIN design in their fleet, of which 9 are with the ULSTEIN X-BOW®. The new vessel will be built at Aliança shipyard in Rio de Janeiro, Brazil. "Due to the excellent performance demonstrated by our PX105 and PX106 vessels, we decided to build another ULSTEIN PX105 at the Estaleiro Aliança. We are sure that the good cooperation between our companies will continue also in the future," says Alfredo Naslausky, CBO Director. The contract includes design and an extended main equipment package. The vessel is designed to comply with the Brazilian state oil company Petrobras 4500 tender, and is scheduled for delivery in Q3 2016. The **PX105** design is a large PSV with accommodation for 23 people. The vessel will be 88.9 metres long and 19 metres wide, and has a cargo deck area of approx. 940 m2. These vessels have a high operational window and can take on complex assignments far from shore. They come with the X-BOW® hull line design feature, in which slamming from waves is eliminated. The vessels are cost-effective and fuel-saving, and the crews get more efficient rest, which also increases safety. *Attractive design* With the current trend of oil and gas production taking place ever further from land, the demand for large PSVs is increasing. Now counting 29 contracted designs, the PX105 design has become one of the leading designs from ULSTEIN since introduced to the market. The size and versatility of these vessels make them suitable for many markets and operations. "It is a great pleasure when our customers return to ULSTEIN for more of our designs and services. The ship owner, CBO, is a good customer for us, and when they choose to build our PSV designs it is a confirmation that they are satisfied with the performance and capacities of their existing ULSTEIN vessels," says Kim Lillebø, Sales Manager for Brazil, Ulstein Design & Solutions. "We have good experience with CBO as ship owner and Aliança as shipyard, and we are grateful for the trust they show us by awarding us this new contract and look forward to further projects in the near future," says Sales and Marketing Manager, Lars Ståle Skoge. The contract also includes the system solutions ULSTEIN IAS® integrated automation system, ULSTEIN COM® communication system and ULSTEIN BRIDGE™ complete integrated radio and navigation equipment. *(Press Release Ulstein Verft)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

   - Agile, rugged and compact first of class
   - The world's first offshore Tech-River pushboats perfected by Uzmar workboat and tug factory
   - First of new series ASD Tug 2913 delivered to Petersen & Alpers
   - Damen delivers Stan Launches for Multraship Boatman
   - Italian harbour towage and offshore Operator Corima orders a Damen ASD tug 2810

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