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

## TUGS & TOWING NEWS

### *AFON ALAW IN FALKLANDS*



“The **AFON ALAW** seen assisting the *Sam Young 601* in Port Stanley harbour in extreme conditions. The Korean Squid boat had run aground on the Stanley foreshore near the FIPASS jetty. The **Afon Alaw** was able to respond immediately, get a tow line across, refloat the vessel and tow her to deeper water, thus avoiding a serious incident for both the vessel and the local environment. The **Afon Alaw** then stood by whilst the fishing vessel’s crew checked her through before departure. Holyhead Towing’s Afon Alaw is on charter to Premier Oil via Falkland Islands based operator Workboat Services.” *(Source & Photo: Ben and crew)*

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## £3.8M HERITAGE LOTTERY FUND GRANT TO RESTORE HISTORIC STEAM TUG-TENDER



The Heritage Lottery Fund (HLF) have today awarded £3.8million to restore and open to the public the historic North West vessel the **Daniel Adamson**, the last-surviving Steam Tug-Tender in the UK. Coming over 30 years after the vessel was taken out of service and 11 years since she was saved from the scrapyard by local campaigners, HLF's investment will help restore the **Daniel Adamson** to full working order so that she can

once again carry passengers across the North West's famous waters. Currently moored at Liverpool's Albert Docks and in urgent need of repair, the **Daniel Adamson** will now be towed to a dry dock, allowing work to begin on a repair and restoration programme, set to be completed during 2015 and entering service in spring 2016. Once the restoration is complete, people will have a chance to ride on the historic steam ship as part of a programme of cruises on the Mersey, Weaver and Manchester Ship Canal. When not in use, she will be moored outside some of the area's waterside museums as part of a joint education programme to help visitors and school children explore the region's important industrial and maritime history. Sara Hilton, Head of HLF North West said: "This is a vessel with a remarkable and important story to tell. Lottery players' money will now help to bring it back to life and secure its future. "Heritage has not only shaped the North West's past, but has a real relevance to the region's future. This exciting project will bring exciting benefits to Liverpool and across the region, offering a valuable addition to what the area has to offer and delivering fantastic learning and training opportunities." Dan Cross Chairman & founder of the Daniel Adamson Preservation Society said: "I am absolutely delighted with this news today that the Heritage Lottery Fund is to support our project in this way. This wonderful ship occupies a unique place as part of the UK's national historic fleet. "This huge vote of support also acknowledges the massive effort put in by literally hundreds of volunteers and supporters over the last eleven years, without which the vessel would have been consigned to history years ago. The Society continues to grow and mature and will now become not just a preservation society but a group charged with maintaining, operating



and displaying this national maritime treasure for generations to come. HLF's support for restoration costs and continued support over the next five years will mean we will have the best start possible." Constructed in 1903 by the Tranmere Bay Development Company, the vessel was originally named the **Ralph Brocklebank** after one of the Directors of its owners, the Shropshire Union Railways & Canal Co. Its initial role was to tow barges and carry people and livestock between the docks at Ellesmere Port and Liverpool. The tug was bought by the Manchester Ship Canal Company in 1921 who later added two sumptuous art deco saloons and an elevated promenade deck in 1936, highly unusual features for a vessel of this type. She has been described by leading experts as a unique example of a transatlantic liner of the 1930's but in miniature. After the re-fit, the tug was renamed the **Daniel Adamson** in honour of the Manchester Ship Canal Company's first chairman and took on a new role as an inspection vessel for directors and potential users of the canal. She continued this role until she was taken out of service in 1985, transporting VIP guests such as King Fuad of Egypt, the Danish Royal family and General Dwight D Eisenhower when they visited the area. Joe Anderson, Mayor of Liverpool, said: "Maritime heritage is really important to Liverpool and I would like to congratulate the volunteers who have worked so hard and with so much love and dedication in saving and looking after the **SS Daniel Adamson**. "The Heritage Lottery Fund money will now help them restore and preserve this historically important boat for generations to come and I look forward to seeing it fully ship-shape and sailing on the River Mersey in the near future." (*Press Release*)

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## CROSS POINT OUTBOUND VANCOUVER



The United States registered 1997 built pusher tug **Cross Point** was spotted outbound in Vancouver harbour on 17<sup>th</sup> February 2015. The Jensen maritime Design pusher was built by Fred Wahl Marine Construction Inc. She has a length of 68' 0" and a moulded breadth of 31' 0". The pusher has two Detroit Diesel engines type 8V9Z @ 1,800 rpm. (*Photo: Robert Etchell*)

## CORRECTION SHANNON

In the last Tugs Towing & Offshore Newsletter issue 14 there was an article "Federal judge approves civil settlement between coast guard and tug operator" In this article there was placed a wrong picture. Jan van der Doe from Canada report as follows: In your post today, 18<sup>th</sup> February, on the tug "**Shannon**" is the wrong photo posted. This tugboat sails on the Lakes with Detroit homeport and is owned by



Gaelic Tugboat Company. In the register of NOAA and Tuginformation there are four tugboats named "**Shannon**" and all four on the East Coast and one on the West Coast. In the "Professional



Mariner" of March is attached the picture of the former "**Foss Shannon**", which now sails as "**Shannon**" on the west coast were the story of the article took place. On this what I have found in a register. Thanks to Jan van der Doe. Sorry for the inconvenience. *(Photo top: Ric Shrewsbury; left Jan van der Doe)*

## ZEALOUS LAUNCHED

At the Neptune Shipyard BV. – Aalst; Netherlands is launched the new building ET 1306 type tug **Zealous** (Imo 9678068) under yard number 427. The tug has a length of 13.50 mtrs a beam of 6.00 mtrs and a draft of 1.85 mtrs. Contemplated class 1 Hull \* Mach Tug coastal area. It is expected that she during the technical trails achieve a bollard pull of 7 tons. She has a John Deere engine delivered by the owner. The vessel is bound for the Caribbean and delivered in the next week.



*(Press Release Neptune Shipyard BV)*

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### TUG WITH DRUNK CREW RAN INTO CARGO SHIP AND SANK



The Polish tug "Kuguar", 115 gt (IMO: 7020932) was in collision with the "Transforza", which just about to leave port short past 10 p.m. enroute from Swinoujscie to Szczecin and sank. The crew of five landed in the water.

The pilot boat "Pilot 63" was on scene in less than three minutes when the Crew scrambled on the bow of their sinking tug. Also the ferry "Wawel" joined and lowered her rescue boat and illuminated the port channel. At 10.22 p.m. the SAR boat reached the site. The first person was in the water less than a minute. Two more were saved within two minutes. Saving the fourth was a problem, because he was in a very strong current. A fifth person was very hard to get onto the SAR boat because he was already very weak. It turned found out that all of them except a pilot who did not belong to the crew were drunk. The tug suddenly had turned to port side when coming into Swinoujscie and was thereby struck by the bow of the cargo ship. The tug soon after foundered near the waterfront of Swinoujscie at the fairway Świnoujście-Szczecin in a water depth of 12 meters. Only the mast remained above water. The wreck did not hamper in- and outgoing traffic. The 37-year old master, a mechanic and two deck hands had an alcohol level from 0.3 to 0.63 per mille. All were transported to the hospital of Swinoujscie where they were interrogated. The captain was plead of guiding a vessel under the



influence of alcohol. The "*Transforza*" which was carrying a cargo of paper was inspected at Szczecin where it docked on Feb 17 at 4.40 a.m. Weather conditions and visibility in Świnoujście were very good at the time of the accident. It was expected the tug would be recovered within a week by a sheerleg from Copenhagen. See also the video from accident click [HERE](#) (Source: *SeaNews*; Photo *Kugar-Shipspotting*)

## SAINT CLASS TUGS OF THE RCN



The Royal Canadian navy built three seagoing tugs in the 1950s with the intention of providing towing services for their larger ships. A large class of Royal Navy tugs built in the World War I era were named after Saints, and the RCN repeated that. There was not much work for the tugs, and they spent most of their time towing gunnery targets. **St.Charles** was built in 1957 by Saint John Dry Dock + Shipbuilding Ltd. It was powered

by a single Fairbanks Morse engine of 1950 bhp, driving a single open controllable pitch propeller. In 1994 Secunda Marine Services bought the tug and refurbished it at the Dartmouth Marine Slips and alongside in Halifax. The tug had never been registered before and therefore had to meet Department of Transport regulations at that time. They found work for the tug using company barges and in 1996 they bareboat chartered the tug to carry pulpwood. in Quebec. In 1996 the tug ran aground near Rimouski, QC and was taken to Ile-aux-Coudres where it was found that the propeller blades were damaged. It also sent a Mayday on October 1998 when it was drifting off Corner Brook, NL. The bareboat charter to John E. Canning Ltd of Georgetown, PE, resulted in Canning painting the tug in its own green colours. It continued to carry pulpwood and gravel. On May 28,1999 the tug lost power off Stephenville, NL and it was found that its tail shaft had broken and the prop was lost. In October **Tignish Sea** towed the tug back to Halifax and it was laid up. An insurance claim worked its way though court until 2005 when it was settled in favour of Secunda. Point Halifax towed it to Liverpool for another refit, but following that it was laid up again in Halifax. In 2008 it was offered for sale, with the note that its controllable pitch function was not working. In 2009 a Newfoundland company bought the tug and used **Keewatin** to tow it to St.John's where it was renamed **Matterhorn**. To my knowledge the tug was never in service, and its registration was suspended in July 2014. **Chebucto Sea** also assisted in



bringing the distressed bulker Amphion into Halifax. The ship's crew abandoned the vessel in early January 900 km east of Newfoundland. The ship was loaded with iron ore and was taking water from suspected hull cracks. Secunda signed a salvage contract and their tug **Tignish Sea** managed to board a riding crew, and take the ship in tow to Halifax. **Chebucto Sea** assisted in the last day of the tow, arriving in a snow storm February 3. *(Source: Mac Mackay-Tugfax)*

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## *SHOALBUSTER BARNEY – BUILDING UPDATE*



Since the arrival of the hull of our newest vessel Shoalbuster **Barney**, a lot has been done. The last 6 weeks the shipyard worked hard to ensure they would make the delivery date of 1st of May 2015. And all the hard work they put in is showing, especially in the engine room and the accommodation. Both air compressors have been installed as well the sewage plant. In the aft peak the rudder installation is already in place and some of the floor plates are in place.

Not only in the aft peak, but also in the engine room the foundation of the floor plates is being placed as well. Meanwhile the accommodation has been fully decorated with isolation material and the floors have been placed. Because of this the view has been changed significantly. In the mess room most of the piping and drains have been placed. And in the tween deck the full ventilation installation has been placed. This week the carpenters will start on the paneling inside; once this is started the accommodation will start to take look like a ship. Outside is still looking like before, only difference is that both tugger winches and anchor winches have been placed. But this is due to the fact that **Barney** is still lying in the water. Next week around 26 of February, the **Barney** will go inside the shed of Damen Gorinchem. Once she is inside the outside works can start such as painting and placing of the towing winch and hydraulic cranes. *(Press Release Herman Sr)*

## OIL PAINTING FROM WILLEM EERLAND

Herewith the latest oilpainting of maritime painter Willem Eerland the tug ‘**Zeehond**’. The tug is seen near Dordrecht; Netherlands and is made in commision of one of the owners Mr. Herbert de Visser DVS Materieel BV – Raamsdonksveer; Netherlands. The tug was built in 1956 for Koninklijke Adriaan Volker NV – Rotterdam as **Bulgerstyen** under yard number 557 at the Bijholt



– Foxel Shipyard. In 1974 sold to Adriaan Kooren Sleepdienst NV – Rotterdam and renamed **Marlène**. In 1996 sold to R. van Keimpema – Lisserbroek; Netherlands and renamed **Zeehond**. In 2011 sold to the DVS Materieel BV. without name change. She has a length of 22.20 mtrs a beam of 5.32 mtrs and a depth of 2.33 mtrs. Her Caterpillar D379 delivers an output of 565 hp. (*Painting Willem Eerland*)

## COAST GUARD, COMMERCIAL TUGBOAT BREAK FELLOW TUG OUT OF HUDSON RIVER ICE



The tugboat **Maryland** is stranded while delivering heating oil near West Point, N.Y. Crewmembers from the Coast Guard cutters **Line** and **Willow** worked with a commercial contracted tug to break tug **Maryland** out of thick ice near West Point, N.Y., on Wednesday. Tugboat **Maryland** notified Coast Guard Sector New York Command Center watchstanders at approximately 3 a.m., requesting assistance after finding their vessel stuck in the

ice near West Point. The tug was transiting to Newburgh, N.Y., to deliver 26,929 barrels of home heating oil. The cutter **Line** diverted and arrived on scene at approximately 8 a.m. to assist the tug. Tug **Maryland** crewmembers contacted tugboat **Jason Reinauer** for assistance in breaking the ice around their vessel. **Jason Reinauer** arrived on scene and began pushing the vessel while the cutter **Line** broke up ice around the vessel’s hull. The cutter **Willow** arrived on scene at 10 a.m., widening



the track of open water so the cutter *Line* and tug *Jason Reinauer* could get the tug *Maryland* back underway. The tugboat *Maryland* was inoperable for more than five hours after becoming stuck on the Hudson River. Coast Guard crews continue to support Operation Reliable Energy for Northeast Winters (OP RENEW), which is a regionwide effort to ensure Northeast communities have the security, supplies, and emergency resources they need throughout the winter. “Operation Reliable Energy for Northeast Winters provides critical resources, like heating oil, to our community,” said Chief Petty Officer Bradford Long, officer in charge, cutter *Line*. “It was gratifying to work with another cutter and commercial industry to complete this important mission.” Seventy-five percent of all heating oil used in the country is transported through New England, New York and New Jersey. Ninety-percent of that is delivered by barges through Coast Guard-protected ports. An average of 300 vessels transit the Hudson River during the winter months, carrying over 10 million barrels of petroleum products to the Northeast communities. Coast Guard missions and capabilities are established to support investment security, innovation, and resilience, which are the foundations of a growing economy. The Coast Guard provides a safe, efficient, and navigable waterway system that supports domestic commerce, international trade, and national defense. (*Press Release USCG*)

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## PA-7 NEW FIRE FIGHTING VESSEL FOR BST



BST in Dintelsas; Netherlands has closed a new 25-year contract with the Security Region Central

and West-Brabant for fire-fighting and rescue work on the waters between the Kreekraksluizen and Willemstad. Owner of BST Reinier van der Zee recently bought a new Fireboat from the Amsterdam Port Authorities the **PA-7** and will shortly join the BST fleet. The new tug is larger, faster and younger than the **Furie 3** and will be renamed **Furie 4**. She has a length o.a. of 28.00 mtrs a beam of 8.55 mtrs and a draft of 3.40 mtrs. The Wartsila T6 engine has an output of 2,400 hp. She was built in 2001. *(Photo: Schuttevear)*

## YESTERYEAR TUGS BUILDING, LAUNCHING AND REPAIR CHARLES P. GREENOUGH

Thirty years before the building of the ATR's, the **Charles P. Greenough** was launched. Even though that was 1913, the building and launching conditions were much the same. The only differences were the designs of the tugboats and the clothing styles of the spectators. This photograph shows launching day at the Cobb Butler Shipyard in Rockland, Maine; a relaxed crowd is on hand to see a typical wooden coastal tugboat launched from a



typical open-air shipyard. A couple of yard workers are checking the launching cradle, while a small group, most likely the owner's party, surveys the foredeck. The steeply inclined ramp was used in lieu of a boarding ladder; another ramp at the left of the photo was used for an already launched, smaller hull. The **Charles P. Greenough's** cabinhouse was only partially built here – the top was left undone to allow the installation of the engine and boiler at the outfitting dock. The machinery was almost always installed after the tugs were in the water because of the difficulty of moving such heavy, bulky weights into the high hulls. The gin pole behind the Greenough could handle heavy timbers, but not machinery, so it was much easier to lower an engine and boiler from the outfitting dock into a hull floating below. *(Source: on the Hawser by Steven Lang and Peter H. Spectre).*

## ACCIDENTS – SALVAGE NEWS

### SCHIP KLEM ONDER SPOORBRUG – TREINVERKEER GESTREMD

Het treinverkeer in Zeeland ligt stil nadat het Belgische binnenvaartschip **Alsvin** rond kwart over zes vanochtend bij de spoorbrug over het Kanaal door Zuid-Beveland op de kant is gevaren. De **Alsvin** is uit koers geraakt zijn omdat de schipper onwel werd. Het schip ligt met de boeg schuin op de wal. Aan de achterkant hebben sleepboten van Polderman vastgemaakt, maar het schip kan niet achteruit worden getrokken. Er zou een risico zijn dat de **Alsvin**, die geladen is met 111 containers, plooit of breekt als eraan getrokken wordt. Een breuk zou betekenen dat de boeg een grote klap omhoog gaat en de spoorbrug, inclusief alle leidingen, vernielt. Daarom is uit voorzorg het



treinverkeer stilgelegd. Een politiewoordvoerder meldde dat het treinverkeer nog zeker tot zes uur vanavond gestremd zal zijn. *Hoogwater* Het wachten is op hoogwater. Met meer water onder het schip is het wellicht gemakkelijker om het achteruit te trekken. Om 15 uur is het echt hoogwater maar om 14

uur gaat Polderman het met vier sleepers proberen. Volgens de politie zijn er dan drie scenario's: het schip komt los, het blijft vast zitten of het blijft vastzitten en de brug wordt beschadigd. De eerste wordt het meest waarschijnlijk geacht. De hele Kanaalweg, waar ondanks de kou nog veel publiek verzameld is, zal even voor tweeën worden ontruimd. Ook het scheepvaartverkeer wordt dan helemaal stil gelegd. *Schipper* Met de schipper van de *Alsvin*, P. Peleman, die naar het ziekenhuis is gebracht, zou het inmiddels al wat beter gaan. Slecht in elf van de 111 containers op het schip zit een lading, de rest is leeg. In zes van de containers met een lading zit een potentieel gevaarlijke stof: een ijzerlegering die, in aanraking met water een brandbaar gas zou kunnen vormen. Dat risico wordt onwaarschijnlijk geacht. *Bussen* Wanneer het schip weggetrokken is, wordt de spoorbrug door medewerkers van ProRail geïnspecteerd. Mogelijk is de spoorbrug door de aanvaring beschadigd geraakt. Tot de brug weer voor het treinverkeer wordt vrijgegeven, worden treinreizigers met bussen vervoerd. *Losgetrokken* Rond 15.00 is de *Alsvin* bij opkomt tij losgetrokken door de sleepboten van Polderman zo werd op Twitter vermeld. (Source: PZC)

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## LYSBLINK SEAWAYS AGROUND SCOTLAND

The 129 meter long cargo vessel *Lysblink Seaways* ran aground off Ardnamurchan Point, Scotland. The *Lysblink Seaways* was en route to Skogn from Belfast with paper waste when it ran into difficults and went aground on the rocky shoreline. No reports of injuries to the 9 crew on board.

The crew remained on board and hoped the cargo vessel would refloat on the next high tide, but it remained aground.

The Tobermory RNLI lifeboat arrived on scene and stood by while authorities requested an emergency tug to proceed to the scene. Owners of the [Lysblink Seaways](#) have contracted a commercial tug to refloat the vessel. Later reports stated some



fuel leaked from the stranded vessel. A small sheen appeared around the stern of the [Lysblink Seaways](#). (Source: *WreckLog*)

### UPDATE - LYSBLINK SEAWAYS REFLOATS

The grounded vessel [Lysblink Seaways](#) self-floated from the foreshore at Kilchoan shortly before 9 pm on Thursday 19 February, the UK Coastguard agency reported. The vessel is now anchored close to the location of the grounding. The salvage team and two salvage vessels remain on scene and the crew remain on board. Further assessments of the vessel will be made at first light on Friday morning, the coastguard said. The Secretary of State's Representative for Salvage and Intervention, (SOSREP) is working closely with all the organisations involved and is monitoring the situation. [Lysblink Seaways](#), owned by Copenhagen-based DFDS Logistics Rederi AS, ran aground north of the Isle of Mull, off the west coast of Scotland, on February 18th. A small leak was detected on the starboard side of the vessel. The leak was initially estimated to be an egg cup in volume as it had created a light sheen of about 2m by 2m. However, the coastguard said Thursday that there had been a further release of diesel oil from the cargo vessel. Information on estimated amount of released oil has not been disclosed yet. A temporary exclusion zone of 100 metres has been established around the vessel. (Source: *World Maritime News*)

### COLLISION FERRY KEA



The 27 meter long, 341 dwt catamaran passenger ferry allided with the pier at Devonport wharf, Auckland, New Zealand. The ferry was approaching the pier in calm conditions when it suffered a mechanical breakdown and struck the pier. Reports state some 15 passengers and crew sustained injuries with 10 persons taken to hospital for treatment. The vessel sustained severe damage with a large gash in the hull above the waterline.

Authorities have detained the vessel while an investigation was launched into the incident. No reports of pollution released. Witnesses stated they heard a loud bang when the ferry struck. Passengers stated they were thrown off their seats and fell onto the decks. Many said they suffered only minor cuts and bruises from the incident. *(Source: WreckLog)*

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### SALVAGE OF SUNKEN TUG HAS COMMENCED

Nearly two months after the sinking of the "**Chaulk Determination**" in the St. Lawrence River on Dec 26, 2014, the salvage of the wreck finally began on Feb 19 after multiple delays at the Port of Trois-Rivières. First a barge had to be taken to the site, before divers prepared the recovery action of the tug on the water. With cranes installed at five locations, the cables attached to the ship and winches, Ocean Group has begun to lift the foreship before



starting to pump out water and also bring the aft back to the surface of the water, which should take 48 hours. Thereafter, a 24-hour period was planned to stabilize it. Once these delicate successful operations, the ship will remain docked until the end of winter. While the bailout will cost nearly a million dollars. "It is too early to billing, but we will explore all possible options to recover costs," had said the spokesman for the Canadian Coast Guard, Michel Plamondon, who was reassuring about the environmental impact all this mishap. *(Source: Vesseltracker)*

## OFFSHORE NEWS

### DEEPOCEAN MOBILIZES REM FORZA IN GHANA

DeepOcean Ghana Limited, a Ghanaian company with 51% Ghanaian owned share structure, today announced that it has been awarded a contract to provide the services of a Multi Purpose Construction Vessel (MPV) to Tullow Ghana Limited. The scope of work for the contract is inspection, survey and subsea construction on the Tullow operated deepwater Jubilee and TEN Fields offshore Ghana. The contract includes subsea tree and jumper installations in approximately 1,100 – 2,000 m water depth. Following the signing of the contract, DeepOcean Ghana Limited is



currently mobilizing the **Rem Forza**, a subsea construction vessel for a 6-months charter from March – August 2015, with the possibility of extension into 2016. Mads Bårdsen, Executive Vice-President International of DeepOcean, commented: “Tullow Ghana Limited is a strategic client to us, and winning this contract is the first great achievement in the long term strategy for

our company in West Africa and specifically Ghana. DeepOcean has for several years looked for a suitable contract to support the establishment of our installation and ROV intervention services in the West African region. With the current contract and associated scope of work we have the right foundation to develop a strong presence in the region building upon our current extensive track record from the North Sea.” *Ghanaian crew* “DeepOcean Ghana is supporting the local content agenda of Ghana by accelerating participation of Ghanaians in the Oil & Gas industry and delivering in-country support activities. These include having Ghanaian crew onboard the vessel **Rem Forza** from the beginning of the contract, ensuring transfer of knowledge and building capacity for the future. DeepOcean Ghana has a strong ambition to develop further businesses in Ghana with Tullow and other clients”. Bårdsen further stated. (*Press Release Deepocean*)

## EIDESVIK OFFSHORE TAKES OCV VIKING NEPTUN

Eidesvik Offshore has today taken delivery of the Offshore Construction Vessel (OCV) **Viking Neptun** from Kleven Verft AS. According to Eidesvik Offshore, a long-term loan facility of \$124 million has been drawn with Nordea and Eksporkreditt Norway/GIEK to finance the vessel. The vessel will primo March start on a contract with Technip. To remind, Eidesvik Offshore and Reach Subsea together entered



into contract with Technip for the supply of OCV. The vessel will be equipped with Reach ROVs and manned by Eidesvik marine personnel and Reach ROV personnel and engineers. The vessel has a length of 145 m and a beam of 31 m. It is equipped with 2 offshore cranes on 400T and 100T respectively and a Carousel with a capacity of 4400T flexible pipes. The vessel has classification ICE 1B which means it is prepared for operation in arctic waters. (*Source: Offshore Energy Today*)

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## VOS GLAMOUR ARRIVES IN ABERDEEN





We are delighted to announce that one of Vroon's newest vessels, **VOS Glamour**, arrived safely in Aberdeen yesterday, following her long journey from Fujian Shipbuilding Trading in Fuzhou, China. **VOS Glamour** is a 60-m ERRV-FSV (emergency response and rescue vessel/field-support vessel) and the first in a series of four such FSVs being built for Vroon. The vessels feature a revolutionary, wave-piercing

bow shape and a 300m<sup>2</sup> cargo deck. The remaining three vessels will be operational in the coming months. **VOS Glamour** will operate in the North Sea out of Aberdeen for Vroon Offshore Services. She is now being prepared for duties and will commence a long-term charter on 25 February. We wish her and all who sail on her safe voyages. *(Source: Vroon; Photo: David Dodds)*

## SALVAREE OUTBOUND VANCOUVER

On the 17<sup>th</sup> February 2015, was seen the 2000 built Singaporean with call sign 9V5827 Offshore Rescue Tug Supply Vessel **Salvaree** (Imo 9206360) outbound in Vancouver harbour. The vessel is owned by Semco Salvage V Pte. Ltd. – Singapore and managed by Posh Fleet Services Pte. Ltd. – Singapore. The Tug-Supply vessel has a length o.a. of 48.00 mtrs a length between pp of 45,58 mtrs a beam 13.20 mtrs a depth 5.80



mtrs and a draught of 4.80 mtrs. She was built by president Marine Pte. Ltd. Shipyard – Singapore under number 303. The two Wartsila main engines develops a total output of 2,970 kW (4,036 hp) and a free sailing speed of 13.3 knots. She has a grt of 874 tons a dwt of 838 tons and is classed Bureau Veritas I  Hull  Mach. Tug-Supply Vessel Unrestricted Navigation. *(Photo: Robert Etchell)*

## BRITOil ENERGY LAUNCH POSTPONED



Britoil Offshore Services has reported that the launch of its second Platform Supply Vessel (PSV), **Britoil Energy**, has been postponed for March 2015. PSV **Britoil Energy** was initially scheduled to be launched in February. The company entered into a contract for design and equipment packages for two platform supply vessels of the new PX121 design from Ulstein in 2012. The

first of two vessels, **Britoil Power**, was launched in January 2015 at PT. Britoil Offshore Shipyard in Batam, Indonesia. Singapore-based Britoil has a fleet of 40 vessels, mainly anchor handling tugs and barges. These two new PX121 vessels mark Britoil's entry into the PSV market. *(Source: Offshore Energy Today)*

## TGS EXPANDS GULF OF MEXICO SURVEY

TGS has announced the extension of its Declaration Multi-WAZ Survey in the Mississippi Canyon and DeSoto Canyon protraction areas of the Gulf of Mexico. The extension represents a minimum 2,000 km<sup>2</sup> of additional data to be acquired by CGG using the single pass vessel configuration derived from its StagSeis(TM) technology. According to TGS, this technology will better



image deep structural elements and improve subsalt and salt flank illumination. The extension is based on early observations from the fast track migration of phase one of the Declaration project. Kristian Johansen, COO for TGS commented that, "Expanding the survey to cover the extent of the



current Lower Tertiary Norphlet fairway will provide industry-leading data for current and future exploration and development objectives.” Acquisition of the extension is expected to be completed in Q2 2015, followed by fast track deliverables and final imaging products in 2016. *(Source: Offshore Energy Today)*

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### BLUE VIKING RENAMED IN NAO VIKING?



On the 11th February the new Nordic American Offshore owned PX121 PSV **Blue Viking** arrived at Aberdeen direct from Ulsteinvik. She may not have the **Blue Viking** name for long as all the Nordic American Offshore fleet are being renamed to the NAO prefix and the **Blue Protector** has already been renamed to **NAO Protector**. *(Source: & Photo: David Dodds)*

### PSV JUANITA IS OFFSHORE SUPPORT VESSEL OF THE YEAR

A Platform Supply Vessel (PSV) named **Juanita** has won ‘Offshore Support Vessel of the year’ award by Offshore Support Journal. The award ceremony was held in London on February 18, 2015. The vessel was built by Kleven Verft, launched in September 2013 and delivered to Uglund Offshore in May 2014. Juanita was designed by Salt Ship Design and it is of a of SALT 100 PSV design. It is 88.9 m



long, 20 m in width and with accommodation for 24 persons. Salt 100 combines innovation in design and technology to improve operating costs, improve safety and secure more efficient operations. Fuel consumption is low, and the vessel was the first of its kind to incorporate a new and more efficient cargo handling solution. The vessel is under a two-year contract with Statoil with two additional one-year options. *(Source: Offshore Energy Today)*

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## COSCO DELIVERS PSV TO U.S. CLIENT

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China's COSCO (Guangdong) Shipyard Co., has delivered a Platform Supply Vessel to its owners. The company did not say who the buyer was, only revealing it was based in the United States. The vessel, named "Terry Tide", measures 83.75 meters in LOA (length of all), 18 meters in breadth and 7 meters in depth.

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## CLINTON MARINE GETS NEW SURVEY VESSEL

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Clinton Marine Survey AB has increased the fleet with another survey vessel. M/V **Wind** was purpose built for the Swedish Maritime Administration, as hydrographic survey vessel, at Boghammar Marin AB shipyard in Sweden. The vessel has a long proven history of survey work such as hydrographic and geophysical surveys. The 19 meters long M/V **Wind** is purpose built for

Hydrographic Mapping, Geophysical Survey, Environmental Sampling, UXO Survey and ROV Inspection. With the purchase of M/V **Wind**, Clinton Marine Survey has increased the fleet to four company owned vessels designed for working in the extreme shallow to medium water depths. The large deck space in the aft will also support sampling and ROV Inspections surveys. According to Clinton Marine Survey, M/V **Wind** is equipped with Kongsberg EM2040 Multibeam Echo Sounder, Positioning Seatex Seapath 330+, Motion Seatex Seapath 330+, Gyro Seatex Seapath 330+, Sub-Bottom Profiler, Side Scan Sonar, Inspection ROV, A-Frame & Winch and USBL. *(Source: Subsea World News)*

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## WINDFARM NEWS

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### WIND SERVER WINS OFFSHORE RENEWABLES AWARD 2015

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DBB Jack-Up's newbuild **Wind Server** was awarded the Offshore Renewables Award 2015 at the Annual Offshore Support Journal's conference held on Wednesday in London. The award was given to J/U **Wind Server** as the vessel provides a new way to service and maintain offshore wind turbines and fills a gap in the market between larger, more costly installation vessels and less capable units.

The vessel is the world's first purpose-built jack-up vessel for O&M tasks, but J/U **Wind Server** is also capable of handling decommissioning and installation support tasks. The vessel carried out her very first jacking operation only last week with the decommissioning of a met mast in the North Sea.

(Source: *Offshore Wind.biz*;  
Photo: *DBB Jack-Up*)



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## tugs & Offshore






### *BOA BISON OSV OPERATES ON FECAMP SITE*



**Boa Bison**, an offshore support vessel, has just completed her work at the Fecamp offshore wind farm. During the installation of a met mast at the Fecamp offshore site, the vessel was in charge of the pre-lay of anchors for a gravity base structure and ROV work during submerging. Supplementing the data collected since 2007 in technical and environmental studies, the met mast will seek to determine the speed and direction of wind,

visibility conditions, wave height, water temperature, and other data relevant to the offshore wind development. In addition, this structure will also serve to observe birds, marine mammals and bats

moving within the perimeter of the future offshore wind farm. *(Source: Offshorewind.biz; Picture: lehavreportcenter)*

### PLATFORM LANDS AT LUCHTERDUINEN

The offshore substation has been installed at Eneco's 129MW Luchterduinen offshore wind farm in the Netherlands. The work was tackled by **Scaldis' Rambiz** crane vessel yesterday. The unit was collected from the port of IJmuiden. The platform weighs around 900 tonnes and is 24 metres long, 23 metres wide and 16 metres tall. Prefabricated sub-modules for the substation were delivered to the Fabricom yard in Antwerp, Belgium, for assembly in November last year.



The 43-turbine wind farm, in which Mitsubishi is a partner, is expected to be fully operational by year-end. *(Source: RENews)*

### SEACAT SERVICES LAUNCHES SECOND 26M CATAMARAN



Class-leading offshore energy crew transfer vessel operator Seacat Services today launches **Seacat Courageous**, the firm's second 26-metre crew transfer vessel, as it continues to support the growth of the European offshore wind market. The expectations of offshore wind developers and operators when it comes to crew transfer vessel availability, reliability and passenger comfort are continuing to increase as the

industry matures. Concurrently, construction is commencing on large, deep-water project sites further from shore that demand high levels of seakeeping performance and greater capacity for both fuel and equipment. **Seacat Courageous**, which will hit the water for the first time following an official naming ceremony this morning at the South Boats IOW yard in Cowes, is set to join sister vessel **Seacat Intrepid** in the nine-strong Seacat Services fleet. With a near-identical specification to Intrepid, DNV-GL certified Courageous profits from the same unique three-year tank-testing

programme at South Boats IOW that has brought a number of fundamental design innovations to the sector, further improving on the high standards set by the vessels before her. These features are accompanied by a 26,000-litre fuel tank – allowing great flexibility in the number of operational hours that can be served at sea – and a larger foredeck to accommodate 20ft equipment containers. “Since her launch in October last year, Seacat Intrepid has set a new standard for vessels servicing the offshore wind sector,” said Ian Baylis, Managing Director, Seacat Services. “**Seacat Courageous** will match that standard, further enhancing our offering in the waters of the North Sea, Baltic and the domestic UK market.” “Today’s launch not only represents yet another milestone in the development of the Seacat Services fleet and our relationship with local boat builder South Boats, but also reaffirms the industry-leading position of UK firms in the offshore energy support vessel market.” Once sea trials are complete, Seacat Courageous will head directly to her first deployment in the North Sea. Earlier this month, Seacat Services confirmed a £6 million investment in two new 24-metre OESVs as it prepares for the next phase of European offshore wind construction. (*Press Release*)

## YARD NEWS

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The advertisement features a dark blue background on the left with white and red text. On the right, there is a photograph of three tugboats in a line on the water, moving from left to right. The tugboats are white with green and red accents. The water is dark blue with white wake.

### *GBSL TO DRYDOCK 23 CROWLEY VESSELS*

One of the largest exclusive ship repair fleet agreements in Caribbean history, worth more than \$10 million, signed between GBSL and Crowley which will extend to mid – 2017. Grand Bahama Shipyard Limited (GBSL), the ship repair and refurbishment yard in Freeport Grand Bahama, Bahamas has signed a ship repair fleet agreement with Crowley Maritime Corporation for a maintenance program for 23 vessels over the next 12 months. The agreement, worth more than \$10 million, will see GBSL dock and upgrade these vessels



exclusively at the shipyard. Graham Couser, SVP of GBSL, said “[The agreement] will allow GBSY to work with Crowley as partners to prepare, plan and collaborate in advance of each docking to maximize efficiency and success. Not only is Crowley getting excellent value through advance commitment, but by removing the time-consuming individual tendering process for each ship, we can provide priority dock space, superior scope planning, and leading turnaround times.” “GBSL’s variety of facilities and excellent track record positions them well to be a long-term partner in ensuring our fleet’s stringent maintenance needs are met for the foreseeable future,” said Rob Grune, senior vice president and general manager, petroleum services. “The benefits of an exclusive fleet agreement with a single yard are clear. Rolling over experience from one vessel to the next will create exponential rewards and efficiencies over reselecting a Yard each time. Also, the doubts and uncertainties that arise from individual bids are eradicated. It’s a win-win situation.” GBSL’s Chief Executive Officer, Carl-Gustav Rotkirch disclosed that throughout 2015, Crowley has committed the following units: one oil product tanker, 12 product barges and **10 tugs** from the company’s articulated tug-barge (ATB) fleet for regular dry dock maintenance and upgrade work at GBSL. The agreement was signed in December 2014 and is effective immediately, with the first vessel arriving at GBSL in January 2015. *(Source: MarineLink)*

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## OFFSHORE SUPPORT JOURNAL AWARD WINNERS

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Damen Shipyards’ Chairman Kommer Damen was acknowledged as this year’s Industry Leader at the annual Offshore Support Journal Awards in London last night. His vision has been at the heart of the phenomenal growth that Damen Shipyards has seen in recent years. The

company now operates 32 shipyards worldwide and has an annual turnover of over € 1.7 billion. “Offshore vessels is a huge market and we are investing in more platforms for standardising and building ships,” Mr Damen said when receiving the award. It means the company can build similar types of ships in series at different yards worldwide. “This means cost efficiencies, better vessels, less maintenance and design costs. We can also finance vessels.” He told OSJ that Damen will soon introduce designs for **anchor handlers**. Under his stewardship Damen developed several designs for the standardised construction of **tugs** and various **offshore support vessels**, including **platform supply vessels** and **fast supply vessels** with the innovative Sea Axe hullform. Also during the Caterpillar- and Cummins-sponsored gala event, Kristian Siem, founder of Siem Industries won the Lifetime Achievement Award. His leadership has led to the success of offshore construction vessel operator Subsea 7 and Siem Offshore, amongst other companies. Asian vessel operator Pacific Radiance was awarded the DVB bank- sponsored Shipowner of the Year Award due largely to its successful expansion and entrance into new markets during the past year. Uglund Offshore’s innovative platform supply vessel **Juanita** won the DNV GL- sponsored Support Vessel of the Year award. It was designed by Salt Ship Design and built by Kleven shipyards. The Bureau Veritas- sponsored Innovation of the Year award was won by Huisman for its rope luffing knuckle boom crane. DBB Jack-Up Services won the F30 Offshore Brokers- sponsored Offshore Renewables Award for its Wind Server turbine maintenance jack-up unit. Fafnir Offshore received the Nor-Shipping-

sponsored Environmental Award for its battery-powered and Havyard-designed platform supply vessel. *(Source: OS)*

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### ZUID-HOLLAND ZUID'S NEW FIREFIGHTER



De Haas Maassluis; Netherlands has delivered a new firefighting vessel to the "Veiligheidsregio Zuid-Holland Zuid" to be stationed in Dordrecht; Netherlands. The new firefighting vessel, named **Zuid-Holland Zuid**, had to be smaller and lighter as well as have a higher capacity, be faster, and sustainable when it came to emissions, noise and energy efficiency. The article depicts how these demands were met with a lot of contributions from local maritime suppliers and highlights the vessels innovative features, such as its specially designed fender by Fender Innovations. *(Source: SWZ Maritime)*

### NORDIC YARDS HOLDS NAME GIVING CEREMONY FOR MPSVS BERINGOV PROLIV AND MURMAN

On February 19, 2015, Nordic Yards (Wismar, Germany) held a name-giving ceremony for two multipurpose salvage vessels of project MPSV06-NY, **Beringov Proliv** and **Murman**, Nordic Yards says in its press release. The ceremony was attended by Nordic Yards President Victor Yusufov, Deputy Transport Minister of Russia Victor Olersky, head of the Federal Marine and River

Transport Agency Alexander Davydenko and other officials. The contract for construction of two multipurpose salvage vessels was signed between the Federal Marine and River Transport Agency and Nordic Yards in December 2012. Their construction commenced in September 2013 under the federal special-purpose programme “Development of Russia’s Transport System (2010-2015)”. The vessels named MPSV **Beringov Proliv** (Bering Strait,



hull No 217) and MPSV **Murman** (hull No 218) are registered in Korsakov and Murmansk respectively. Vessels characteristics: length - about 88 m, breadth – almost 19 m, depth – 8.5 m. From spring 2015, the vessels will start fulfilling their tasks on patrolling and rescuing operations in the areas of shipping, fishing, oil and gas production. The vessels are intended for search and assistance to vessels in distress, breaking of ice of up to 1.5 m thick, fighting of fire at floating and onshore facilities, oil spill response activities, inspection of sea bed and damaged facilities at the depth of up to 1,000 m. Nordic Yards has three production locations in Germany - Rostock-Warnemünde, Wismar and Volkswerft Stralsund. The company specializes in the construction of offshore platforms, ice-class vessels, ferries and passenger ships. *(Source: PortNews)*

### *IHC TO BUILD 4,000-TON CRANE VESSEL FOR SCALDIS*



Scaldis Salvage & Marine Contractors NV has ordered a self-propelled DP2 crane ship from Royal IHC. The vessel will be operated by Scaldis. The design was drawn up in-house in cooperation with Vuyk Engineering Rotterdam, part of Royal IHC on the basis of the extensive experience that Scaldis has accumulated hoisting heavy objects in challenging offshore conditions. The delivery of vessel with helipad and accommodation for 78 people is scheduled for spring 2017 in Europe. The vessel

will be built under full responsibility and coordination of Royal IHC in Qidong and finished in Xiamen, both of which are located in the People’s Republic of China. The ship is ordered to further support and expand the services, including the installation of offshore infrastructures and decommissioning-deconstruction activities for the oil and gas industry as well as the installation of offshore wind farms. The vessel, with 3,000 tons extra carrying capacity, will comprise two



Huisman cranes each with a lifting capacity of 2,000 tons. It will be equipped with a so-called 'moonpool' for the purposes of operating a separate ROV (Remotely Operated Vehicle) for inspecting and supervising installation work on the seabed. (*Source: OffshoWind.biz; Photo: scaldis-smc*)

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## 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 Multiship Boatman](#)
  - [Italian harbour towage and offshore Operator Corima orders a Damen ASD tug 2810](#)

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