



Tugs Towing & Offshore Newsletter



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

TUGS & TOWING NEWS

ALP TAKES DELIVERY OF “ALP WINGER” AND “ALP GUARD”



ALP Maritime Services has taken delivery of two towing and anchor handling vessels, **ALP Winger** and **ALP Guard**. The company reflagged the vessels under Dutch Flag. The vessel **ALP Guard** was previously known as AHT **Uranus** and **ALP Winger** as AHT **Janus**. In November 2014, the company bought six long distance anchor-handling and towing vessels built in Germany in the period

2006 – 2010. **ALP Guard** and **ALP Winger** are the first two in this group of six anchor handling tugs which ALP will take-over during Q1 and Q2 this year. The vessels are operating in the 200 and 300 Tonnes Bollard Pull towing vessel segment. According to ALP, both **ALP Guard** and **ALP Winger** have been contracted to jointly tow the semi-submersible drilling rig Noble Paul Romano from Las Palmas, Spain to Brownsville, Texas. The contract is scheduled to start in February 2015. (*Source: Offshore Energy Today*)

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SVITZER BACKS TEAM AUSTRALIA IN RACE ACROSS AMERICA

Svitzer, the nation's leading provider of safe, reliable towage and other marine services, has become a sponsor of CEF Team Australia, participants in the 2015 Race Across America (RAAM). Known as the world's toughest endurance event, RAAM is a 4,860 kilometre non-stop 'roller coaster' ride over mountains ranges,



through hot, dry deserts, and across flat, humid plains, a transcontinental route traversing twelve American states from Oceanside, California, to Annapolis, Maryland. While teams have nine days to complete the journey, CEF Team Australia's goal is to do it in just six days. This year's race will begin on **20 June**. Among the members of CEF Team Australia is Svitzer's very own Chief Commercial Officer – and in-house health and wellbeing ambassador – Alan Bradley. "Without a doubt, this race is the biggest challenge I have ever contemplated and completing it will be a major personal achievement. But my involvement is motivated by much more than a quest for personal satisfaction," said Mr Bradley. "I want to show that it's possible to maintain a healthy and active lifestyle while holding down a demanding day job that involves long hours and extensive travel – and in doing so, hopefully inspire my colleagues to strive to achieve their own health and wellbeing goals." As well as competing against an international field of elite cyclists for a position on the podium, CEF Team Australia is also raising funds for two worthy charities: *Outrun Cancer*, which funds cancer prevention projects, and *MontroseAccess*, which delivers support services to children and young people with physical disabilities. To make a donation, go to: <https://give.everydayhero.com/au/alan-bradley>. Managing Director Mark Malone said Svitzer was proud to be a supporter of CEF Team Australia. "I wish the whole team the best of luck as they prepare to embark on an extraordinary journey that will test them both physically and mentally as they brave heat, wind, thunderstorms, altitude, the dark, fatigue and sleep deprivation. I can assure Alan and his team mates that everyone here at Svitzer will be routing for them," said Mr Malone. "What's more, those who support their journey across America will be helping to improve the lives and health of others. I would encourage everyone to donate what they can." Alan and his team



As part of their preparations – and to raise awareness about RAAM – CEF Team Australia has joined forces with *Outrun Cancer* to take on the monumental challenge of racing for 24 hours straight. *Outrun Cancer* founder Luca will run continuously for 24 hours on a treadmill, with the aim of covering 240 kilometres at an average speed of 10 km/h.

Meanwhile Team Australia will race relay style for 24 hours at an average speed of 40 km/h aiming to cover 960 kilometres.

The event will be held in Sydney's Martin Place on **7 and 8 May 2015**.

mates are now in the final and most intensive phase of their training, which includes attitude training in preparation for the climb they will have to make over the Rocky Mountains. All up, riders will be required to climb almost 55,000 metres during the course of the race. To follow their efforts to be ready and follow their progress during the race, go to: www.facebook.com/cefteamaustralia. Once the race is underway teams will be equipped with GPS technology, allowing the public to track their progress in real time. *(Press Release)*

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REDNE-NEVSKY SHIPYARD LAUNCHES FORTH TUG OF PROJECT 81 BUILT FOR P. TRANS CO.



On February 25, 2015, Sredne-Nevisky Shipyard launched the forth in a series of six tugboats under construction for LLC P.Trans Co., the shipbuilder's press release said. The tug was named "**Vega**". Initially, the complete six tugs package delivery was scheduled for 2014. The newbuilding project is financed by LLC Gazprombanklizing under the leasing scheme. The Project 81 push tug's displacement is 365 tonnes, LOA - 25 m, breadth - 10 m. The vessel is designed to perform pushing or emergency towing of barges (project 82) with total displacement of about 5,200 tonnes at a speed of 10 knots. The vessel had been designed according to the requirements of Russian River Register to M3.0 (Ice 10) A Class. The ship has the on-

board coupling ARTICOUPLER KVC3545 manufactured by Taisei Engineering Consultant Inc. The pushers feature high maneuverability and controllability thanks to twin controllable-pitch screws and twin rudders. According to earlier reports, the Cherepovetsky Metallurg tugboat, lead vessel in the series, was laid down on March 12, 2013 and launched on August 20, 2014. Her delivery is scheduled for spring 2015. OJSC Sredne-Nevisky Shipyard was created in 1912 as Ust-Izhorsky Shipyard. Throughout the years the shipyard has built over 500 warships and vessels of 43 designs for the Russian Navy and foreign customers. The company specializes in building warships and civil vessels manufactured of nonmagnetic steel, aluminum and fiberglass: corvettes, mine sweepers, coastal patrol boats, workboats and passenger vessels. *(Source: PortNews)*

ROBERT ALLAN LTD. APPOINTS ROLLIE WEBB AS SENIOR VICE-PRESIDENT

The Board of Directors of Robert Allan Ltd. are extremely pleased to announce the recent appointment of Mr. Rollie Webb as Senior Vice-President. In this newly-created position Rollie will work very closely with and support Mike Fitzpatrick, the new company President, in all business development and business management tasks. Rollie has been with Robert Allan Ltd. since 2008, serving as the Senior Project Director, and brings to the firm an incredible depth of expertise in shipbuilding, shipyard management and contract management, serving in senior management positions in shipyards in Canada and the USA. Rollie is extremely well-known and respected in this industry across North America and Robert Allan Ltd. is very lucky to have him as part of our creative and dynamic ship design team. *(Press Release)*



PELLA SHIPYARD LAUNCHES TUGBOAT RB-366 OF PROJECT 90600 BUILT FOR RF NAVY



Pella Shipyard has launched the tugboat RB-366 of the project 90600. According to the Company, the vessels has been delivered to RF Navy and joined the Baltic Fleet. The tugboat is intended for towing and berthing operations in harbor, roadsteads and coastal areas which comply with R3 navigation area, refloating of ships and vessels, fire fighting operations at floating and shore objects, oil spill response

activities, cargo transportation, ice breaking and erosion operations. Technical information: Length max: 25.40 mtrs a beam of 8.80 mtrs and a draft of 4.20 mtrs. She has a free sailing speed of 11.8 knots. She is classed KM Arc4 R3 Aut3 tug by Russian Register of Shipping. Propulsion system: BPK US155, Rolls-Royce, FPP into nozzles. Powerplant: two 746 kW at 1,800 rev/min, Caterpillar C32. Deck equipment: bow electro-hydraulic anchor-towing-mooring winch Fluidmecanica providing 10 t of bollard pull and 847 kN of brake holding force; 23 t towing hook SWL with quick release device. The tugboat is equipped with cargo crane PC 2300, Palfinger with lifting capacity of 150 kilos at the boom of 5m. In order to fulfill fire-fighting operations the tugboat is equipped with external fire fighting system made by FFS (capacity is 800 m3/h, 2 water monitors, water curtains system). JSC Pella Shipyard based in Russia's Leningrad region was founded in 1950. In 1992 Pella was privatized as Pella Holding Co. comprising the head office and several subsidiaries. The shipbuilding firm

specializes in building tractor tugs with rated power of 1,000hp to 5,000hp, push boats, escort tugs, pilot boats and SAR boats for Russian customers and for export. (*Press Release Pella*)

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ETA LAUNCHES GUIDELINES FOR SAFE HARBOUR TOWAGE OPERATIONS

Safe and smooth port operations require a permanent surveillance of safety standards by every port service operator in the nautical chain. The European Tugowners Association and its members have made it their firm commitment to keep working on the promotion of best practices enhancing awareness of basic safety issues. Since the publication of the Joint ETA/EMPA Guidelines on Design and Layout of Harbour Towing Equipment in 2011, downloadable [HERE](#), the ETA identified operational safety risks that needed to be addressed by general guidelines. The ETA's Technical Nautical Committee chaired



by Petersen & Alpers' Peter Lindenau, further composed of Raymond Bartolo from Tug Malta, Leendert Muller from Multraship and Michael Stauffeldt from URAG has now finalised a concise set of "Guidelines for Safe Harbour Towing Operations", which are available [HERE](#). Their publication will be introduced during European Shipping Week's visit to the port of Antwerp on 5th March 2015 by Captain Yves Beeckman,

whose contribution and experience was instrumental in the drafting. (*Press Release*)

CONCERN FOR TUG WORKERS AFTER ASBESTOS FOUND ON TWO BOATS

There is concern tug workers in the Port of Newcastle have been put at serious risk after asbestos was found on two imported tug boats. The Maritime Union says the material has been found above safe levels on the Chinese-built Svitzer tugs, [Warrunda](#) and [Warrego](#), despite both being issued with

asbestos-free certificates. Union organiser Glenn Williams said there is great concern for the safety of his members. "Our members all need to be tested, obviously, put onto an asbestos register," he said. "The vessels have been quarantined and are being worked on now to remove all asbestos. "But we'll be seeking some pretty good assurances that it is all gone before we do go back on board them."



Mr Williams said of major concern is that both tugs were issued with asbestos-free certificates. "Very concerning for us, our members have been exposed, or potentially exposed to asbestos," he said. "What we understood to be an asbestos-free certificate, issued for both tugs, is in fact false and there's some 950-odd instances of asbestos on the vessel. "So very concerning for us. "People's lives have been put at risk by this company." Svitzer general manager James Mather said both tugs underwent a series of tests before coming to Newcastle, and they will not be used until they are fully cleared of the material. He is hopeful the exposure risk is minimal. "Well, lots of our employees have been on board those vessels myself included," he said. "But so far we haven't had any air-borne testing come back to indicate asbestos in the atmosphere. "So based on the advice we've received, the risk of exposure is negligible." *(Source: ABC News)*

SD ANGELINE LAUNCHED



Last week was seen at the Damen Shipyard – Gorinchem; Netherlands the launching of the **SD Angeline** (Imo 9648544) a Multicat 2613S with yard number 571681. The vessel is under construction for Serco Denholm. She has a length of 26.25 mtrs a beam of 13.00 mtrs. Her total power output is 2,850 kW with a bollard pull of 45 tons. The crane has a capacity of 15 tm. The Multicat is a proven design

which is thoroughly tested over the years. Her multiple roles undertaking varied assignments in diverse working environments. The Multi Cat has optimum deck space in relation to its deck

equipment. This means maximum efficient operation with minimal crew. The wheelhouse has also 360 degree visibility which ensures the highest standards of safety on the deck. *(Photo: Arie Boer)*

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HYBRID EFFICIENCY

Multraship takes delivery of Damen ASD 2810 Hybrid tug. Multraship, the Netherlands-based towage and salvage specialist, recently took delivery of a Damen ASD 2810 Hybrid tug vessel, built at Damen Shipyards Galați, in Romania. The delivery is part of Multraship's current fleet expansion programme, which involves a number of Damen vessel orders. The ASD 2810 Hybrid adds to an already extensive fleet of



tugs operated by Multraship. Multraship has its headquarters in the harbour city of Terneuzen and operates in the ports around the Scheldt estuary at Zeeland Seaports and the Ports of Ghent and Antwerp, as well as the Bulgarian Port of Burgas on the Black Sea. Damen's new ASD 2810 Hybrid is a new design and this is the second of its class to be built. It is a timely concept, offering a much sought after fuel and emission efficient performance. Dinu Berariu, Project Manager at Damen Shipyards Galați, said of the new vessel, "This hybrid tug is a very unique concept. It features a diesel-direct, diesel-electric and battery powered propulsion system. This hybrid configuration will enable Multraship to lower fuel costs by up to 30 percent and emissions by up to 60 percent." After on-time and on-budget completion, the vessel, named **Multratug 28**, sailed under her own keel to the Netherlands from Galați. Multraship's fleet expansion programme stems from its increasing customer base in the offshore sectors as well as growing demand for harbour towage services. The ASD 2810 Hybrid, with an expected bollard pull of 61 tonnes, is a perfect fit for both these areas of operation. Additionally, the company has ordered two Damen ASD 3212 vessels, which are currently being built at Damen Song Cam Shipyard in Vietnam and will be delivered before the end of the second quarter of this year. *(Press Release)*

TUGBOAT EXPLODES IN DONGGALA, ONE DEAD

A tug boat belonged to a sand mining company exploded on Monday in Donggala regency, Central Sulawesi, killing a worker, Riskan, and severely injuring his companion, Adi. The boat's captain Nirman said the explosion occurred when four workers were welding part of the vessel. "The boat's electricity transmitter suddenly exploded. I saw Riskan thrown out and hit another tug boat, while Adi was burnt and jumped into the sea," Nirman said. Banawa Police precinct chief First Insp. Syamsuddin said the force was still investigating the cause of the explosion. The body of Riskan, a resident of Palopo, is being kept at the morgue at Undata General Hospital in Palu while Adi is still being treated at the same hospital for his burns. *(Source: The Jakarta Post)* □

ENSCO 8502 UNDER TOW BY THE KURT J. CROSBY



Yesterday afternoon, the semi-submersible drilling rig *ENSCO 8502*, under tow by the *Kurt J Crosby* and the *Signet War Horse*, arrived at Mustang Island Block 740, near the Corpus Christi sea buoy. The tow was escorted by the *M/V Crosby Courage* and Adriatic Marine's *Aarabian*. Crosby notes in

an emailed statement to gCaptain: "The two Crosby tugs successfully completed the tow, as requested, after originally encountering heavy weather on February 20 – 21, including seas up to 16 feet and winds up to 40 – 50 mph, which slowed progress. The tugs, however, maintained full control of the ENSCO rig." *(Source: gCaptain)*

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SAINT CLASS TUG FOR THE RCN – ST. JOHN

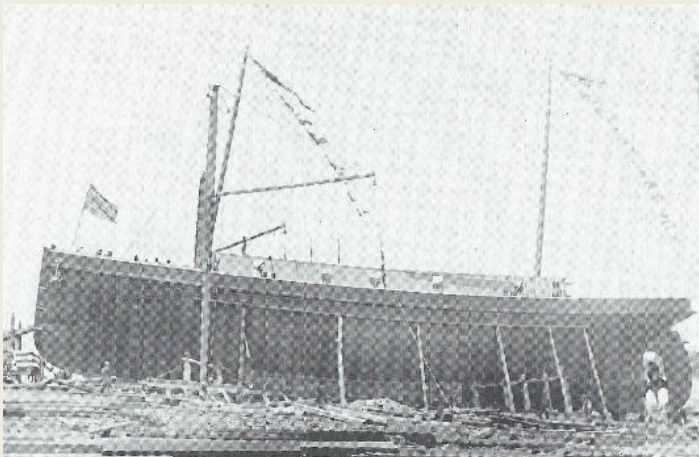
This tug had the shortest career with the RCN, and the shortest career of the three. It was built in 1956 by G.T.Davie + Sons Ltd in Luazon, QC and was sold off by the navy in the early 1970s. It was put to work for new owners Eckhardt+Co of Germany renamed *Dolphin X* and towed several ships across the Atlantic to scrap yards in Santander, Spain, including the burned out *Amvourgon* shown

above. In 1976 it had the distinction of towing the VLCC *Metula* to Santander. It was the first VLCC to be scrapped. The reason for the scrapping was that the ship *Metula* had grounded in Magellan Strait, Tierra del Fuego in 1974, while en route from Saudi Arabia to Chile with a cargo of crude oil. The ship was holed, creating a major oil spill and resulting in severe damage to the ship, including flooding the



engine room. The ship was eventually freed by salvors, but was declared a constructive total loss. It was renamed *Tula* for the trip to the scrappers. On November 27, 1980 The *St. John* sank off Labrador while towing a barge. Although I don't have details, it is likely that it had a similar problem with its tail shaft. The barge was recovered, but the tug was a total loss. I have few details on this incident, other than the supplier *Janie B* was nearby at the time and recovered the barge. I assume the tug crew was rescued at the same time. (Source: *Mac Mackay-Tugfax*)

YESTERYEAR TUGS BUILDING, LAUNCHING AND REPAIR CHARLES W. PARKER JR.



The *Charles W. Parker Jr.*, rigged for launching in 1909 at Bath, Maine. She was much the same as the *Grenough*: 125 feet long, 27 feet beam, 16 feet depth, 700 horsepower. Note the strapping holding her rudder for and aft, and the shores wedged against her lower rubrail. Just before the launch, the shores are knocked away. There is a bunting-draped platform at her bow, with a temporary set of stairs leading to her stem. The stairs are for the convenience of the

champagne-bottle-wielding sponsor. This photograph offers a good look at one of the shipyard's gin poles. These poles were used as derricks and could be moved about the yard as needed. They were fitted into holes in the ground and supported by guywires anchored to deadmen. The *Charles W. Parker Jr.*, makes the plunge into the Kennebec River. The hawser leading from her bow to the deadman alongside the ways holds her in check when she's fully afloat. In the excitement of the launch, someone forgot to pull the ladder at her



stern quarter. This is an active shipyard. In the background is another vessel, most likely a schooner, in frame, and in the foreground are a number of timbers for the next building project. All the debris on the ground is wood chips left from many years of wooden shipbuilding. In some yards, the accumulated chips formed piles several feet deep. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

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LYSBLINK SEAWAYS TOWED TO SCALLASTLE BAY



The DFDS cargo ship *Lysblink Seaways* arrived last night at the sheltered Scallastle Bay in the Sound of Mull after being towed by the, Damen Shipyard Galati built 6114 AHTS, **Kingdom of Fife** tug for the 17 mile journey, supported by the Forth Joustler, the UK Coast Guard reports. The Emergency Towing Vessel **Herakles** provided escort and safety cover. Herakles was released at 10 pm local time yesterday. *Lysblink Seaways* continues to be stable. However the weather forecast for the coming days is not good which means she will remain where she is until conditions are more favourable. A decision about where she will be taken for repair has yet to be made. In the meantime, the Norwegian tug **Luca** has arrived to take over from the **Kingdom of Fife**. The Scottish Environment Group continues to monitor events and is supporting the work being done. A temporary exclusion zone of 100 metres is now in place. *Lysblink Seaways* had run aground north of the Isle of Mull, off the west coast of Scotland, at approximately 01:50 am local time, February 18. *(Source: World Maritime News; Photo: Maritime Journal)*

LPG TANKER 'HAPPY EAGLE' COLLIDED WITH TWO BRIDGES, ROTTERDAM



The United Kingdom registered with call sign ZNHT7 LPG tanker **Happy Eagle** (Imo 9040170) in the night Feb 25 – 26 collided with both new and old Botlekburg bridges in Rotterdam, damaging new bridge so, that the traffic on the new bridge had to be partially closed. No reports on tanker's damages, but vessel was towed to ship repair yard, so most

probably, she was also damaged. (Source: *Fleetmon*)

TUG WITH BARGE IN TROUBLE

On Feb 27, 2015, at 10:22 a.m. the semaphore Socoa was notified that the "**Vector**" was in trouble with a barge in tow about 12 nautical miles north of Saint-Jean-de-Luz, coming from Bayonne. At 10:43 a.m., the CROSS Etel received an official request for assistance from the captain of the tug who confirmed that part of his



tow rig had broken in rough sea conditions. The tug "**Malabar**" of the Navy which was on patrol in the area was ordered to provide assistance to the tug. After assessing the situation the "**Malabar**" took in tow the barge at 4:42 p.m. and then sailed to the Bay of Saint-Jean-de Luz where the barge was secured. The "**Vector**" followed at 9 p.m. (Source: *Vesseltracker*)

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SEARCH FOR MISSING CREW MEMBERS CONTINUED



The search for five missing crew of the “**San Jorge 1**” near Villa Gesell continued in the afternoon of Feb 26 with 15 vessels and 4 boats of the Argentine Coastguard as well as a helicopter and an aircraft. With some improvement in weather conditions since the sinking of the “**San Jorge I**”, Coast Guard officials also evaluated the possibility that a team of divers would enter the ship which sank on a water

depth of 30 meters in the midday hours after having drifted on an air bubble for several hours. The search area was covering nearly 20 square miles. The three survivors remained hospitalized at a local private clinic being treated for injuries, hypothermia and post traumatic stress symptoms. *(Source: Vesseltracker; Photo: Prefectura Naval Argentina)*

OFFSHORE NEWS

FIRST PORTCALL KROONBORG IN DEN HELDER

On Thursday 19 February the brand-new Walk-to-Work (W2W) vessel **Kroonborg**, owned by Wagenborg Offshore, made her first portcall in Den Helder, the Netherlands. The vessel has been equipped with an Ampelmann W2W system and a Barge Master stabilized crane platform. NAM/Shell has chartered the vessel for a period of ten years. The **Kroonborg** will be used as a maintenance vessel for unmanned



NAM/Shell platforms in the Southern North Sea. The vessel will operate from Den Helder and Great Yarmouth. *(Photo and Source Paul Schaap)*

ICON TO PROVIDE VESSELS FOR PETRONAS

Icon Offshore Berhad’s (ICON) subsidiary Icon Offshore Group Sdn. Bhd. has recently received a Letter of Award from PETRONAS Carigali Sdn Bhd (PCSB) for the provision of spot charter marine vessels (umbrella contract). According to ICON’s Bursa Malaysia filing, the umbrella contract period is effective immediately and it is for a primary period of two years with an extension option of one



year. Furthermore, the contract was awarded through a competitive bidding process therefore the company says that its value is unascertainable. Icon Offshore Group Sdn. Bhd. has been awarded six out of eight packages offered by PCSB under the umbrella contract which allows the company to provide marine vessels of following types: Anchor Handling Tug

/ Supply Vessel 60 MT, Straight Supply Vessel, Platform Supply Vessel, Utility Vessel, Workboat and Work barge. ICON will provide the vessel, crew and associated equipment for a continuous 24-hour operation. Within the contract period, PCSB will be able to use the vessels on demand. *(Offshore Energy Today)*

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EXXONMOBIL CONTRACTS ALAM MARITIM VESSEL

Alam Maritim Resources' subsidiary, Alam Maritim (M) Sdn Bhd, has received a Letter of Award from ExxonMobil Exploration and Production Malaysia Inc. for the provision of one Accommodation Work Barge/Vessel. The vessel will be used for Tapis EOR



Brownfield Modifications and Retrofits Project located offshore Malaysia. According to Alam Maritim Resources' Bursa Malaysia filing, the contract is worth RM9,918,000 (\$2.7 million). The company says that the contract is for time charter of Setia Station 2 for a period of approximately three months effective January 31, 2015. Setia Station 2 is an accommodation work barge built in 2009 with accommodation capacity of 386 berths. *(Source: Offshore Energy Today)*

SIEM SEES PROFITS RISE

Oslo-listed Siem Offshore has generated fourth quarter operating revenues of USD 137.7 million,



compared to USD 95.0 million for the same period in 2013. The operating revenues for the full year were \$491.3 million, versus \$364.0 million in 2013. In the fourth quarter 2014 (Q4 2014), the company recorded operating loss of USD 3.1 million, after depreciation and amortisation of \$56.5 million (2013: \$20.1 million), compared to \$6.1 million operating profit in the corresponding period in 2013. Operating profit for the full year

2014 was \$84.3 million (2013: \$69.3 million) and included depreciation and amortisation of \$125.9 million (2013: \$75.8 million). The Q4 net profit attributable to shareholders was \$13.0 million, or \$0.03 per share, compared to net loss \$3.7 million, or \$(0.01) per share year-on-year. The full-year net profit attributable to shareholders was \$58.1 million, or \$0.15 per share, 164% jump compared to \$22.0 million, or \$0.06 per share at the end of 2013. As for the subsea section, the OSCV fleet earned operating revenues of \$104.8 million and had 98% utilisation (2013: \$41.4 million and 100%). The operating margin before administrative expense for the OSCV fleet was \$71.2 million (2013: \$26.9 million) and the operating margin as a percentage of revenues was 68% (2013: 65%). Furthermore, one Cable-Lay Vessel (CLV) [Siem Aimery](#) is scheduled for delivery in 2015. The company said the total contract backlog of firm contracts for all vessels at December 31, 2014 was \$1.55 billion. However, "The significant decline in the oil price represents a new market environment for the whole offshore oil and gas industry, including the oil companies and the total oil service industry. The order-book for additional OSVs in general represents an additional threat to the already unfavourable market balance for vessel owners. The market is expected to be very challenging for a number of years," the company said in a statement. *(Source: Subsea World News)*



CGG TO CUT MORE AS LOSS WIDENS

French seismic contractor CGG announced additional cost reduction plans and further downsizing of its fleet as it falls victim to deterioration in market conditions. In the fourth quarter 2014 (Q4 2014), CGG generated revenues of \$ 906 million, down 5 percent year-on-year and up 31% sequentially. Full year revenue was \$3.095 billion, down 18 percent, compared to \$3.766 billion in 2013. For the three months ended December 31, 2014, CGG recorded a loss of \$667 million / €510 million, after non-recurring charges (NRC). EPS was negative at \$(3.78) / €(2.88). This is compared to a loss of \$810 million with negative earnings per share of \$ 4.59 or € 3.38 for the same period in 2013. Full year earnings after NRC was negative \$1.147 million, compared to negative \$691 million



at the end of 2013. After minority interests, Net Income attributable to the owners of CGG was negative at \$(1,154) million/€(866) million. EPS was negative at \$(6.52) / €(4.89). Total non-recurring charges for the full year were \$939 million (\$643 million in the fourth quarter), \$697 million related to impairments and restructuring costs and the rest related to write-offs. Commenting on these results, Jean-Georges Malcor, CGG CEO, said: “Even in the context

of a strongly deteriorating market, CGG delivered good operational results in the fourth quarter of 2014, thanks to an excellent contribution by our Equipment and GGR divisions, with record sales from our multi-client surveys driven particularly by the success of our StagSeis program in the Gulf of Mexico. We generated \$187m in free cash flow and reduced our debt leverage to 2.4x EBITDA. The transformation plan CGG launched at the end of 2013 and accelerated in 2014, has led to a close to 12% reduction in the company’s headcount, the reduction of its fleet from 18 to 13 vessels and the lowering of our breakeven point. “Taking into account the reduced client activity due to the very strong fall in oil prices at year-end and in line with our portfolio rebalancing strategy, we have decided to further reduce our fleet to 11 vessels in 2015 and to launch an additional cost savings and CAPEX reduction plan,” says Malcor. *(Source: Subsea World News)*

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HOS SELLS FOUR OSVS TO MSC

In its fourth quarter report released earlier this month, Hornbeck Offshore Services, Inc. (NYSE:HOS) reported that it had recently agreed to sell four of its 250EDF class OSVs currently chartered to the U.S. Navy and to subsequently operate them for the Navy under an operations and maintenance ("O&M") contract for up to 10-years operating period. Since their construction in 2008 and 2009, these vessels have supported the U.S. Navy's submarine fleet on the east and west coast of the U.S. In order for the Navy to continue receiving the unique capabilities of these vessels, Congress has required their purchase from the company, provided an agreement could be reached. Today, the Department of Defense announced the award of the relevant contracts, which potentially extend the deal to cover a fifth HOS vessel. *Following are the details:* Hornbeck Offshore Services LLC, Covington, LA, is being awarded an \$114,000,000 firm-fixed-price contract for the purchase of three blocking vessels. This contract includes an option for the purchase of a fourth blocking vessel, which, if exercised, would bring the cumulative value of this contract to

\$152,000,000. Work will be performed primarily into and out of the ports of Kings Bay, Georgia and Bangor, Washington, and the work is expected to be completed Sept. 30, 2015. If all options are exercised, work will continue through Feb. 27, 2025. Fiscal 2015 other procurement (Navy) funds in the amount of \$114,000,000 are being obligated at the time of award, and will expire at the end of the current fiscal year. This contract was awarded under other than full and open basis in accordance with 10 U.S.C. 2304(c)(1), as implemented by FAR 6.302-1 - only one responsible source and no other supplies or services will satisfy agency requirements. The Navy's Military Sealift Command, Washington, District of Columbia, is the contracting activity (N62387-15-C-2502). Hornbeck Offshore Operators LLC, Covington, LA, is being awarded an \$18,106,860 firm-fixed-price contract for the operation and maintenance of three blocking vessels and the charter of a fourth blocking vessel. This contract includes nine 12-month option periods and one 150-day option period, which, if exercised, would bring the cumulative value of this contract to \$346,795,380. Work will be performed at sea worldwide and is expected to be completed September 2015. If all options are exercised, work will continue through Feb. 27, 2025. Fiscal 2015 working capital funds in the amount of \$18,106,860 are obligated for fiscal 2015, and will not expire at the end of the fiscal year. This contract was awarded under other than full and open basis in accordance with 10 U.S.C. 2304(c)(1), as implemented by FAR 6.302-1 - only one responsible source and no other supplies or services will satisfy agency requirements. The Navy's Military Sealift Command, Washington, District of Columbia, is the contracting activity (N62387-15-C-2507). *(Source: MarineLog)*



STAOIL ADDS TIME TO 'VIKING ENERGY' CONTRACT



with Eidesvik," says CEO Jan Fredrik Meling. *(Source: Offshore Energy Today)*

Statoil has extended the contract for the LNG-powered PSV **Viking Energy** with one year from ultimo April 2015. The vessel owner, Eidesvik Offshore, says that the contract has further 1+2 years option. The Viking Energy was the first LNG fuelled PSV in the world when it was delivered in 2003, and has been on contract for Statoil since delivery. "We are very satisfied that Statoil once again has extended a contract

AHTS SEA TIGER ON EXTENDED STAY IN BRAZIL

Deep Sea Supply, the owner of offshore support vessels, has agreed on a contract extension for the AHTS vessel **Sea Tiger**. The vessel was hired for operations in Brazil, but Deep Sea Supply did not name the client. The extension is for one year firm plus 6 x 30 days option period. According to Deep Sea Supply, it will start in direct continuation with the current time charter contract



which expires at the end of February 2015. **Sea Tiger** is a multi-purpose anchor handling tug. It was built in Leirvik, Sogn in Norway and delivered to the owner Deep Sea Supply in 1998. *(Source: Deep Sea Supply)*

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ATD TUG 2412	ASD TUG 2913	ART TUG 80-32			

PRINCE JOB 1 COMMENCED TRAILS



Last week was seen the Shipyard De Hoop's new building Prince Job 1 commencing technical trails. The under yard number 450 built Offshore Supply vessel is built for Awaritse Nigeria Ltd. For operations in the Chevron Offshore Oil Field near Nigeria. Delivery of the vessel is scheduled in the first quarter of 2015. *(Photo: R&F van der Hoek-Lekko)*

ATLANTIC CARRIER CABLE SHIP

Atlantic Marine's multi-purpose supply vessel (MPSV) UT705 Atlantic Carrier, was converted into the latest cutting edge technology cable ship. The vessel was specifically converted in 2014 for inter

array cable lay operations on UK North Sea wind farm. The 82.3 meters LOA vessel has a 770 square meters deck and it's equipped New KPOS DP from Kongsberg, New six point mooring (bridge controlled) from Atlas, New 500T Carousel, Dual cable highways with dual cable engines, 40T construction crane and Cable ramp. The vessel, built in 1974 and converted in 2001 and 2014 can accommodate 55 persons.



BENREOCH SPOTTED



In the South African Port of Cape Town was seen last week the locally built by Veccraft Marshall Island registered Fast Offshore Supply Ship (FOSS) [Benreoch](#) (Imo 9753117). *(Photo: Aad Noorland)*

WINDFARM NEWS

WIND SERVER WINS OFFSHORE RENEWABLES AWARD 2015

On February 9th 2015, the first Seatower gravity based foundation (GBS) for the Fecamp offshore wind farm was successfully installed 15km off the coast of Normandy. During the course of this project, towage specialist [Boluda France](#) provided its leading expertise, procurement and towage services to contribute to the



installation of the very first offshore wind structure in French waters. Three offshore tugs from

BOLUDA FRANCE's fleet were mobilized. The scope of work was harbour towage, ocean towage, and positioning. The tugs recovered the towing pennants from the GBS at Le Havre. The convoy managed the critical and sensitive passage of the harbour locks. Once at sea, all three tugs worked in coordination to minimize the inclination during the tow of the 1800 tons and 50-meter high structure. At the installation site, the convoy hooked onto pre-laid anchors. The GBS was then lowered and smoothly installed within the target box area. "The installation of the Fecamp met mast represents a milestone in the French offshore wind market. We are proud to have carried out this operation and to be the first towage company to tow a Seatower gravity based foundation. This will undoubtedly affirm our expertise and confirm our ambition on the European offshore wind market" says Denis Monserand, CEO of *Boluda France*. *Boluda France* operates nearly one hundred vessels for the provision of towage services, harbour services and crew transfer services. The company is committed to providing accurate marine solutions for the offshore wind industry. *(Press Release)* □

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FIRST WAVE CRAFT CHRISTENED 'UMOE VENTUS'



The first Wave Craft vessel has been christened and is now undergoing sea trials outside the yard in Mandal. Owned by Umoë Wind and built by Umoë Mandal, the vessel, Umoë Ventus, was christened by CEO Jens Ulltveit- Moe's wife earlier this month. If everything goes as planned, the vessels will head out to Dong Energy for a charter in a German North Sea next month. It will be operating on the Borkum Riffgrund 1 offshore wind farm for eight months, 54 kilometres from Dong Energy's

O&M base in Norddeich. The charter includes a possible extension of up to 12 months. Umoë Ventus is a 'Surface Effect Ship' (SES) which uses technology that lifts the vessel utilising an air cushion which is enclosed by the hulls and a flexible rubber sealing at the aft and in the bow. This allows the vessel to travel at speed in higher sea states without compromising passenger comfort.

(Source: Offshore Wind,biz; Photo: Umoë Mandal)

YARD NEWS

TRIANGLE MARINE SERVICES AND MARINE CORE & CHARTER HOST KEEL LAYING CEREMONY FOR TWO ALUMINIUM FAST OFFSHORE SUPPORT VESSELS

UAE-based Triangle Marine Services; one of the Middle East's reputable companies providing shipbuilding, ship repair and conversion services, has today achieved a significant milestone with the keel laying of two new 45-metre Aluminium Fast Offshore Support Vessels, awarded in November 2014 by



UAE-based client Marine Core & Charter LLC. These new builds mark the company's first shipbuilding project to signify their entry into the offshore market. The ceremony took place at Triangle Marine's facility in Dubai Maritime City, and was attended by representatives from Triangle Marine, Marine Core & Charter LLC and Camarc Design as well as many representatives from a variety of marine organizations and service providers. The new 45-metre Aluminium Fast Offshore Support Vessels by leading UK designers Camarc used their proven innovative hull design to meet the offshore operators' demand for an extremely efficient support vessel. The hull is



designed to optimise the power required to reach speeds of up to 30 knots, combined with excellent sea keeping and a wide operational envelope. The design features a spacious deck area of 140 sqm and large fuel cargo capacity of 100 tonnes. A luxury area for 12 VIP guests to maximise comfort is incorporated along with a seating capacity for 100 personnel. These first two vessels by Triangle Marine will

support the Marine Core & Charter LLC fleet and are scheduled for delivery in November 2015.

(Press Release)

THE SHEARER GROUP INC.'S MEMBERS TO THE TSGI TEAM

The Shearer Group, Inc. (TSGI) would like to introduce its newest members to the TSGI team: Ivan Garcia and Alex Ediger. Ivan Garcia has been with TSGI since June of 2014 as a designer. Some of his daily duties include but are not limited to, developing system and structural designs and/or modifications for various contracts for vessels for which the company has been contracted. He is also involved in physical surveys on new and existing vessels. Ivan obtained his certificate in mechanical engineering in 2013 and is continuing to pursue his associate's degree in mechanical engineering

with an expected completion date of December 2015. Alex Ediger has been with TSGI since September of 2014 as a naval architect and marine engineer. Alex is involved in developing structural and system designs for marine equipment in compliance with regulatory



requirements. He is also involved in deadweight surveys on new and modified vessels, dry dock stability calculations and inspections and working with the Coast Guard, Marine Safety Center. Prior to joining the TSGI team, Alex was a graduate student instructor for NAVARCH 270 at the University of Michigan where he led laboratory experiments and gave lectures and received his master's in naval architecture and marine engineering in 2014. During his studies at the University of Michigan, Alex interned with The Shearer Group, Inc., and we are very happy to have him back. In his spare time he enjoys sailing/yacht racing and working on powerboats/sailboats. In addition to Mr. Ediger and Mr. Garcia, The Shearer Group has retained the services of Mr. Ted Waxler and Mr. Bill Stegbauer as consultants. Mr. Stegbauer will be assisting in [towing vessels design](#) and Mr. Waxler assisting with TSGI's involvement with management and vessel audits for TSGI's various clients. The Shearer Group, Inc. is the global leader for design of [inland towboats](#) and barges. We have a rich history of providing naval architecture and marine engineering services to the marine industry, with a focus on the inland sector. Inland barges built to our designs number in the thousands, along with a myriad of towboat, dry dock and other specialty designs. Further, we are proud to be one of the only naval architecture and marine engineering members of The American Waterways Operators, Inc. *(Press Release)* □

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SCHOTTEL DE COLOMBIA FOUNDED

SCHOTTEL has opened a new subsidiary in Cartagena de Indias, Colombia, to further strengthen and extend its position in South and Central America. Managing Director of SCHOTTEL de Colombia is Julio Carrasquilla Martínez who worked for SCHOTTEL do Brasil as sales agent before. He has a Master in Marine Technology from Delft University and brings along 16 years of work



experience in the marine industry in South America and Europe. SCHOTTEL de Colombia especially serves customers from Venezuela and Colombia and is responsible for the sales activities in the region.

(Press Release)

MAC NEW BUILD CSS VENUS 3RD IN LINE CSS



Fujian Mawei Shipyard, picture of the near completed CSS Venus. Which will be the third Compact Semi Sub (CSS) to be delivered.

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](#)

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

[mailto: jvds@towingline.com](mailto:jvds@towingline.com)

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