Tugs Towing & Offshore Newsletter

LEKKO All about tugs

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Buying, Sales, New building, Renaming and other Tugs Towing & Offshore Industry News

MIDWEEK–EDITION

TUGS & TOWING NEWS

MOTORTUG ELISABETTA HAS BEEN LAUNCHED

The tugboat named **Elisabetta** wich has been built by Bogazici Denizcilik A.S. (Bogazici) at the Dentas Shipyard in Tuzla has been launched by a ceremony. The launched tugboat will be sent to Italy. At the launching ceremony of the tugboat **Elisabetta**, the General Manager of Turkish Coastal Safety (Kiyi Emniyeti) Mr. Yasar Duran Ayats, the General Manager of Istanbul Sehir Hatlari (City Lines Co.) Mr. Suleyman Genc,

Managers and employees of Bogazici and Dentas have been attended. The tugboat has been ordered by the Italian Company has a length of 32.50 mtrs a beam of 11.70 mtrs a bollard pull of 70 tons and is capable to having a free sailing speed of 13 knots. *(Source: Deniz Haber Ajansi)*

LYSBLINK SEWAYS TOWED TO GREENOCK

The Lysblink Seaways is now safely berthed alongside in the Great Harbour at Clydeport, as reported by the UK Maritime and Coastguard Ageny (MCA). She arrived there at 7.55pm Thursday with the help of **Luca** and *Svtizer Milford tugs*, with the **Forth Jouster** helping where needed. The tug **Afon Menai** was released and is returning to North Wales. The towing operation of the cargo vessel to Greenock on the Firth of Clyde started on Wednesday, March 4. The responsibility for the vessel was returned to the owners DFDS Logistics Rederi AS. A counter pollution plan has been agreed by the Maritime and Coastguard Agency and Clydeport. As a contingency arrangement a sorbent boom has been placed around the *Lysblink Seaways* for the duration alongside the berth, the coastguard said. Preparations to receive the vessel into the dry dock at Inchgreen are continuing – it is estimated this could be on Wednesday 11th March. "It has been a great example of how co-operation between many people and organisations can make a difference in a potentially challenging situation and I'd like to thank everyone who's been involved, particularly the salvors and the Scottish Environment Group," Hugh Shaw, the Secretary of State's representative Maritime Salvage and Intervention said. *Lysblink Seaways* ran aground north of the Isle of Mull, off the west coast of Scotland, on February 18th. *(Source: World maritime News)*

HISTORIC AIRCRAFT CARRIER USS RANGER, FEATURED IN TOP GUN, SIX MILLION DOLLAR MAN, HEADED TO SCRAP YARD

The *USS Ranger,* the first aircraft carrier built from the beginning with an angled flight deck, was towed Thursday from Puget Sound Naval Shipyard to begin its last voyage to a scrap yard in Texas. The 1,046-foot *Ranger* towered over the Foss Maritime tug **Linsdey Foss** as the massive aircraft carrier was eased from its Bremerton berth and headed north up through Puget Sound. One of four Forrestal-class carriers, the *Ranger* served for 37 years until decommissioning in 1993. Crosby Tugs of Golden

Meadow, Louisiana, will tow the *Ranger* around Cape Horn to the scrap yard in Texas because the carrier is too large to fit through the Panama Canal. The 16,000-mile trip is projected to take five months, according to the Kitsap Sun. The *Ranger* served the U.S. Navy in a number of ways, with multiple missions during the Vietnam War and much later, during Desert Storm. The 56,00-ton ship also had some cameos in the movies Top Gun and Star Trek IV: The Voyage Home, where the *Ranger* was a proxy for the *USS Enterprise*. The vessel also had a role in an episode of the TV series Six Million Dollar man. The angled flight tech was a major breakthrough in carrier design that allowed aircraft to simultaneously take off and launch. The carrier found another place in history books in 1983 as the first time an all-woman crew landed a cargo plane on an aircraft carrier. The *Ranger* was one of the last carriers powered by oil-fired steam turbines, in this case four generating 280,000 horsepower, before the Navy moved on to the current Nimitz-class nuclear aircraft carriers. Mothballed ships often are stored in Bremerton, and sometimes are put back into service from there, such as the battleship Missouri, which was reactivated in 1984 for Desert Storm, and is now a museum in Hawaii. Several groups tried to have the *Ranger* preserved for historic reasons, but the Navy in 2012 decided the vessel would be scrapped. *(Source: Puget Sound Business Journal-Steve Wilhelm)*

JIN GANG LUN 35 – ASD 38/60 PILOT/TUGBOAT FOR TIANJIN PORT

Early in 2015, Tianjin Port, in the north part of China, took delivery of a new ASD 38/60 Class Pilot/Tugboat, named **Jin Gang Lun 35** from the builder Shanghai Harbour Fuxing Shipping Service Company, after the successful delivery of two ASD 35/80 class tugs from the same shipyard in 2013. All three vessels were designed specifically for the Tianjin Port Authority by Robert Allan Ltd., Naval Architects of Vancouver, Canada. Different to her two predecessors, the hull form of the new tug was developed from the RAstar series for better seakeeping performance, due to her duty of

transferring pilots. The **Jin Gang Lun 35** is classed and built according to the Chinese Classification Society with the following notation: ★CSAD, Tug, Greater Coastal Service, Ice Class B. The tug is fitted with a fire fighting system to fulfill the requirements for Fire Fighting 1, although the owner elected not to obtain that specific class notation. Particulars of the **Jin Gang Lun 35** are as follows: Length o.a.: 38.00 mtrs; Beam moulded, extreme: 12.80 mtrs; Depth, moulded (hull): 5.74 mtrs; maximum draft: 4.20 mtrs. Major tank capacities are as follows: Fuel oil: 225 m³; Potabale water: 33 m³; Foam: 21 m³. On trails, On trials, **Jin Gang Lun 35** met or exceeded all performance expectations, with the following results: Bollard pull, ahead 62.1 tonnes; Free running speed, ahead: 14.5 knots. The vessel has been arranged and outfitted to a high standard with fifteen (15) crew berths in total. However, the maximum number of crew on the same shift is up to fourteen (14). The Master's cabin and a 2-crew cabin are located on the second deck (upper level of deckhouse); the

Chief Engineer's cabin is on the main deck, with an additional four private crew cabins located on the lower accommodation deck (two doubles and two four-person cabins). A fully appointed mess/lounge and a modern fully-equipped galley are also located on the main deck. The tug is designed to provide a pilot transfer service between the anchorage and terminals, particularly in severe weather. A Pilot boarding area is provided at each side on the forecastle deck. A pilot room is arranged on the second deck. The deck machinery consists of two ship-assist hawser winches forward, and one towing winch on the aft deck for coastal towing service. Ship-assist service will be carried out through a specially designed staple which accommodates two fairleads. A capstan is also provided on the aft deck. The wheelhouse is designed for maximum all-round visibility with a forward control station providing maximum visibility to both fore and aft deck working areas. Main propulsion for each tug comprises a pair of Yanmar 6EY26 diesel engines, each rated 1840 kW at 750 rpm, and each driving a Rolls- Royce, US 205 P20 controllable pitch Z-drive unit, in ASD configuration. The electrical plant comprises three (3) identical diesel gen-sets, each with a power output of 100 ekW. Ship-handling fenders at the bow consist of two rows of cylindrical fender at the main deck level, one 700 x 350 and one 600 x 300. A 600 x 400 "M" block fender is arranged below the cylindrical fenders. A 400 x 400 hollow "D" fender provides protection at the main and foc'sle deck sheer lines, and a 500 x 250 cylindrical fender is used at the stern. *(Press Release)*

EX-OFFICE WORKER BECOMES WASHINGTON TUG CAPTAIN, SINGLE-PROP SPECIALIST (PART 1)

When Cindy Stahl left her Wisconsin home to complete a master's degree at the University of Washington, she had no idea that the move would eventually lead her to the wheelhouse of a classic single-screw tug. "My degree was in urban planning," she explained, "and my first job was in a Seattle office." However, after moving to work for a small construction company, she was asked to fill in as a field supervisor to a construction job installing 2,000 feet of shoreline bulkhead. With two years of field management under her belt, she had an opportunity to finish a job on her own. "So I mortgaged the house to buy a tug and barge," said the mother of three. "And in about 2003 I went to South Puget Sound to finish the job and, in time, took on other contracts." The first tug was the classic 1947 Prothero-built **Susan H** (ex *Yeomalt*). It was a single-screw wood boat with lines well suited to the yacht that it has since become. Partnering with shore-based construction companies, she learned to jump into a piece of equipment and drive it onto the barge, then move to the tug and tow the barge to the site and offload the equipment. "The first time that I was taking the barge into the beach on the high water, I got it all lined up to where the equipment owner wanted it, then, at the last minute he changed his mind and asked me to go in at another point," she recalled. "It made the job much more difficult but I just thought, 'OK we can do that,' and we did." Stahl did well in marine-based construction and added a second

tug to her fleet. But then the economic collapse of 2008 slowed that sector. To supplement her work, she picked up a job towing a barge moving newsprint from paper mills to Seattle for Pacific Terminals. Her second tug, the 65-foot 1,100-hp twin-screw tug **Otter**, was able to handle the barge until they asked her to start towing it longer distances out of Canadian ports at Crofton on Vancouver Island and Port Mellon in Howe Sound. "It was just too much for that boat," she recalled. "But I had heard that the owner of the**Shannon** might want to sell so I checked with him and we made a deal." At 96 feet by 28 feet with a 13.5-foot molded depth, the tug **Shannon** (ex*Judi M*) was a significant step up. Powered by a big 12-cylinder EMD645 turning into a massive Lufkin gear, the single-screw tug represented an increased challenge for Stahl. While many younger skippers of her age hesitated to make the move to single-screw, Stahl had started out on the single-screw **Susan H**. "If people tell me that I just made a good landing with a single-screw tug, my response is, 'Why not, it is my job.' With a twin-screw you can correct an error in your approach, but with a single-screw you have to think ahead and get it right the first time. My professional goal is to make a perfect landing in a difficult spot like our home dock in Seattle's Duwamish River where we are boxed in between a fuel scow and another company's equipment and there are shifting river and tidal currents." Stahl clocked some sea time with Western Towboat on the company's southeast Alaska run some years ago and noted that one of that company's early vessels, **Marauder** (ex *Carol Foss*), is a sister to **Shannon**. **Marauder** is currently based in Juneau, as is Stahl's second tug **Otter.** But Stahl has no ambition to build a Western Towboat-sized fleet. For some time she worked all three of her boats doing some construction along with the barge jobs. "Then one of the boats was up in Port Townsend and I was busy docking a barge with another boat," she said, "when I got a call from the skipper to say that the steering had quit. So I asked if he had checked the fuse and he then asked me which fuse. That was when I realized that I did not want to own three boats." A 96-foot tug with 12 tons of engine turning out 1,500 hp at 900 rpm with its distinctive deep-throated roots-blown sound is a joy to generations of tugboat people. Set in a boat with the classic lines of **Shannon**, it awakens the romance in most towboaters. Stahl, who clearly loves her boat and her work, maintains however that her choice of **Shannon** was purely pragmatic. "Foss built her in 1957 as the **Shannon Foss,**" she explained. "Then in 1977 they hauled her and cut the stern off and pulled the old engine out. They replaced it with the new EMD and made all the systems for hydraulics and electrical redundant. Then they built a new stern with a steerable Kort nozzle." *(Source: Alan Haig-Brown)*

LAUNCH OF OUR LATEST MASTERPIECE: WEBSITE KOTUG.COM

You may know us from our terminal towage and harbour towage experience or from our offshore activities. We are confident you are familiar with our E-KOTUG series of three hybrid Rotortugs and you may already have heard about our new Maritime Excellence Center which supports clients in becoming a green and safe operator. Today however, we'd like to disclose our full story. We cordially invite you to the launch of our latest masterpiece which encompasses every single element of KOTUG. For today we proudly launch our new website . Everything we have achieved over the past two centuries comes together. For you to explore and to enjoy. The new website perfectly

captures where KOTUG is today: a global, leading company committed to provide sustainable towage and related services to the maritime industry. We are proud of how we have grown as a company and this is represented in our campaign 'AHEAD IN TOWAGE'. Powerful pitures are the perfect way to tell the story of what we do and what we are good at. Therefore our website contains beautiful images that tell a thousand words and features spectacular videos like 'Our Heritage' and 'Smooth Operator' which contains our company's milestones. KOTUG has expanded its innovative approach in towage and related services around the globe. Nowadays our company is operating in a variety of markets including towage services to ports, terminals and at sea as well as in the salvage, offshore and dredging industry . And with our new Maritime Excellence Center KOTUG can truly be your all-round and integrated service provider. All of this and more can be found on our new website. We invite you to take some time to browse through the stories, pictures and videos and hope you get inspired. As always, we hope this exceeds your expectations and we look forward to having your feedback. *(Press Release)*

TRANSPORT OF SHOALBUSTER BALOE.

After 8 years of service on the North Sea. Our Shoalbuster **Baloe** is going to explore the Middle East region this season. Together with many other vessels, **Baloe** is going to assist on the New Suez Canal project in Egypt. This prestigious project is one of the, if not the largest dredging project, from the last decade. Before the departure towards the Bitterlakes in Egypt, **Baloe** is first undergoing an extensive maintenance on the shipyard in Hardinxveld-Giessendam. On the shipyard she is

dry-docked and provided with a new layer of antifouling. Both main engines and generators got serviced by a Caterpillar engineer properly to avoid any problems during the project. Due to the high temperatures in Egypt and our experience in the Middle East with our **DMS Albatross** & **DMS Siskin**, we know that the temperatures in the engine room can get very high. Therefore an additional circulation fan is being installed in the engine room as well to avoid overheating of electrical equipment. Since the crew is sleeping on board of the **Baloe** during the project, the air conditioning system is getting serviced as well. After the maintenance, the **Baloe** is ready just in time to start her first assignment for the project, which is towing Van Oord's *CSD Zeeland II* from Moerdijk towards the Waalhaven in Rotterdam. For the trip towards Egypt, **Baloe** will not sail on her own strength. Instead she will be lifted upon a heavy lift vessel together with the *Zeeland II* and a whole lot of materials such as floating pipelines and containers. Monday 9th of February, the day of arrival of the heavy lift vessel in the port of Rotterdam. Therefore **Baloe** is departing with the *CSD Zeeland II* on tow and **Gepke III** assisting towards Rotterdam. The heavy lift vessel which will transport **Baloe** and *Zeeland II* towards Egypt is the *Rolldock Sea*. An impressive 142 meter long vessel, and is a combination between a semi-submersible and heavy lift vessel. Because **Baloe** will be standing on top of the hatches, she is the last "cargo" to be loaded. After a short week of loading materials and the *Zeeland II* in the Waalhaven in Rotterdam. It is time for the last "cargo" to be loaded on board of the *Rolldock Sea*, which is the **Baloe**. On Saturday morning 14th of February, the last safety meeting is being held on the bridge. Since this is not the first vessel of Herman Senior b.v. that is being transported by a heavy lift vessel, the crew knows the "drill". **Baloe** is sailing in position alongside the *Rolldock Sea* and the main engines are being shut off, everything is being sea fastened and "dead" ship is made quickly. All the lifting equipment is already hanging in the heavy lift crane of the *Rolldock Sea*, which can lift up to 350 MT with a single crane only! This is why they will only need to use 1 crane to lift **Baloe** on deck. The lifting slings are brought into position together with a diver. This to ensure that the lifting gear is on the right position to avoid any damage to the vessel. On the end of the day **Baloe** is standing safely on deck of the *Rolldock Sea*. Where you have a beautiful view overseeing a part of Rotterdam. Now the crew of *Rolldock Sea* can start with the sea fastening of the vessel, which will take a full day. Monday 16th of February everything is sea fastened on board of the *Rolldock Sea* and will start on her 12 day voyage towards the Bitterlakes in Egypt. The crew of **Baloe** will meet her once again in Egypt. On arrival in Egypt the **Baloe** is the first vessel to be off loaded again. Because **Baloe** has an air-cooled generator we can already start up the vessel when she is still on top of the **Rolldock Sea**. This makes the circumstances on board of **Baloe** a lot more pleasant. After a quick toolbox and safety meeting, the lifting commences and **Baloe** is quickly in the water. Straight away the crew started up the main engines and after removing the lifting gear **Baloe** sails towards the project. Once arrived on location survey equipment is installed straight away and **Baloe** is ready to work on one of the largest dredging projects from the last decade. Herman Senior is proud to be part of this major project and wishes the vessel and crew a good and safe time in Egypt. *(Press Release)*

YESTERYEAR TUGS BUILDING, LAUNCHING AND REPAIR – DAUNTLESS

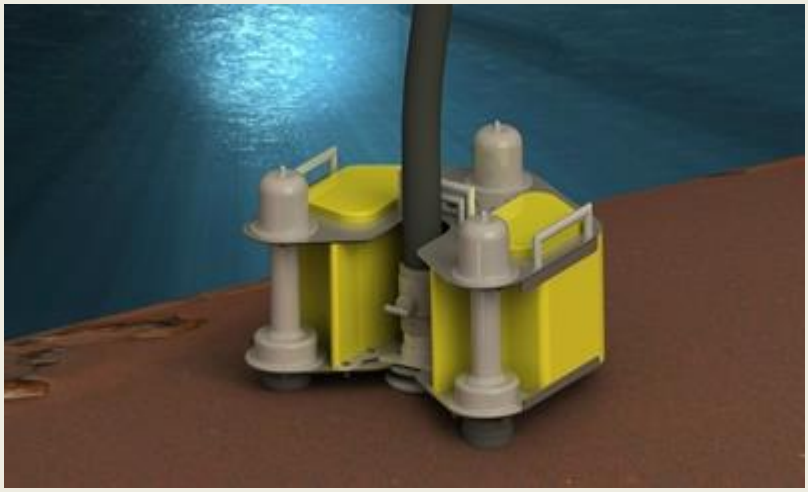
The steel tugboat **Dauntless**, rigged for launching in 1902. She was built at the Risdon Iron Works in San Francisco for the California firm of John D. Spreckels and Bros. Her hull strakes werd riveted, which was the common method of steel construction at the time; the use of welded seams came later. The **Dauntless** was 128 feey overall and powered by a triple-expansion steam engine fed by two boilers. Her fitting out took place after she was launched. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

NEW TOOL PERMITS OIL RECOVERY FROM SUNKEN WRECKS

A tool for removing oil trapped in submerged vessels has been developed in Norway by design specialists Miko Marine. With the launch of the Moskito the company has addressed the pollution threat that exists with the large numbers of sunken ships around the world that still contain significant quantities of oil in their tanks as cargo or bunker fuel. Many of the thousands of ships sunk during the Second World War now have seventy years of corrosion eating at their plates and the days are drawing inexorably closer when the pollutants that they contain will escape. The only answers are to either seal the wreck at great expense or to recover the pollutant in a controlled manner. Now, with the introduction of the Moskito, removing the oil is a speedy and cost-effective operation. The Moskito makes this possible through being able to be deployed by divers or by an ROV (Remotely Operated Vehicle) to any ocean depth. Once in position outside the tank the Moskito's three powerful magnetic feet are planted against the steel hull and a technician on the surface then activates a 75 mm (3-inch) diameter electrically powered tank cutter drill. With its operation controlled through a dual video link, the Moskito's drill pierces the steel tank walls which

may be up to 40 mm (1.5-inches) thick. The cut disc then falls away inside and is immediately followed into the tank by a patented spring latch coupling that automatically connects and locks a hose to the tank without allowing any of its contents to escape. With the hose securely in position a subsea pump can be activated to extract the oil at the rate of up to 12 cubic metres per hour and send it to the surface for safe and non-polluting recovery. If it becomes necessary to relocate the Moskito it can be easily repositioned without being returned to the surface. Being such a compact device it is also easy to use multiple units close together if a higher rate of extraction is required. The Moskito arose from a research and development project launched by Miko Marine in 2012. It quickly attracted the interest of the Norwegian Coastal Administration (NCA) which had been grappling with the same pollution problem being caused by spontaneous leaks from sunken wrecks around Norway's coastline. Having no answer to the problem the NCA decided to support Miko Marine's quest to find a solution and the two organisations joined forces with the backing of Innovation Norway, a government-sponsored research and development organisation. It was through a combination of engineering skill and original thought that Miko was able to create the Moskito oil removal system. The name of the tool was the inevitable consequence of its working similarity to the unpopular insect. Just like the insect it has to be light, versatile and adaptable because when a ship settles on the seabed there is no knowing how its tanks will come to rest. However, with a visual inspection and by studying the plans of the vessel a means of attack can be found. The Moskito is then delivered to the outside of the tank where it penetrates its skin and inserts its proboscis so that the liquid inside can sucked out. The insect allusion falls short of the engineering reality but the principle is the same and measuring just 65 cm (25-inches) by 45 cm (17-inches) and weighing only 80 kg, by subsea engineering standards the tool has an insect's light touch. Commenting on the potential of the Moskito, Nicolai Michelsen, general manager of Miko Marine was pleased to summarise the success of his company's innovation. "This was not an easy product to develop as it required us to call upon our highest standards of engineering and design. We are, however, very pleased with the end result which has a practical versatility that will make a valuable contribution to marine environmental conservation. It provides a solution to a problem that has remained unanswered since the first ship sank and we are



now hoping that our coastlines and our wildlife will see the benefit." Even before developing the Moskito system Miko had enjoyed a close working relationship with the NCA which had become a customer for some of the company's other innovative products. A team of highly qualified young designers has repeatedly found solutions to thorny problems by lateral thinking and innovation that is not tied to any particular technology. These include a range of magnetic patches that can be used to quickly seal a hole torn in a ship's hull while the more recent invention of the ShipArrestor has solved the problem of drifting ships by devising a parachute-shaped sea anchor that can be delivered by a helicopter. Instead of rolling helplessly until it breaks up or runs aground, a ship without engine power, or crew to operate it, can now be intercepted by the ShipArrestor and its drift slowed until a tug is able to reach it and tow it to safety. *(Press Release)*

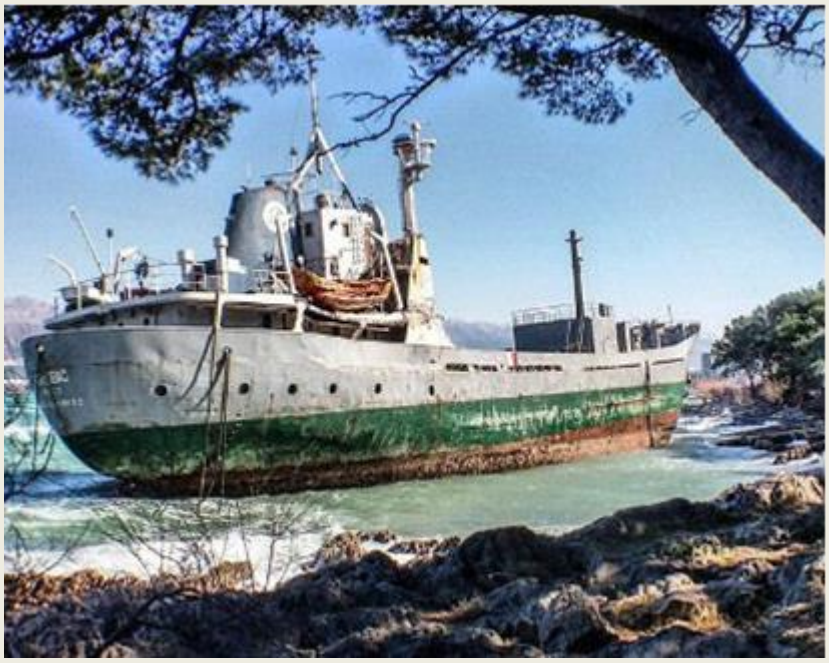
LOST BARGE AGROUND AND BEYOND SALVAGE

The barge "*Aldamiz*" lost by the "**MTS Vector**", 12 nautical miles north of Saint-Jean-de-Luz, coming from Bayonne, on Feb 27, ran aground on Mar 4 at 5:00 a.m. northwest of Saint-Jean-de-Luz. The "**MTS Vector**" was in the area but an intervention was impossible because of the shallow water. After the trawler "*Cintharth*" was refloated on Mar 6, the salvor team proceeded to the grounding site of the "*Aldamiz*" in the afternoon of Mar 6 and checked it regarding polluting materials such as diesel and motor oil. The team confirmed that refloating the barge technically impossible. The general condition of the barge, badly damaged, did not allow it. The owner was ordered to stop the threat to the environment and to navigation and to remove the pollutants. A removal plan for the barge plan should be submitted early next week. *(Source: Vesseltracker)*

HIGH WINDS GROUND CARGO SHIP IN SPLIT, CROATIA

Three cement carriers which were laid up off Split broke their mooring lines and were beached by a

storm on Mar 5, 2015. All three vessel were unmanned. The "*Krka*" and "*Orebic*" were anchored in the North Port, and then drifted towards the northern side of Marjan. The third, the "*Krka*", drifted to Slatina. Salvage work was hampered by a stormy weather. The tug "**Brodospas**" tried to refloat the "*Vranjic*" while she was drifting off Slatina on Ciovo, but eventually withdrew from the Action. By 3 p.m. all ships were aground. *(Source: Vesseltracker; Photo: gCaptain)*



EDISON CHOUEST ANCHOR HANDLER TOWED ACROSS THE CARIBBEAN AFTER FIRE

The anchor handling tug supply vessel (AHTS) **Edison Chouest** has arrived today in Port Fourchon after being towed by the AHTS **Gulf Champion** from Trinidad. An anonymous source tells gCaptain a fuel return line failed on the vessel's port main engine, a CAT 3616. The resultant fire burned up the engine and both winch engines and wiring on the deck above, in addition to causing a stack fire. *(Source: gCaptain)*

OFFSHORE NEWS

AWE KICKS OFF PATEKE TIE-BACK

WE Limited, as Operator of PMP 38158 off new Zealand, has informed that the Pateke-4H subsea tie-back and installation project started on March 5, 2015. The project started with the arrival of the DOF Subsea Diving Support Vessel, the "**Skandi Singapore**", at the Tui area oil fields located approximately 50 kilometres off the coast of Taranaki, New Zealand. The project involves the installation and commissioning of subsea pipelines, manifolds and ancillary support equipment, in water depths of about 124 metres, to connect the Pateke-4H development well to the Tui field gathering system. The subsea tie-back and installation project will coincide with a two week planned shutdown of the FPSO "*Umuroa*" for

inspection and maintenance activity. First production from Pateke-4H is expected in April. Located in the offshore Taranaki Basin, New Zealand, PMP38158 contains the Tui, Amokura and Pateke fields and has been producing since 2007. The Joint Venture partners in PMP 38158 are: AWE Limited (via subsidiaries) (Operator) with 57.5% stake; New Zealand Oil & Gas (via subsidiaries) with 27.5% stake and Pan Pacific Petroleum (via subsidiaries) with 15% stake. *(Source: Offshore Energy Today)*

EXTENSION CONTRACT DOF SUBSEA – PSV CONTRACT FOR DOF

Chevron Brasil (Chevron) has extended the contract for **Skandi Salvador** and IRM services for the remainder of 2015. The extension is a direct continuation of the current contract. The vessel has been operating for Chevron on the Frade oil field since delivery of the vessel in 2009. DOF has been awarded a 120 days contract + 60 days option with Sigurd Ross for **Skandi Stord**. The contract with commencement in April 2015. *(Press Release)*

STATOIL ORDERS NEW EMERGENCY VESSEL FOR THE MARINER FIELD

Statoil (U.K.) Limited has awarded a contract to Sentinel Marine Limited to provide a new multi role

Emergency Response & Rescue Vessel (ERRV) to support operations on the Mariner field on the UK Continental Shelf (UKCS). Sentinel Marine is an Aberdeen-based company, owning and operating offshore support vessels in the oil and gas marine industry. The new 65 metre ship, to be named "**Mariner Sentinel**", will be custom built for Statoil and provide emergency cover, oil spill response preparedness and tanker assist capabilities for the Mariner field. The ERRV contract with Sentinel Marine has a fixed duration of five years, commencing in July 2016, and also includes five one-year extension options. "This is an important contract award in our preparations for safe and efficient operations on Mariner," says Gunnar Breivik, managing director of Statoil Production UK. "The emergency and rescue vessel plays a key role in our safety and emergency preparedness plan. We are pleased with the flexible and cost-effective solution Sentinel Marine is offering, and we are looking forward to working with them as a partner in the operational phase. "Mariner Sentinel" will carry mechanical oil spill response equipment and contribute to a strengthening of the emergency preparedness capacity also on a regional basis," Breivik says. The Mariner field, located approximately 150 kilometers east of the Shetland Isles, is currently under development, with production start-up planned for 2017. Hook-up and commissioning is expected to start in 2016. "**Mariner Sentinel**" is expected to be delivered early in 2017. From the summer of 2016 and until the new vessel is ready for operation, Sentinel Marine will provide another ERRV for emergency cover on Mariner. Statoil is the operator of the Mariner field with 65.11% equity. Co-venturers are JX Nippon Exploration and Production (U.K.) Limited (28.89%) and Dyas Mariner Ltd. (6%). *(Press Release)*

EMERGENCY RESPONSE VESSEL BATTLES HEAVY SEAS

This compilation was apparently filmed aboard an Emergency Rescue and Response Vessel (ERRV) belonging to North Star Shipping. It was most likely filmed in the North Sea, possibly as the remnants from Hurricane Gonzalo hit northwestern Europe in October. At least all this according to the uploader. Hope your weekend goes a bit smoother than this! Watch the video click HERE

CEONA AMAZON LANDS GULF OF MEXICO CONTRACT

Ceona, SURF contractor with providing heavy subsea construction services, has secured a Letter of Intent (LOI) for the company's flagship field development vessel, the **Ceona Amazon**. This will be Ceona's first rigid pipelay project in the Gulf of Mexico for US independent oil & gas operator,

Walter Oil & Gas Corporation. The **Ceona Amazon** will be deployed for the Coelacanth Export Pipelines project with the scope of work encompassing the installation of an oil and a gas export line tying the new Coelacanth Platform into existing pipeline infrastructure. Each 10" line will be approximately 11 miles, totalling 22.6 miles (approximately 36 km). The pipelines will each be terminated by two pipeline end termination (PLETs) structures installed by the Amazon. All work will be undertaken in one single mobilisation. Project Management and Engineering work has started in Ceona's Houston office with support from the corporate offices in London and Aberdeen. Mark Preece, Ceona's Executive VP Commercial and Business Development, said: "We are extremely pleased that the Amazon has secured her first contract, with final vessel delivery on time and within budget. This will also be her first rigid pipelay project and we look forward to demonstrating the Amazon's capabilities in this area. "As such, we would like to thank Walter Oil & Gas for having such confidence in the Amazon and her distinctive, cost-effective capabilities which is a huge endorsement of Ceona's vision for designing a vessel that takes subsea construction and installation into a new era. The project will be managed from Ceona's Houston office and the team will ensure Walter Oil & Gas is highly satisfied by the quality of our project execution and vessel performance." Janelle Pence, Ceona's VP Commercial Americas, said: "The award of Coelacanth is a milestone for Ceona and fully demonstrates our commitment to the region. We look forward to working closely with Walter Oil & Gas to deliver a safe and successful project." Shipbuilding specialist Lloyd Werft successfully delivered the **Ceona Amazon** less than two years after the letter of intent for its construction was signed. Last month, the Amazon was equipped with her inclined multi-lay VLS with a top tension of 600te, and with two 400te Active Heave Compensated (AHC) masthead cranes able to work in tandem. The two 18m (59 ft) diameter wheels on the top tower and deck are also being installed. All deck installation work has been carried out at the Huisman yard in the Netherlands. The **Ceona Amazon** is 199.4m (655 ft) long and 32.2m (106 ft) wide, drawing 8.0m (25 ft) with a gross tonnage of 33,000te. She is due to enter service in March 2015. *(Press Release Ceona)*

PROMAR NAMES FIRST OF TWO DAMEN PSV 3300 VESSELS

Promar Shipping Services has christened the first of two Damen PSV 3300 vessels built at Damen Shipyards Galați in Romania. The **Mamola Reliance** will operate on the West African oil and gas market, where her high quality design will offer flexibility and a competitive edge. Following the official handover on 23 February, the **Mamola Reliance** set sail for West Africa. En route she stopped off in Barcelona for her naming ceremony. The ceremony was attended by Promar's CEO, Bertrand Prezioso, CFO, Olivier Utz and COO, Christophe Mansuy. Damen Sales Manager Andrea Trevisan also attended the ceremony. Speaking of the project, Mr Trevisan said, "The delivery of the Damen PSV 3300 **Mamola Reliance** is a moment that has been keenly anticipated by both Damen and Promar since we embarked upon this project. This vessel represents the onset of a new generation of pioneering, high-quality PSVs operating in the West African market." Lennart Samsom, Damen Project Manager Offshore and Transport, said that the building of the vessel demonstrated an excellent synergy between Damen and Promar. "We have built the **Mamola Reliance** in close cooperation with the Promar team. They have been involved from the design phase right up to the construction at Galați. The cooperation has been professional and open throughout." Mr Mansuy concurred, saying of the cooperation between the two companies: "Our collaboration with Damen has been very fruitful. The **Mamola Reliance** is a high standard PSV at the forefront of technology. Damen will also be delivering the sister ship, **Mamola Defender**, that is due in August 2015 and this is certainly to be regarded as a sign of confidence. We're very satisfied with the quality Damen has delivered to date, and we express our gratitude to all project contributors." Damen's relationship with the **Mamola Reliance** has not ended with the handover; Promar has selected a Damen Services initial spare parts package based upon Promar's operating profile. Rinke Wesseling, Damen Area Services Manager, said, "Both companies know that it is crucial to have the right spare parts when you start operating a vessel. This leads to correct and timely maintenance and increased vessel uptime and performance." The vessel's high standard specifications will provide a decisive advantage on the West African market, as Mr Trevisan pointed out: "The **Mamola Reliance** has been designed and built to fulfill the stringent requirements of first class oil majors. She features a broad package of options and is SPS compliant. With such notation the vessel can safely carry an additional number of personnel, meaning that Promar can offer their clients additional flexibility. We wish Promar every success with the **Mamola Reliance**." *(Press Release Damen)*

DOF TAKES 'POLAR KING'

Norway's GC Rieber Shipping has entered into a time charter agreement with DOF Subsea Norway AS for the CSV "**Polar King**" for a fixed period of 100 days. The charter will start in April and contains options for up to 5 months additional work. "**Polar King**" has since its return from Technocean Subsea AS in February 2015 undergone upgrades at Noryards BMV. Polar King is a purpose-built ROV Survey / Construction Vessel. The vessel is designed for operation under severe weather conditions with high manoeuvrability and station-keeping capabilities. *(Source: Offshore Energy Today)*

MURPHY HIRES AHTS NORMAND IVAN FOR MALAYSIA OPS

Solstad Offshore has received a Letter of Award from Murphy Sabah Oil Co.,Ltd. for hire of the anchor handling vessel "**Normand Ivan**". The duration of the agreement is one year firm plus one year option. According to the company, the new contract started recently. Murphy will utilize "**Normand Ivan**" to support their deepwater operations in Malaysia, where the vessel has been operating for Murphy since 2004. According to Solstad Offshore's press release, the commercial terms are confidential between the parties. **Normand Ivan** is an anchor handling tug supply vessel of a VS 480 AHTS design built in 2001. *(Press Release Solstad Offshore)*

OCEAN INSTALLER SECURES MORE WORK WITH STATOIL

Ocean Installer has signed amendments with Statoil for umbilical marine installation at the Visund field, and for riser replacement at the Troll B field in the Norwegian North Sea. The work will be executed under the SLMP Marine Installation Contract. "We are pleased to have secured more work for a key client like Statoil. The Norwegian Continental Shelf continues to be an area of great importance to us," says Ocean Installer CEO Steinar Riise. The work scope at the Visund field will include load out and transport of new umbilical riser, installation of new umbilical riser system including vertical anchor and mud mat for supporting umbilical termination assembly. The content of the work includes all activities necessary for installation of the pliant wave umbilical riser. The work scope at the Troll B field includes subsea disconnection and removal of existing riser, installation and subsea tie-in of new riser and transport and offload of existing riser at the Stord Base. The content of the work includes all activities necessary for replacement of the riser. Ocean Installer will utilise a construction support vessel (CSV), **Normand Vision**, as the installation vessel for both projects. The water depth in both areas is approximately 330m. The Visund field is situated in the Tampen Area, in blocks 34/7 and 34/8, approx. 140km West of Sognefjorden and 22km North-East of the Gullfaks field. Troll is located about 80km west of Bergen. The Troll project will takes place in June 2015 and the Visund Umbilical offshore operations will take place in August 2015. *(Source: Offshore Energy Today)*

WINDFARM NEWS

CTRUK MPC22 OWSV ENHANCED WITH VOLVO IPS

Since the launch of its first-of-class CTruk MPC22 late last year, the East Anglia-based workboat designer and builder has incorporated performance feedback into future builds to enhance seaworthiness, whilst ensuring that the vessel remains a cost-effective option from both capital outlay and operating cost perspectives. The second CTruk MPC22, due for delivery in June, will feature the Volvo IPS system for optimal bollard pull and service speeds, significantly increasing the already renowned fuel efficiency of CTruk's lighter

weight composite catamarans and yet still allowing the boat to take the ground and dry out at low water. The 22m multi-purpose catamaran with 7.5m beam and 1.25m draft is constructed from advanced composite for weight-saving strength. With a 20 tonne flexible payload capability and the ability to carry 24,000 litres of fuel, she is designed to deal with rougher seas, longer transits and tougher assignments whilst maximising passenger and crew comfort. CTruk's patented moveable wheelhouse and modular deck pod system give the workboat multi-role capability. Working with Volvo IPS has proven successful for CTruk, with Netherlands-based Sima Charters' vessel '**SC Falcon**' (a CTruk MPC19) currently transiting 60 miles out in the North Sea and giving larger vessels in the field a run for their money. CTruk has two CTruk MPC22 build slots available for this season, and the capacity from its new production facility on the River Colne in Colchester to offer five more slots by spring 2016. Company representatives will attend EWEA's Offshore 2015 event in Copenhagen next week and CTruk will have vessels on show at Seawork in Southampton this June, with the team on stand B9. *(Press Release)*

VAN OORD'S FIRST CABLE-LAYING VESSEL NEXUS OPARATIONAL

Van Oord will deploy the Dutch registered with call sign PCHR Damen Offshore Carrier **Nexus** (Imo 9715505), its first cable-laying vessel for constructing offshore wind parks, with a two-day event on the Wilhelminakade in Rotterdam. On Saturday, 7 March, the vessel will be christened by Ms J. Damen-Carli, the wife of Mr K. Damen, member of the supervisory board at Van Oord and chairman of Damen Shipyards Group, in the presence of Van Oord's guests and employees. The vessel was built by Damen Shipyards Group at its shipyard in Galati, Romania under number 553014. The modern vessel is nearly 123 metres long and more than 27 metres in the beam. The **Nexus** has been equipped with a cable carrousel with a capacity of 5,000 tonnes to install long export cables.She will start at the Gemini project in the North Netherlands *(Source: Vesseltracker; Photo: Arie Boer)*

ICENI MARINE OFFICIALLY LAUNCHES 23M WFSV

Following successful sea trails on Southampton Water, '**Iceni Venture**' was handed over to Iceni Marine Services, based in Lowestoft on 27 February. Prior to the vessel commencing work on a significant O&M contract, '**Iceni Venture**' was sailed up the River Thames and moored at St. Katharine Docks, Tower Bridge as part of the industry event organised by Iceni Marine Services. Iceni Marine Services Director, Richard Thurlow comments: "Today is a milestone for Iceni Marine Services – bringing our new first of class 23m Iceni Venture into the heart of the City of London. With '**Iceni Pride**', our 14m rapid response vessel also on display, we will provide our guests with a real insight into the offshore wind industry and also demonstrate the quality of the Iceni fleet." The **Iceni Venture** is an all-new South Cat 23m and has benfitted from the extensive testing programme carried out to by South Boats to understand the benefits and limitations of various hull forms and how they perform. Ben Colman representing South Boats IOW: "Many of the existing hull forms demonstrated peaks of performance in one area but tended to have dramatic limitations in another. Iceni Venture is the first in class crew transfer vessel to address this and promises to deliver a new benchmark in performance. In addition, this design has been fully tank tested to optimise sea-keeping, running trim, fuel efficiency and performance." **Iceni Venture** will carry 12 technicians alongside three crew members to and from wind farm developments in UK and European waters. She is South Boats' first to employ a controllable pitch propeller using Servogear, and has achieved sprint speeds of up to 32 knots in recent sea trials. The Iceni Venture and sister vessel Iceni Vengeance (due to be launched in later this month) will expand the Iceni fleet of South Catamarans to six. *(Source: OffshoreWind.biz; Photo Iceni Marine Services)*

MPI AND VROON OFFSHORE SERVICES AT EWEA COPENHAGEN

MPI Offshore, MPI Workboats and Vroon Offshore Services (VOS) will be exhibiting at the EWEA Offshore Exhibition, taking place in Copenhagen from 10-12 March. Commercial and operations representatives will be present throughout the Exhibition (at Stand C4:B48 Hall C) with an array of vessel models and details of successful MPI and VOS projects. Earlier this week, a further milestone took place for MPI, with

the company's newest wind-turbine-installation vessel (WTIV), **MPI Enterprise**, arriving at the company's home Tees Base. The vessel is now being demobilised following an installation contract on Nordsee Ost. Included in the acquisition package was specialist equipment that will shortly be available on a rental basis, either through MPI Equipment, or as construction tools on turnkey offshore-wind projects. This equipment includes vibro and percussion hammers, up-ending frames, rigging and slinging items that complement SPMT trailers and existing foundation-handling equipment employed by the MPI fleet. Take the opportunity next week to visit the impressive 100m² stand, meet our teams and discuss possible openings. With the help of vessel models, videos and new promotional material based on our exciting expansion during the past twelve months, MPI and VOS will demonstrate their ability to develop and deliver a complete and integrated "0 to 360-degree solution" for all your offshore-wind projects. *(Press Release Vroon)*

CTRUK FLOATS 26M SEMI-SWATH DESIGN

Essex-based CTruk is the second largest producer of CTVs (since 2012) according to a recent report by market experts 4C Offshore, 'Wind Farm Service Vessels (WFSVs) – An Analysis of Supply and Demand'. The company's success can be attributed to investment in design and its policy of working closely with clients to ensure that CTruk craft meet and exceed the demanding requirements of the commercial marine sector. In order to meet the increasingly complex demands of the burgeoning European offshore wind industry, CTruk is offering what it believes to be an ideal solution, a 26m Semi-SWATH vessel in collaboration with BMT Nigel Gee. The company plans to build this proven hull form in advanced composite, giving the enhanced seakeeping benefits of SWATH technology and the load-carrying capacity of a catamaran alongside increased power and speed gained from weight-saving composite. The 26.3m semi-SWATH design offers significant improvements in motion levels over conventional vessels and, powered by 2 x MTU 12V engines, the composite version of this proven vessel is expected to achieve 25 knots fully loaded (maximum speed 29 knots). CTruk will enhance the design with its patented reconfigurable deck to offer three

versions: Crew Transfer Vessel (CTV), 60 passenger crew supply vessel and hydrographic survey including accommodation. *(Press Release)*

YARD NEWS

MACGREGOR WINS MULTIPLE OFFSHORE SELF-UNLOADER ORDER FROM CHINESE SHIPYARD

MacGregor, part of Cargotec, has received an order from Wuhu Xinlian Shipyard in China for eight MacGregor dry bulk cement handling systems. The fully automated pneumatic systems will be installed on two 78m 12,000 bhp 150T BP anchor handling, tug, supply and oil recovery vessels and six 79m 4,000 dwt platform supply vessels. The contract includes system design and the delivery of key components, which will take place between August 2015 and January 2016. "The customer chose MacGregor's pneumatic dry bulk handling system because it offers high functionality and excellent reliability, important benefits supported by testimonials from other satisfied customers," says Francis Wong, head of Sales and Marketing at MacGregor Offshore Deck Machinery. "The fully automated self-discharging model is quick, safe, efficient, clean and labour saving. "The advantages begin in the shipyard and extend throughout the vessel's lifetime," says Mr Wong. "This is because the distributed control and profibus system are quick and easy to install, while maintenance costs are low. MacGregor's global service network ensures excellent customer support wherever these new vessels are deployed." The first totally-enclosed self-loading and unloading cement carrier with MacGregor highly automated cargo handling gear was commissioned in 1947. Since then MacGregor has remained in the forefront of the development and supply of reliable, energy-efficient pneumatic conveying systems with high pumping rates for the marine and offshore industries. MacGregor offers a wide range of marine self-unloading solutions for dry bulk materials. These include MacGregor self-unloading systems for dry bulk carriers, transloading systems and bulk handling systems for offshore supply vessels, all designed to ensure efficient, flexible and environmentally friendly operation. *(Press Release)*

FINNISH TRANSPORT AGENCY ICEBREAKER WILL BE SOLD TO ARCTIA ICEBREAKING OY

An icebreaker now under construction and commissioned by the Finnish Transport Agency will be sold to Arctia Icebreaking Oy. The Government agreed the sale on 5 March. Arctia Icebreaking Oy is a subsidiary of Arctia Shipping Oy, Finnish Ministry of Transport and Communications said in its press release. The Cabinet Committee on Economic Policy outlined on 25 November 2014 that the Ministry of Transport and Communications is to begin preparations for the selling of the icebreaker commissioned for the Finnish Transport Agency. Icebreaker ownership is not part of the agency's main responsibilities that relate to securing prerequisites of winter navigation by purchased

icebreaking services. The State already provides icebreaking services through its company Arctia Shipping. The new icebreaker will be a supplement to Arctia's fleet. The icebreaker will be sold at its market value, which will be determined with the help of two independent expert statements. The Transport Agency was granted an authority of EUR 128 million in 2013 for a procurement of an icebreaker. The procurement has been granted EU TEN-T support of EUR 24 million as part of the WINMOS project coordinated by Sweden. Ownership of the icebreaker will transfer to Arctia Icebreaking Oy only after the delivery and approval in accordance with the construction agreement have been completed. The delivery date in the construction agreement is 11 January 2016. *(Source: PortNews)*

VIGOR MERGES WITH ALUMINUM WORKBOAT BUILDER KVICHAK MARINE

Kvichak Marine Industries and Vigor Industrial have announced that the two companies are merging to draw larger projects and more jobs to the U.S. Pacific Northwest. Under the terms of the merger, Kvichak will become a wholly owned subsidiary of Vigor. Kvichak's current owners, Jim Meckley, Brian Thomas and Keith Whittemore, will join Vigor as shareholders and continue leadership roles within the merged company. "My partners and I are very excited to be joining Vigor. Sharing best ideas and practices across companies will make us even more competitive and create a more stable business base for our workers," said Keith Whittemore, president of Kvichak. "Vigor shares our values and our commitment to providing long term opportunity to our people. Founded in 1981 in Seattle, Washington, Kvichak Marine, pronounced Kweejack, specializes in the design and construction of high quality aluminum workboats. The company has built 700 vessels used by commercial fishermen, law enforcement, fire departments, offshore oil spill response teams, passenger vessel owners, the United States Coast Guard and both domestic and foreign military. The company also has extensive experience in the commercial fisheries of Alaska building gillnetters, seiners and tenders. "Kvichak brings amazing

fabrication talent to our company and some of the best customer relationships in the industry," said Vigor CEO and owner Frank Foti. "The Kvichak team builds the best aluminum workboats in the country, arguably the world. Infusing those fabrication genetics into our broader operations is what industrial evolution is all about. What could be better than creating a team that allows most new fishing boats to be built where they work—in the Pacific Northwest and Alaska." The transaction builds on the 2014 Vigor and Oregon Iron Works (OIW) merger, which expanded Vigor's reach into highly complex industrial products in marine, renewable energy, aerospace, nuclear containment, transit, defense, hydroelectric, bridge building, and other commercial construction industries. "With Kvichak on board, we also see enormous opportunity to strengthen our role in supporting offshore oil and gas operations in the Arctic," said Foti. "The synergy between Vigor, OIW and Kvichak provides the ability to fabricate larger and more complex components, and expand our offerings for building offshore support vessels, oil spill response vessels and systems, modules, rigs, terminals and related structures." The combined company will employ about 2,500 people in Alaska, Oregon and Washington. *(Source: gCaptain)*

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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