

## TUGS & TOWING NEWS

### MULTRASHIP WELCOMES ENERGY EFFICIENT HYBRID TUG



LEADING towage and salvage specialist Multraship has welcomed **Multratug 28**, an energy-efficient hybrid Damen ASD 2810-type tug with state-of-the-art FiFi 1 firefighting capabilities, into its fleet. Damen’s ASD 2810 Hybrid is a new design and this is the second of its class to be built. It features diesel-direct, diesel-electric and battery-powered propulsion systems. This hybrid configuration will enable

Multraship to lower fuel costs by up to 30 percent and emissions by up to 60 percent. Multraship managing director Leendert Muller said, “This new tug will provide clean and energy-efficient harbour towage in the Zeeland Seaports and Antwerp areas. It will also be on standby for fire- or explosion-related emergencies in the western and central part of the River Scheldt and for offshore services. As a traditional family-owned towage and salvage company we are very proud to be one of the world leaders in the deployment of hybrid tugs which set new benchmarks for environmentally-friendly operation.” *(Press Release; Photo: im Kosten-maritimephoto.com)*

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## tugs & Offshore



### EX-OFFICE WORKER BECOMES WASHINGTON TUG CAPTAIN, SINGLE-PROP SPECIALIST (PART 2)

With a 45-degree turn to port or starboard, the Kort nozzle gives dramatic turning power that,

combined with the bow thruster, gives the boat more maneuvering power than might be expected. A walk through the immaculate engine room shows the ample space left to either side for auxiliary equipment including two big GM-powered 75-kW gensets. The gensets are each large enough to meet the tug's requirements and are designed so that the second generator starts automatically should the first go offline for any reason. "I like to work on projects when we are



underway," said Stahl, who often sails with a second skipper to alternate watches, and her son Ethan as engineer. A colorful hammock chair hangs over the big Lufkin gear aft of the main engine. Beside it, to port, a set of wooden drawers under a workbench with a blackboard add another touch of heritage and class to the engine room. A set of wooden triple blocks hangs from a bar nearby, bearing testament to the owner's pleasure in well-designed maritime heritage. Aft of that, a watertight door in the bulkhead leads to a good-sized lazarette area. "This is becoming my metalwork shop," explained Stahl, who doesn't hesitate to cut and modify her vessel to suit her needs. "I added the door to what was a solid bulkhead." A shoulder-height trunk cabin over the engine room features rows of port lights down both sides, giving good light in the engine room and contributing to the pleasing overall lines of the boat's profile. Forward of the engine-room trunk, bright-finished wooden doors on both sides of the cabin open onto the galley. "When I got the boat, this area was both galley and mess for a crew of seven. So I took out two staterooms in the main cabin forward to make a large mess and lounge area and then I enlarged the galley," she said. Much of the work for the forward lounge was done over a one-year period, often while underway. "There were no port lights in the front of the cabin when it was two staterooms," said son Ethan, adding with pride, "but we had extra ports in the lower area where there are still four staterooms. So mom cut them out from below and then reinstalled them here." The lounge is now a comfortable area



with half of the previously sloped deck made level. An original set of profile drawings for the tug is mounted on the wall. If you own the boat and you are spending a good part of your life there, a comfortable space is important. Stahl has two daughters, one of whom enjoys spending time on the boat and the other who would rather not. Stahl's husband works in a different field but makes an occasional trip on board. The hull and main deckhouse are all

made of steel. Stahl notes that it is hard to cut and may have high nickel content as it shows very little rust. “But these were some of the first steel boats that Foss built,” she said, “so they had a bunch of carpenters who were given the task of building the wheelhouse of wood.” It is a classic piece of Northwest marine work with leather lifting straps on the wood-framed windows. Long and narrow, it has a chart table and companionway to the main deck but still manages to fit in modern electronics without seeming crowded. The deckhead shows the new planking that the team installed to replace the rotting roof. After removing the old roof and installing the planks, they added plywood and sealed and reinstalled the radar mast, all in an 18-hour layover. “I like nothing better than sitting up here when traveling at night,” said Stahl. She and Ethan play a range of stringed instruments including violin, viola and cello. “So we have some good music sessions in the wheelhouse from time to time, but the cello is too big so it gets played in the lazarette.” Despite the music and the creature comforts, Shannon is a no-nonsense working tug. On the aft deck, a big single-drum towing winch is loaded with 1,600 feet of 1 5/8-inch wire. In place of a three-blade “fish boat” propeller that the boat came with, Stahl put on the nozzle and an optimized four-blade wheel. The 1,500-hp EMD delivers a respectable 28-ton bollard pull. *(Source: Alan Haig-Brown)*

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### *HUMBER ON COTTON*

Maritime painter Ron Beekhuijsen has painted the former Dutch L. Smit & Co’s Internationale Sleepdienst Co. tug **Humber** (Imo 5156737) on request of the retired Smit’s chief Engineer *Jan Stroomberg*. On the painting is seen the **Humber** in 1966 towing the crane barge *Pacific Atlas* from San Francisco to Stanley. The 10,000 nautical miles voyage was made in 84 days over the Pacific Ocean. The *Pacific Atlas* was the biggest crane barge for her time ever towed to Tasmania. The 220 tons crane,



for J.H.Pomery & Co. Inc was used for the construction of the pier at Port Latta. The painting on cotton is 30 x 40 cm is painted with oil-based paint. The painter had worked 30 till 35 hours to finished this lovely painting. The tug was built 1948 by L.Smit & Zoon's Scheepswerf – Kinderdijk under number 921 and delivered to the Internationale Sleepdienst Maatschappij – Rotterdam. (L.Smit & Co). In 1968 sold to Straits Engineers (Singapore) Pte. Ltd. – Singapore and renamed **Expert**. In 1976 sold to World Dredging Ltd. – Singapore. In 1983 sold to National Shipbreakers Pte. Ltd. at Jurong Singapore and in 1984 reported broken up. *(Painting by Ron Beekhuijsen)*

## SANMAR SHIPYARDS IS AWARDED FOR 3 VESSELS BY PORT OF FUJAIRAH



Sanmar Shipyards of Turkey has won a contract involving 3 vessels from Port of Fujairah. Comprising three 70 tonnes bollard pull **Ramparts 2400SX** tugs, the order was confirmed at a signing ceremony held at Port of Fujairah in the presence of His Highness Sheikh Saleh Bin Mohammed Al Sharqi, Chairman, Department of Industry and Economy, Government of Fujairah. The 3 vessels will be the 16th, 17th and 18th vessels of its class. The vessels will have Caterpillar 3516C main diesel engines, each developing

2.100 kW at 1,600 rev/min, coupled to Rolls-Royce US 255 FP type Z-drives to guarantee 70 tonnes bollard pull ahead, and Fi-Fi 1 class notation. Port of Fujairah is the only multi-purpose port on the Eastern seaboard of the United Arab Emirates, approximately 70 nautical miles from the Straits of Hormuz. Initial Construction of the Port started in 1978 as part of the economic development of the UAE. Full operations commenced in 1983. Since then the Port has embarked on a continuing process of enhancement to both its facilities and its comprehensive range of functions. Port of Fujairah is already recognized as a major international supply, distribution and trading hub for Bunkering and Oil products. The ADCOP pipeline and SPM's have introduced an additional UAE Crude export market. The infrastructure of the Port continues to develop. Two additional berths will become operational this year and a VLCC Berth (draft 26metres)



will complete by June 2016. New tugs from Sanmar are required to meet that expansion and ensure the continued efficiency of Marine services at the Port of Fujairah. *(Press Release)*

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### KEEL FOR TWO TUGS LAID AT HSL

In a rare gesture Hindustan Shipyard Limited gave the opportunity to lay the keel for a 25 tonne bollard pull tug to a senior workman, N. Appa Rao, on Saturday. In all, keel for two tugs with same capacity meant for Navy was laid in the presence of HSL Chairman and Managing Director Rear Admiral N.K. Mishra and other senior officials. The tugs would have a length of 34 metres, beam of 10 m and draught of 2.35 m. It can carry 12 men and travel at a speed of 12 knots. The HSL had already delivered three 50 tonne bollard pull tugs to the Navy. It was now constructing tugs of various sizes for Navy and Kandla Port. *(Source: The Hindu)*

### SAINT CLASS TUGS OF THE RCN



tug named **ZP Bison** and **ZP Bear** for owner Kotug and the two Damen ASD2411 named **Brake** under the Unterweser Reederei GmbH – Hamburg; Germany flag and the **Perfect** under the Lütgens and Reimers – Hamburg; Germany flag. After unloading the vessel were transported to the Damen Maaskant Shipyard – Stellendam; Netherlands for the final deliveries. *(Photo's; Ruud Zegwaard)*

Last week the cargo vessel *Svenja* arrived in the Rotterdam Europoort with on her deck several tugboats and in her cargo hold two multicast 1908. The transport was loaded in two ports in Vietnam and discharged her cargo after three months in Rotterdam. In her cargo hold the two Damen **MUC1908** for stock. On her deck the two Damen ATD2412



### DAMEN SHOALBUSTER 2509 BOMMEL KIEL-CANAL



On the 6<sup>th</sup> March the 2013 built Dutch registered with call sign PCCM Damen Shoalbuster 2509 tug **Bommel** (Imo 9643659) on her way from Zwijndrecht; Netherland to Szczecin; Poland wa seen passing the Kiel Canal. The vessel is owned by Shoalbuster Bommel BV – Dordrecht; Netherlands and managed by Herman Sr – Dordrecht; Netherlands. She has a length overall of 24.90 mtrs a Length

pp of 22.54 mtrs a beam of 9.00 mtrs a depth of 3.40 mtrs and a draught of 2.45 mtrs. Her grt is 174 tons and nrt is 52 tons. She is built by Damen Shipyards Hardinxveld; Netherlands under number 571667. The two Caterpillar engines delivers a total output of 1,492 kW (2,028 hp). She has a free sailing speed of 12 knots and is classed Bureau Veritas Unrestricted navigation *(Photo: Tony Zech)*

### *CITTA DI MESSINA DURING BOLLARD PULL TESTS AT PALUMBO MALTA SHIPYARD LTD*

The 2009 built Italian registered with call sign IIPL2 tug **Citta di Messina** (Imo 9461037) was seen during her Bollard Pull Tests at Palumbo Malta Shipyard Ltd, Grand Harbour, Malta on Monday 9th March, 2015. He tug is owned and managed by Capieci SpA – Messina; Italy. She was built by the Cantieri Navale Rosetti Marino SpA – Ravenna; Italy under number 97.



The tug has length of 32.50 mtrs a beam of 10.80 mtrs and a depth of 5.60 mtrs. The two GE Marine type 7FDM12 develops a total output of 4,360 kW at 1,000 rpm. She has a free sailing speed of 14 knots and a bollard pull of 80 tons ahead and 75 tons astern. She is classed Registro Italiano Navale. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

### *ANOTHER DAMEN TRANSPORT ARRIVED IN ROTTERDAM*

Another Dame new building transport arrived last week in the Caland Canal on board the heavy



cargo vessel *Zhen Hua 28*. Several pontoons were seen on deck with on top two Damen Shoalbusters and three small tugs. *(Photo: Jan Oosterboer.)*

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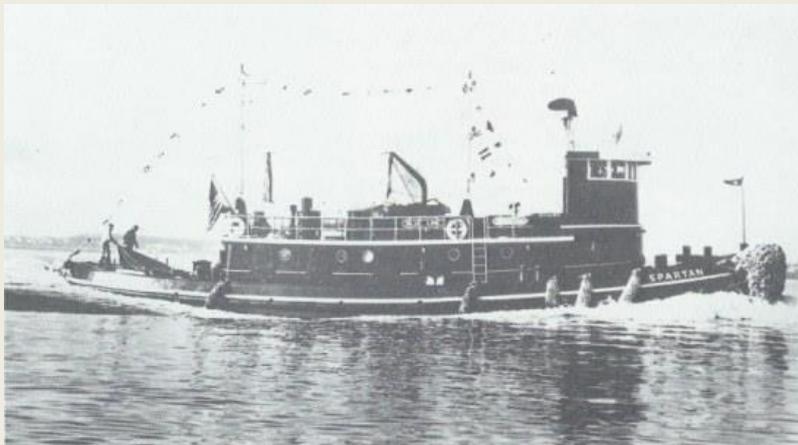
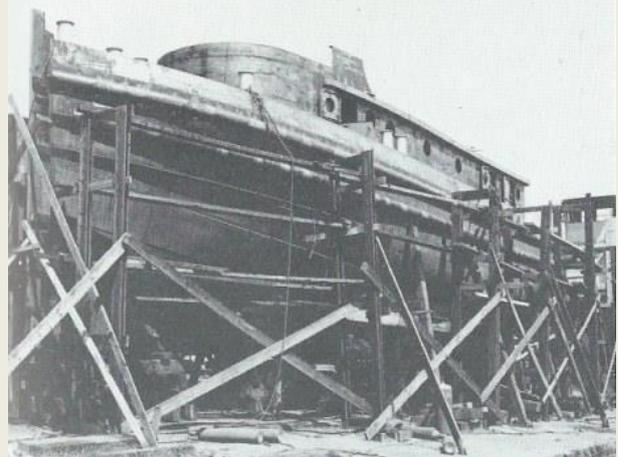
## *NEW BUILDING TSM CHAUSEY*



Last week was seen at the Padmos Shipyard – Stellendam; Netherlands the new building tug **TSM Chausey** under construction for Thomas Services Maritime, Rouen. *(Photo: Ruud Zegwaard)*

## YESTERYEAR TUGS BUILDING, LAUNCHING AND REPAIR SPARTAN

The welded steel canal tugboat **Spartan** under construction in 1956 at Calumet Shipyard and Dry Dock Company. Compare this shipyard scene with that of the **Charles W. Parker Jr.** Instead of wood chips as a foundation, there are cement and dirt. Instead of logs and timbers underfoot, there are oxygen and acetylene tanks for the welder's torch. There's nothing romantic about a steel shipyard, yet a classic tugboat is about to emerge from behind the scaffolding. The big breakthrough in steel construction came in the 1930's, with the switchover from riveting



to welding. Welding proved cheaper and allowed the strakes to be butted together for a smooth hull. Riveting required lapped seams. The canal tug **Spartan** seen underway shortly after she begin service. She was 84 feet long and powered by a 2050 horsepower diesel engine. She has a hydraulic wheelhouse, shown here in the raised position. (*Source: On the Hawser*

*by Steven Lang and Peter H. Spectre)*

## ACCIDENTS – SALVAGE NEWS

### RESOLVE MARINE TO REMOVE SUNKEN BARGE

Recovery and salvage operations continue in Fort Pierce today as a result of a barge that sank in the inlet Feb. 24. U.S. Army Corps of Engineers, Jacksonville District officials say operations will likely last through the rest of the week to remove the wreck and its debris field, which are limiting navigation in the Federal channel. The Corps of Engineers issued an emergency contract to Resolve Marine Group to remove the sunken barge. Working closely with the U.S. Coast Guard, the recovery team is preparing for the actual vessel lift operation. The Coast Guard is ensuring safe navigation at the inlet



while recovery operations are ongoing. Officials say the sunken barge is in an extremely challenging location, within the mouth of the inlet where currents are very tricky. Dive time for salvage team is currently limited to two to three hours daily during daylight hours due to the conditions. The operations are too risky to conduct at night. Team members are working with the Coast Guard to see if they can obtain additional equipment that provides better readings on the currents. This information may help provide a bigger time window for the underwater operations. In addition to weather and sea conditions, operations may be delayed if rocks or boulders under the wreck prevent divers from emplacing lift straps. Using tug boats to assist, the RMG-400 barge moved into position this morning and deployed a mooring system to anchor the barge. The system includes wire cables running on each of the barge's four corners attached to corresponding anchors. Winches allow the team to maneuver safely within the anchored area. During earlier operations, the salvage team conducted dive operations to remove hazards, entrapments, lines, etc., from the wreck. Divers also marked and mapped-out the entire barge area for placement of rigging straps, and mapped and marked passageways for the placement of lifting straps. Placing straps on and under the barge is the next step in the operation. Initial work included using sonar technology and specialized divers to assess the debris field and identify areas within the inlet with sufficient depth for vessels to pass. Buoys were installed, which marked the debris field, to help boaters navigate safely through the inlet. The Coast Guard is allowing recreational and commercial vessels with less than 16-feet of draft to transit through this safety zone. Over the weekend, the salvage crew erected an A-frame for lifting operations on the RMG-400. The crew continued RMG-400 barge preparations, preparing 4-point mooring spread equipment and operations for layout of the wreck removal. Crews also began formulating the ballast arrangement for the lift sequence. The Corps anticipates the actual lifting and salvage operation will last the rest of this week, weather and other obstacles permitting, to ensure the area is safely cleared of debris. The U.S. Coast Guard anticipates closure of the inlet in its entirety during the actual removal process. *(Source: SubSea World)*

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### *LIBERIA TAKES THE LEAD ON WRECK REMOVAL CERTIFICATION*

After a successful launch of the Liberian Registry's new online application system, delivery of Wreck Removal Convention certificates is faster and more convenient for shipowners. The system was set up to expedite shipowners' compliance with the requirements of the Nairobi International Convention on the Removal of Wrecks 2007 (WRC), which comes into force on 14 April, 2015. The convention requires owners of vessels of 300 gt and above to carry a certificate as evidence of compliance that insurance or financial security is in place to cover their liability under the convention. David Pascoe, Head of Maritime Operations & Standards for the Liberian International Ship & Corporate Registry (LISCR), the US-based manager of the registry, says, "As with all

regulatory issues affecting shipowners, Liberia has elected to take a highly proactive approach to WRC certification. Whether it be certificates for Liberian-flag ships or ships registered in States which are not a party to the WRC, owners find the online ordering process a speedy and efficient way to ensure their vessels are carrying a WRC certificate by the due date. "We are very pleased to be able to assist many States that are not yet a Party to the WRC by issuing certificates for their shipowners, as allowed under the convention. As a result, thousands of ships will continue to operate after 14 April, 2015 with certificates fully recognised by Port State Control authorities. It says a great deal about the high regard in which the Liberian Registry is held, and indeed about the typically proactive approach it takes to regulatory certification." Liberia is thus far the largest flag State party to WRC, thereby continuing its long and proud tradition of supporting international legislation designed to maintain and improve the safety and effectiveness of the shipping industry and protection of the marine environment. *(Press Release)*

### *HARMS BERGUNGS "THE SALVORS"*



Although only briefly in the picture is seen the Smit tug **Thames**, anyway to see a nice action by an old tugboat in the Gulf. Watch the youtube video click [HERE](#)

### *CARGO VESSEL AGROUND AT FORT WILLIAM*

Just before midday today Stornoway Coastguard was contacted by the general cargo vessel **Fri Sea** reporting that they had gone aground during docking manoeuvres at Corpach, close to Fort William. There are no injuries and no signs of pollution at this time. The crew remain on board the vessel. The Secretary Of State's Representative for



Maritime Salvage and Intervention is aware and is monitoring the situation. The 91 metre cargo

vessel went aground at high water and it is likely that an attempt to refloat the vessel will be made at high water on Sunday. *Update 8/3/15* The owners of the cargo vessel **Fri Sea** have contracted a tug which, will be on scene this evening. An attempt to refloat the vessel is likely to be undertaken and high water tonight is 7.50pm. *(Source: Hm Coastguard; Photo: Aberdeen Journal)*

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## GENERAL CARGO VESSEL *EASTERN AMBER* CAPSIZED OFF JEJU



General cargo vessel *Eastern Amber* capsized some 25 nm northwest of Jeju Island, South Korea, East China sea, on Mar 11, while being towed by a Japanese salvage tug **Koyo Maru** to Busan, after vessel was breached in a collision off Gunsan. Freighter was loaded with timber, at the time of an accident there were no crew on board.

*Eastern Amber previous news* General cargo vessel Eastern Amber abandoned and adrift after collision, Yellow sea. General cargo vessel *Eastern Amber* collided reportedly, with a sand carrier off Gunsan, Yellow sea, South Korea, late at night Mar 4. *Eastern Amber* was seriously damaged with fore compartments and maybe hold or holds, flooded. 18 crew were evacuated. Derelict vessel on Mar 5 was reported to be drifting some 50 nm SW of Gunsan. General cargo vessel *Eastern Amber*, IMO 9570084, dwt 6563, built 2010, flag Hong Kong, manager Asia Maritime Pacific Shanghai. *(Source: Maritime Bulletin; Photo: Yonhap News)*

## OFFSHORE NEWS

### *SMIT KAMARA IN THE CURACAO DRYDOCK*

Last week was seen the 2005 built Dominica registered with call sign J7BP9 Offshore Tug Supply Vessel **Smit Kamara** (Imo 9322607) in the A-dock at the Curacao Dry Dock Company – Willemstad.

The vessel arrived from Brazil and will be after her dry docking operate in Venezuela – Golf de Venezuela South of the Caribbean Island Aruba. The **Smit Kamara** is in the dry dock for thruster repairs. The vessel is owned by Smit Shipping Singapore Pte. – Singapore and managed by Smit Singapore Pte. Ltd. – Singapore. She has a grt of 2,666 tons a dwt of 1,700 tons and is classed American Bureau of Shipping. *(Photo: John Smit)*



## VIKING SUPPLY SHIPS AWARDED FOR ITS FOCUS ON ARCTIC TECHNOLOGY



Viking Supply Ships is pleased to announce that the company has been elected as a winner of this year's "Spotlight on Arctic Technology" award at the Arctic Technology conference in Copenhagen. During the winter of 2013, Viking Supply Ships performed Ice-trials of our Icebreaker **Loke Viking**-class Ice 1A AHTS. The tests showed that the vessel performed good at ice-breaking, ridge penetration, maneuvering and channel clearing. Results showed that the **Loke Viking** class' performance in light/moderate

ice conditions is at the same level as that of Arctic purpose built supply Ice-breakers. Viking Supply Ships has, during the last 15-20 years spent large resources on improving our competence and expertise within arctic offshore, in order to provide our clients with even better services. As a company, we are therefore very honored and happy for this acknowledgment. *(Press Release)*

## ISLAND OFFSHORE PUTS OFF NEWBUILD DELIVERIES

Norwegian shipowner Island Offshore has agreed to delay deliveries of all of its under-construction vessels at Vard, except one. In its quarterly statement, the company has said it has agreed with Vard Brevik to delay delivery of all the new building vessels with an average delay of six months, except for Island Clipper platform supply vessel which will be delivered in April 2015. Excluding the Island Clipper, Island Offshore has four vessel on order at Vard yard, three platform supply vessels and one

well intervention vessel. The company has explained that the deal will help mitigate the negative implications of a weaker market and will improve the short term cash flow for the Group. Furthermore, Island Offshore has said it has signed a shipbuilding contract with Kawasaki Heavy Industries for delivery of the Top Hole Drilling vessel Island Navigator in March 2017. The contract is subject to firm financing and these negotiations are progressing according to plan, Island Offshore has said. *(Source: Offshore Energy Today)*



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*REACH SUBSEA INKS DEAL FOR 'EDDA FONN'*



Reach Subsea has entered into a contract with an international client for the vessel **Edda Fonn**. The operations in the Mediterranean will start first of April and the period is firm for 120 days, plus 60 days options. "We are satisfied with the contract award, that will improve the utilisation of the vessel for 2015 and gives us further opportunities in the region," says Jostein

Alendal, CEO. **Edda Fonn** is a vessel for IMR, survey and light construction services. It has an overall length of 84.7 meters, 18 meters abeam, 700 square meters aft deck and a 7.2x7.2 meters working moonpool. The vessel is prepared for module handling. *(Press Release)*

## SUCCESSFUL DELIVERY OF INCAT CROWTHER MONOHULL SDSV DESIGN

Incat Crowther is proud to announce the delivery of **Sistac Victoria**, a purpose-built RINA-classed, DP-2 monohull dive support vessel intended for service in Brazilian offshore waters. The vessel was designed by Incat Crowther in collaboration with the vessel's builder, SeaSafe Barcos Manufacturados S.A. in Angra dos Reis, Brazil for Sistac Sistemas De Acesso S.A. The **Sistac Victoria**'s generously



sized aft working deck includes multiple A-frame assemblies with integrated winches for ROV and dive bell launching and retrieving as well as a knuckle boom crane for handling deck gear and a small rescue/service vessel. The aft deck also features a lower platform at the stern to facilitate direct access to the sea by diving personnel. Completing the aft deck arrangement is a dive shop and dive control center, which is centrally located on the aft deck. The interior of the main deck house includes an emergency generator space, a decompression chamber, office, TV/entertainment Room, meeting room, lunch room, galley with generously sized freezer, cooler, and pantry, and three (3) single-berth cabins with en-suite bathrooms for senior personnel. Below decks are accommodations for the 33 crew and dive personnel, which are designed as two, three, and four-berth cabins, each with their own en-suite bathrooms. A spacious wheelhouse features forward and aft facing controls, numerous lockers, a refreshment center, and two (2) ROV control stations. A large deck ahead of the wheelhouse provides a landing area complying with Petrobras requirements for accommodating a crane-loaded man-riding basket, and for carriage and delivery of supplies and small cargo. Four (4) Scania DI13 main engines driving Hamilton HM 521 waterjets through ZF 665 gearboxes supplies propulsion power to the vessel. Diver safety and maneuverability were key drivers in the selection of waterjet propulsion. Station-keeping and maneuverability are further enhanced by three (3) Thrustmaster 30TT200 tunnel bow thrusters. Main electrical power is supplied by four (4) Scania DI13, 375 kW gensets. The **Sistac Victoria** SDSV further demonstrates Incat Crowther's capability and expertise in the design of specialized ships for offshore service. *(Press Release)*

## BOSKALIS TAKES LEGAL ACTION AGAINST FUGRO

Fugro, a Dutch provider of survey services to the international offshore oil and gas industry, has been taken to court by its shareholder Boskalis. According to Fugro, Boskalis is looking to force a shareholder vote at its annual shareholders meeting slated for April 30, 2015. The vote would be held on a proposal in relation to one of Fugro's measures protecting it from a hostile takeover, i.e. the Foundation Continuity. Fugro has said it is eager to discuss the matter with its shareholders at its shareholders meeting. "Boskalis, however, wants to table it as a voting item which according to Fugro is not in line with the law," the company said in a statement issued today. "Fugro reiterates



that it highly values its position as the world's leading independent geotechnical and survey services and data provider, which is the foundation of Fugro's market leadership in these areas and core to Fugro's strategy. Fugro notes that like most Dutch listed companies it has protective measures since many years in order to secure its independent position, and that these measures have been in place long before the

unsolicited stake building by Boskalis in Fugro," Fugro added. *Fugro disappointed* In November 2014 and January 2015, Boskalis, a Dutch based dredging and maritime contracting company, has built a stake of more than 20 per cent in Fugro. The move was described by Fugro as unexpected and unsolicited. At that time, Boskalis said it did not have any takeover intentions. In a response to Boskalis' court action Fugro today said: "Fugro is disappointed by the position of Boskalis and opposes the action taken by Boskalis. This legal action is neither justified nor in the interest of Fugro's stakeholders, and there is no legitimate interest for Boskalis given its repeated and explicit public statements that its holding in Fugro is not a step towards making an offer for Fugro." The case will be heard by the Dutch District Court on 17 March 2015 and the decision may be handed down relatively soon thereafter, Fugro has said. Offshore Energy Today has reached out to Fugro seeking more info into what exactly Boskalis aims to achieve with the shareholder vote. We are yet to receive a response. (Source: Offshore Energy Today)

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## FUGRO GETS NEW GEOTECH VESSEL

Tebma Shipyards has delivered Fugro's new Geotechnical Research Vessel "FUGRO SCOUT" at its shipyard at Malpe, India. Earlier in 2013, Tebma also delivered FUGRO SCOUT's sister vessel "FUGRO VOYAGER". According to specifications, the vessel is a mini-drill ship capable of drawing soil samples up to 3 kilometers below sea bed and constructed in accordance with the latest rules and regulations of Det Norske Veritas(DNV) and International Maritime Organization(IMO). The DP 2 vessel is powered by diesel electrical propulsion systems and equipped with automated pipe and tool

handling to promote safe drilling floor operations for Sea bed Sampling & Testing. With quarters for up to 60 personnel, the vessel also comes with a soil laboratory that provides an open-plan working environment for the geotechnicians. (Source: SubSea World)



### ARTEMIS ATHENE LEAVING THE GRAND HARBOUR, MALTA



The 1991 built Norwegian registered with call sign LDIA3 seismic vessel **Artemis Athene** (Imo 8805626) was seen leaving the Grand Harbour, Malta on Saturday 28th February, 2015. She's the former **Seisquest** that visited Valletta back to December 2007. The vessel is owned by Artemis Athene AS – Aalsund; Norway and managed by Maritim Management AS – Aalsund; Norway. She has a grt of 6,262 tons a dwt of 2,219 tons

and is classed by Det Norske Veritas. *(Photo: Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com))*

### BLUE KING ON SEA TRIALS

Norwegian ship designer Ulstein has shared a couple of photos of the '**Blue King**' platform supply vessel. The images show the vessel on sea trials, and according to Ulstein's Facebook page, the vessel's performance so far is "great". According to Ulstein, Don Johansson, a member of the sea trial crew, took the images today. The **Blue King**, of Ulstein's PX121 design, is the second of two vessels for which Norway-based Golden



Energy Offshore is awarded the ship management contract. The first vessel, recently delivered 'Blue Queen', last week received its first contract with Lundin Petroleum in the North Sea. (*Source: Offshore Energy Today*)

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### ASTREA DURING HER VOYAGE FROM MALTA TO PALMA DI MAJORCA



The 1987 built Greece registered with call sign SYBE offshore supply ship **Astrea** (Imo 8520771) seen during her voyage from Malta to Palma Di Majorca on Sunday 8th March, 2015. She's the former **Edda Fram** and **Edda Sprite**. She is owned Astrea Shpping Co. – Elefsina; Greece and managed by Assodivers Ltd. – Piraeus; Greece. She has a grt of 2,590 tons a dwt of 3,200 tons and is classed by American Bureau of Shipping. (*Photo: Capt.*

*Lawrence Dalli - www.maltashipphotos.com*)

## WINDFARM NEWS

### CWIND INVESTS £14M+ CAPEX IN SIX CREW TRANSFER VESSELS FOR THE OFFSHORE WIND INDUSTRY

CWind, a leading provider of integrated services in the offshore wind industry, has today announced that it has taken the decision to invest in excess of fourteen million GBP in six new build, state of the art crew transfer vessels. The purpose built vessels will be a mix of vessels manufactured in both Composite materials and also in Aluminium delivering on CWinds ambition to create a diverse logistics mix to meet the individual needs of our customers. The sizes of the new vessels will be a mix of 22m, 23m and 26m. Speaking on behalf of the board Chris Randle commented: "CWind has a very clear strategy and in alignment with this, these vessels will continue

to drive CWind's future growth in offshore wind and increase our market share as we focus the business on the two core areas of construction and O&M. This is the single largest capital investment that CWind has made to date in crew transfer vessels and whilst the CTV market becomes increasingly competitive these vessels will continue to differentiate the CWind brand and deliver the highest levels of customer performance, value and safety". *(Press Release)*



### *'ICENI VENTURE' WELCOMED IN LONDON*



On March 3, over 60 visitors attended Iceni Marine Services' celebration of the arrival of the company's new wind farm support vessel (WFSV) in London. Before leaving to work on a significant O&M contract, **Iceni Venture** sailed up the River Thames on Tuesday and moored at St. Katharine Docks, Tower Bridge, where it became the focus of an industry event organised by Iceni Marine Services. Among those attending were the city banks and finance houses who help funding the construction of such vessels, some main energy companies, South Boats IOW, which constructed the **Iceni Venture**, and Turner Group, the owner of Iceni Marine Services.

*(Source: OffshoreWind.biz)*

### *OPUS MARINE ORDERS DAMEN FCS 2610*

Hamburg-based Opus Marine has signed an order for a Twin Axe hull Fast Crew Supplier (FCS) from Damen Shipyards Group. The **FCS 2610**, being constructed at Damen Shipyards Singapore, will be the first Damen vessel in Opus Marine's fleet. Following delivery, the **FCS 2610**, which Opus Marine is going to name Verdi, will provide crew transfer services to and from offshore wind farms. Opus Marine offers its clients access to a wide range of offshore service vessels covering the entire maritime spectrum from pre-construction survey works and guard duties to crew transfers and supply logistics. Managing Director of Opus Marine Bernhard Messer stated that the reputation of

the **FCS 2610** was instrumental in the company's choice of vessel: "It is very well known on the market for its excellent performance.

Furthermore, Damen is able to build the vessel in accordance with German regulations – which is important as she will be sailing under German flag in the North and Baltic



Seas." The contract for the order was signed on 24 February. The vessel will be delivered in week 25 – representing a fast project execution of just 16 weeks. Damen is customising the vessel to the client's specific requirements. This includes a full paint job in the company's colours and increased onboard accommodation capacity from 12 to 24 persons in compliance with the new German SPS rules. "We increased the person onboard capacity to cater for customer demand," explained Mr Messer. "We had quite a number of charterers asking for increased capacity, so we thought we would offer them this opportunity with Verdi." The **FCS 2610**, which can operate at speeds of up to 25 knots, is a proven vessel design with an excellent track record said Damen Sales Director North, West and South Europe Frank de Lange: "Since we started building the FCS 2610 in 2011, the vessel has been widely adopted on the market. The Verdi has yard number 40, meaning that 40 vessels of this type have been built since then. This is a testimony to the excellent operability and efficiency of the FCS 2610 and to the best possible sea keeping behaviour, courtesy of the Twin Axe hull." (*Press Release*)

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### TIDAL TRANSIT'S VESSEL HIRED FOR OFFSHORE WIND TURBINE TOWER WASHING

Tidal Transit's vessel **Katie Louise** and her crew will work on washing the towers of the 88 wind turbines which make up the Sheringham Shoal Offshore Wind Farm, located between 9-17 miles off the coast of North Norfolk in the Greater Wash. "This is an industry cleaning project of different scale," said Tidal Transit's Commercial Director Leo Hambro. "Static metal structures in the salty air of the North Sea attract a range of algae, seaweed and other marine detritus that needs to be washed away. "Our catamaran **Katie Louise** was designed to be a flexible vessel, and she is now being fitted-out with all the pressure washing equipment needed for this task." Weather permitting, the cleaning operation will start during March 2015 and it is estimated that there will be around 20 days of work, which is likely to be spread across an elapsed period of 45 days. Leo Hambro added: "Many of the



more innovative and entrepreneurial companies in East Anglia are now generating significant sales income having adapted their product and service offerings to suit the needs of the offshore wind energy industry. “With Dudgeon, Race Bank, Triton Knoll and East Anglia Array offshore wind farms still to be constructed off the our coastline, the future looks very exciting.” *(Source: Offshore Wind.biz; Photo: Tidal Transit)*

## YARD NEWS

### *NAM CHEONG SELLS TWO VESSELS FOR \$58M*

Malaysian offshore support vessels builder Nam Cheong has received orders for two vessels worth approximately US\$58 million to two repeat customers. Mr Leong Seng Keat, Nam Cheong’s Chief Executive Officer said, “We are delighted to kick-off 2015 with the securing of two new contracts. With these contracts, it brings our



cumulative order book to a robust RM1.7 billion, pointing to the credibility and soundness of our reputation as a shipbuilder amidst an outlook of uncertainties in the macro environment. In particular, we are heartened to have attained the vote of confidence from our repeat customers for the continued demand for our vessels.” A 200-men Accommodation Work Vessel (“AWV”) has been ordered by a subsidiary of a repeat customer, SGX Mainboard listed Marco Polo Marine Ltd (“MPML”) for imminent delivery in the next quarter. MPML is an integrated offshore supply and marine logistic group with an established track record in the chartering of OSVs in the region. The previous purchase was made on August 19, 2014 by a joint venture company co-owned by MPML and Nam Cheong for a vessel with specifications similar to the new order. In addition, one 12,000 bhp Anchor Handling Towing Supply Vessel (“AHTS”) has been ordered by a Dubai-based client, Topaz Energy and Marine Limited (“Topaz”), a leading OSV company providing marine solutions to the global energy industry. Nam Cheong last sold three Platform Supply Vessels (“PSVs”) to Topaz in July 2014. Mr Leong added, “Over the years, our strategy in setting our sights further afield the region and in extending our footprints across the world has paid off on several fronts. On one hand, we added a larger base of customers which translates to a higher stream of revenue. On the other, this strategy also buoys our business stability through the greater diversification of geographical and

customer concentration risks. “Internally, we remain committed to optimising our cost structure to weather the volatility in oil prices. With a continued glut in oil supply, we believe our proposition of being a partner to our customers by providing them with quality vessels driven by cost and fuel efficiencies is more important than ever. By doing so, it increases the bidding competitiveness of our customers for charter contracts, placing us in a mutually beneficial and virtuous cycle of landing additional contracts in the future. We believe Nam Cheong will emerge stronger once the clouds of macroeconomic uncertainties scatter.” The two vessels are of American Bureau of Shipping (ABS) class and are being constructed as part of Nam Cheong’s built-to-stock series in the Group’s subcontracted yards in China. These vessels are scheduled for delivery in 2015 and 2016 and are expected to contribute positively to the Group’s earnings for the financial year ending December 31, 2015 and December 31, 2016. *(Press Release)*

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## NOR YARDS TO BUILD NEW BOA VESSEL



BOA IMR AS, a BOA Offshore AS subsidiary, has entered with certain conditions, into a shipbuilding contract for a light construction / IMR vessel with NorYards Fosen AS, with delivery scheduled for spring 2017 from its yard in Fosen, Norway. The vessel with main dimensions of 108 x 24 meters is designed by NorYards in cooperation with BOA Offshore and targets to be one of the most energy efficient in its segment and with optimized capacities available for the clients. According to the company, the vessel will be equipped with a 150t AH crane and a smaller working crane for 3000 meter working depth, accommodation for 125 passengers, a 1500 square meter deck with moon pool and two working ROVs. The vessel will be classified by DnV with amongst others the notations of Ice 1-A, Well Stimulation and LFL. BOA IMR AS will be majority owned by BOA Offshore, while yard owner Calexco S.a.r.l. will take an ownership of approx. 35 % of the shares. BOA has already paid in substantial parts of the equity in the project and limited equity from BOA is required until delivery in 2017. Long term financing is ensured with one large Norwegian shipping bank, while the shipyard provides construction financing. The vessel will be under BOA Offshore AS management and will be chartered to BOA Marine Services. *(Source: SubSea World)*

## SANMAR STARTS CONSTRUCTION IN ITS NEW SHIPYARD IN ALTINOVA



Sanmar AS is the biggest tugboat operator and builder in Turkey and is recognised as being amongst the leading specialist tug constructors worldwide. Most of Sanmar's clients are A-class operators which are also highly active in the offshore industry and to more ably meet the needs of increasingly demanding customers, Sanmar has invested in another shipyard. The new shipyard is located in Altinova,

currently 50 minutes by car and ferry away from Tuzla where Sanmar's existing modern custom built shipyard is located. Upon completion of İzmit Bay Crossing the distance between two shipyards will decrease to 20 minutes. The construction of several vessels has already started at the new shipyard. When totally completed, the new shipyard will be in total approx 50,000m<sup>2</sup> of which 26,000m<sup>2</sup> will comprise a covered and closed production area. The infrastructure is being designed using the latest technology to ensure the maximum standards of health and safety and respecting the needs of the environment. Sanmar aims to be the 'greenest' shipyard in Turkey. In its Tuzla Shipyard (which is to remain in full production) Sanmar builds high quality and specialized tugboats. When the new yard is up and running completely the company intends to extend its scope with the construction of more sophisticated vessels adding to its already extensive portfolio of tugboats with AHTSs, PSVs, offshore construction vessels, and those using alternative fuels such as LNG, for which it has already built a fine reputation. In 2014, Sanmar broke its record and delivered 17 tugboats to 10 countries. *(Press Release)*



## ALPHATRON MARINE SIGNS FIRST LEASE CONTRACT FOR 11 VESSELS

Alphatron Marine is pleased to announce that they have signed a lease contract with Seacontractors for no less than eleven vessels to provide satellite hardware and data solution packages. Alphatron Marine's VSAT system will be installed alongside the existing IT infrastructure on 9 of the Seacontractors B-Class workboats and 2 of the A-Class workboats, consisting of Anchor Handling Tug Supply (AHTS) and Multicats, mainly operating in Western Europe and the Middle East. The current communications system was not able to provide the amount of data required today at a competitive rate, and Alphatron Marine's unique solution will include an 80cm VSAT system, 19-



inch rack, access points, switching, routing, UPS, modem and VoIP gateway. With a lease contract that also includes spare parts and airtime, Alpatron Marine will deliver an unlimited flow of data for the same cost the vessels had with the previous limited communications. Within a period of just three months all the installations will be completed. Alpatron Marine’s extensive know how allows for setup within one or two days on each vessel, evidently meaning

minimum downtime of the vessel. It will make the life of the operating crew onboard more comfortable while away, knowing they can use their smartphone in exactly the same way that they would do in port or on land. *(Press Release)*

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installed 2x 5000m / 135mm A&R-wire onboard the vessel 'Pioneering Spirit'. Each reel of wire weighs close to 500 ton. Foe workscope was originally delivering of spooling machine capable of handling the reels (OD=5.5m, width 7.5m) with personnel to install the wire. This scope was extended to fully equip a flat top barge with all equipment for reeving the wire ropes. Within 2 days the FOE's combined fabrication/project team equipped the barge with a rigging/office loft, various sheaves, the 600ton spooling machine, a smaller 20ton spooling machine, light posts and dragline-mats. All work was executed at the RDM-base quayside. Than the barge was mobilized to the **Pioneering Spirit**. The reels were shipped from Korea by the **Pioneering Spirit**. Once alongside the world's biggest vessel both reels were loaded onto the flat top barge. One reel was directly placed in the 600ton spooling machine, the other one just behind the machine. After successful spooling of the first wire the sea fastening of the spooling machine was cut loose and both pedestals were positioned on the second reel and sea fastened again. The second wire was spooled without any problems as well. After all spooling works were finished the barge was demobilized to the Franklin Offshore RDM-base. Here all equipment was taken off the barge and the barge was redelivered to owners. Complete project took 8 days, including mob/demob of barge and spooling works 24hr/day. *(Press Release)*



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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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