



MIDWEEK-EDITION

TUGS & TOWING NEWS

THIALF UNDER TOW OF THE KOLGA



The latest work of maritime painter Frits Janse is the very fine on canvas acrylic painting with the dimensions of 80x100 cm of the 1985 built Deepwater Construction Vessel *Thialf*, with a hoist in tandem lift capacity of 14.200 tons, in tow of the 2013 built 202 tons bollard pull Anchor Handling Tug *Kolga* departed from the Rotterdam Calandkanaal for a new assignment. *(Painter: Frits Janse)*

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NORTHERN FLEET NAMES NEW TUGS

The Northern Fleet held an official naming ceremony for two new tugs, the Ministry of Defence press office said. The two newest ice-class sea-going tugboats of project 02790 entered service with the Northern Fleet in 2014. The vessels were named after the famous Russian hockey coaches: "**MB-134**" was named "**Viktor Tikhonov**" and "**MB-135**" - "**Anatoly Tarasov**". Nameplates will be attached soon. New seagoing tugs were completed in December 2014 at the Leningrad region based Pella Shipyard and commissioned into service with the Northern Fleet. Project 02790 vessels displacement is 860 tonnes. LOA - 34 m, beam - about 13 m. Tugboats are intended for towing ships,

floating facilities offshore and in port waters. The multipurpose tugs can participate in search and salvage operations, assist in fire fighting at floating and onshore facilities and breaking 0.8-m-thick ice at a speed of up to 5 knots. JSC Pella Shipyard based in Russia's Leningrad region was founded in 1950. In 1992 Pella was privatized as Pella Holding Co. comprising the parent company and several subsidiaries. The shipbuilding firm specializes in building



harbor tugs with rated power of 1,000-5,000hp, pusher tugs, escort tugs, pilot boats and rescue boats for Russian and foreign customers. *(Source: PortNews)*

CALLS TO REINTRODUCE WEST COAST EMERGENCY TUG



Campaigners are calling for the re-introduction of an emergency towing tug off the west coast following the third grounding of a ship in as many weeks. Dr Michael Foxley, a former councillor who led a failed crusade to stop the government from scrapping a tug patrolling the Minches, spoke out as a large cargo ship was refloated near his home near Fort William. For the government to remove them was shocking Dr Foxley said it was ironic the latest incident involving the **Fri Sea** happened

“basically at the bottom of my croft”. Although there were no injuries or pollution, he claims the latest episodes highlighted how Scotland's coast was at risk of a potential environmental disaster. He described the UK government's 2011 decision to scrap an emergency towing vessel (ETV) based in Stornoway as “short-sighted”. An ETV serving the northern isles, the **Herakles** based in Orkney, was saved following a campaign, but Dr Foxley said: “Until the Minches tug is reinstated then the whole of the west coast and critical industries are at threat. We have just been lucky that the latest groundings have not been more serious. But how long with the luck last? “An example of how the tugs can save the environment and jobs was the grounding of a granite cargo ship (the **Yeoman Bontrup**) at Loch Linnhe, having visited Glensanda Superquarry. A fire on board was put out by the crew of the ETV, at a time the fuel tanks were close to exploding. “There was 900 tons of fuel on

board, which would have flowed into Loch Linnhe and destroyed the environment, which included salmon farms, shellfish farms, and so on. “At least £100million worth of damage was saved thanks to the tug. We had been campaigning long before the *Braer* oil tanker disaster off Shetland, but that led to Lord Donaldson recommending the introduction of tugs. For the government to remove them was shocking.” The Minch tug was scrapped as part of a plan to decommission all four tugs operating around the UK coast in 2011. The tugs were based in Falmouth, Dover, the Northern Isles and Western Isles and chartered by the Marine and Coastguard Agency for use in pollution control and towing vessels in difficulty. They were introduced after the Donaldson Inquiry into the grounding of the *Braer* in Shetland in 2003. Defending the scrapping of the tugs at the time, the government said it should be the responsibility of companies and their insurers for the salvage and clean-up of stricken vessels. The latest incident happened at Corpach, close to Fort William in Lochaber. Stornoway Coastguard was contacted by the 299ft long cargo vessel *Fri Sea* just before noon on Saturday, reporting that they had gone aground during docking manoeuvres. The 2,600 tonne vessel was berthing to collect a cargo from a wood pulp mill when a strong gust of wind is believed to have caused problems. It was refloated on Sunday evening. There were no injuries and no reports of damage. The *Lysblink Seaways*, carrying paper from Belfast to Norway, ran aground near Ardnamurchan Point on 18 February 18. It was later refloated. The large fish carrier *Viktorija Lady* went aground at Badcall in Sutherland on 20 February. (Source: *The Scotsman*; Photo: Gaetano Spiteri)

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COAST GUARD HONORS TIDEWATER TUG CREW FOR SNAKE RIVER RESCUE

Crewmembers of Captain Bob are recognized for coming to the aid of a burning vessel. Members of the Coast Guard Marine Safety Unit in Portland presented a Public Service Commendation award to the crewmembers of the tug vessel *Captain Bob* at an event in Vancouver, Wash., on Thursday. Greg Majeski, captain of the *Captain Bob*, accepted the award on behalf of his crew who were unable to attend the event. The crew of the *Captain Bob* rescued two people who were forced to abandon ship after their boat caught fire and burned to the water line on the Snake



River, approximately three miles from the Ice Harbor Dam, near Kennewick, Wash., on Sept. 11, 2014. "Today we recognized the captain and crew of the tug **Captain Bob** for upholding the mariner's time-honored tradition of helping those in distress on the water," said Lt. Benjamin Robinson, MSU Portland, chief of investigations division. "This award is an important reminder that the Coast Guard's search and rescue mission relies greatly on the concern and initiative of professional mariners." The Coast Guard Public Service Commendation award is intended to recognize personal and beneficial contributions to the Coast Guard's responsibilities. Recipients are often recognized for courage or initiative in advancing one or more Coast Guard missions or providing beneficial contribution in one mission area or a limited geographical area. *(Source: USCG)*

TUGBOAT SINKS OFF NY'S FIRE ISLAND; 1 DEAD, 3 RESCUED



A tugboat captain died and three crew members were rescued Saturday when their boat sank in icy and stormy waters about a mile off Fire Island, authorities said. One of the crew members managed to make a cellphone call to the Coast Guard at about 2 p.m. as the tugboat **Sea Bear** was sinking, said Coast Guard Petty Officer Morgan Gallapis. She said the man said their boat was sinking and they needed assistance. "They had only

seconds to let us know before they sank," Gallapis said. Three crew members in immersion suits were rescued by the Coast Guard from the water a mile off a section known as Fire Island Pines, Gallapis said. Fire Island is a long, skinny barrier island that hugs the south shore of Long Island. Three Coast Guard boats, a helicopter, two other tugboats and Suffolk County Police Marine Bureau boats all searched for the fourth crew member, authorities said. Suffolk officers on the beach assisted in the search. Coast Guard Command Duty Officer Mark Averill said the man's body was found shortly after 5 p.m. He was identified by the Suffolk County police as the boat's on-duty captain, Donald Maloney. Police said Maloney was not able to put on an immersion suit as the boat was sinking. Averill said the water temperature was 37 degrees. Gallapis, based in the New Haven, Connecticut Coast Guard station, said the three men who were rescued were treated for hypothermia at the Fire Island Coast Guard station but otherwise had no physical injuries. Police identified them as Lars Vetland, 43, of Staten Island; Jason Reimer, 38, of Leonardo, New Jersey; and Rainer Bendixen, 22, of Bay Head, New Jersey. She did not know what caused the boat to sink, but the accident occurred during a storm. Suffolk County police said inclement weather prevented their aviation officers from flying and police Marine Bureau boats were hampered by heavy ice in the water. The petty officer said the tugboat that sank was among three heading back to their base. Suffolk County police said the tugboat had been working in Moriches on a dredging project and was heading back to its base in Bayonne, New Jersey. Wittich Brothers Marine Inc. owns the boat, police said. "This tug was in the back of the line when it sank," Gallapis said. "The other tugs continued without seeing them. They heard the distress call and headed back to assist in the search." *(Source: AC News-AP)*

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DA NANG EXPORTS 30TH VESSEL TO MIDDLE EAST

Song Thu Corporation under the Ministry of National Defense and Dutch Damen Group on Thursday hosted a ceremony to launch the 30th vessel built for export to the Middle East, in the central city of Da Nang. The 24m long tug boat with a capacity of 5,600CV can easily operate in narrow waters to tow other vessels, said Song Thu. The corporation and the group have built and exported a total of 30 vessels to the Middle East. In the ceremony, they continued signing shipbuilding contracts to build four new boats of the same type. *(Source: Saigon Business; Photo: SGGP)*



CENTAURUS FOR ROTTERDAM



In the afternoon of the 15th march the 2009 built Antigua and Barbuda registered with call sign V2ED3 tug **Centaurus** (Imo 9433755) arrived with in tow the pontoon MSB 3301 from Mammoet Salvage from the Mediterranean Sea on the New Waterway. The logo from Harms are removed from the stacks of the **Centaurus** also. It is not clear if Harms is still the manager/operator of the **Centaurus**. The tug has a grt of 1,262 tons and a dwt of 1,008

tons and is classed Germanischer Lloyd. *(Photo: Leen van der Meijden)*

MASTER OF SINGAPORE FLAGGED TUG DETAINED IN INDONESIA FOR ALLEGED ILLEGAL ENTRY

The Indonesian coast guard has detained the captain of a Singaporean tug for allegedly entering its waters without the proper permits. The 289-dwt ASL Glory (built 1997) and its accompanying barge were held off Batam on Sunday, it emerged this week. The Straits Times said the vessels were spotted sailing towards Singapore near Batam's Tanjung Uncang. Eight crew members, one of them a Singaporean, were detained and later released, but the Indonesian captain was not. "We caught the ships because they lacked a notification letter showing intent to sail through Indonesian territorial waters," director of police coast guard Hero Hendrianto Bakhtiar told reporters. "We are holding the ship captain. The other crew members have been released and the case is being processed." *(Source: Tradewinds; Photo: ASL)*

SIGNET AND CROWLEY TUGS GET BIG FOOT UNDERWAY FROM CORPUS CHRISTI

In a joint effort last night, March 14, 2015, by Crowley and Signet Maritime, 8 tugs hooked up to Chevron's *Big Foot* semi-submersible production platform in Corpus Christi to safely maneuver the rig outbound through the channel on its way to the Walker Ridge Area of the Gulf of Mexico. This included six tractor tugs owned by Signet and two of Crowley's Ocean-class tugs. Chevron spokesperson Cam van Ast notes the tow will take 8 to 10 days. According to AIS data, it appears the rig is in the process of hooking up to the Crowley Ocean-class tugs for the tow out to the field. Four of Crowley's tugs, the *Ocean Sun*, *Ocean Sky*, *Ocean*



Wind and *Ocean Wave* are in the vicinity. Once safely anchored to the ocean floor approximately 5,200 feet below the rig, Chevron says the offshore hook-up and commissioning work will commence, followed by the development well drilling and completion campaign. First oil and gas is expected this year. The Big Foot field was discovered in 2006 and is estimated to contain total recoverable resources in excess of 200 million oil-equivalent barrels. Chevron estimates the field will be in production for approximately 35-years. The \$4 billion project was sanctioned in 2010. *About the Big Foot platform* The *Big Foot* platform is a dry-tree Extended Tension-Leg Platform (ETLP) with an on-board drilling rig and production capacity of 75,000 barrels of oil and 25 million cubic feet of natural gas per day. Chevron subsidiary, Chevron U.S.A. Inc. (operator), has a working interest of 60 percent in the Big Foot development, with co-owners Statoil (27.5 percent) and Marubeni Oil & Gas (12.5 percent). *(Source: gCaptain; Photo: Chevron)*

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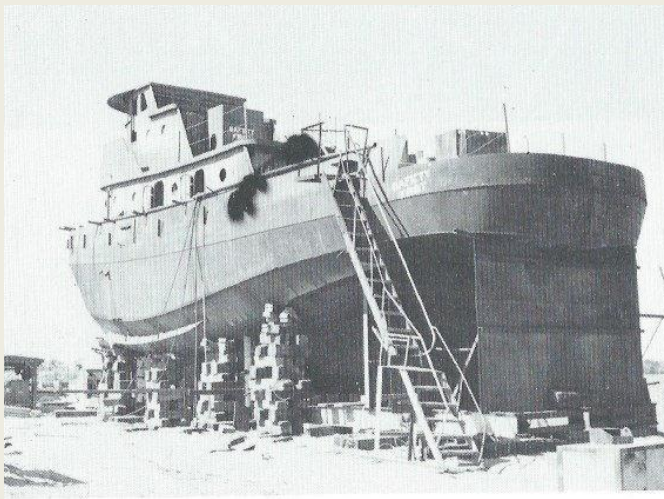
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YESTERYEAR TUGS BUILDING, LAUNCHING AND REPAIR – MISTER ROBERT



The modern steel oceangoing tugboat **Mister Robert** nearing completion in a Gulf Coast Shipyard. For speed and ease construction, not to mention economy, the design of this eliminates the need for compound forming of the hull plates. It takes time and cost money to bend steel, so it is much more economical to bend plates on only one plane. Unfortunately, appearances suffer, and this aspect cannot be underestimated. Note the huge plate used instead of blocking to support the stern of this tug. The bottom rises and flattens aft

to make room for twin propellers and large rudders for better control at slow speed. The bilge keel controls rolling in a seaway. Despite the ‘safety first’ admonitions painted on the hull, the side blocking appears to be a bit precarious. The **Mister Robert** was built in 1970 for Jackson Marine Corporation. She is 110 feet long and rated at 4000 horsepower. She is an offshore oil tug. While working in the North Sea oil fields, she endured a serious fire and had to be rebuilt. Gulf Coast shipyards now build the greatest percentage of tugboats in the United States because wage scales and taxes are low and the warm climate allows open-air construction throughout the year. As an indication of the rise of Gulf Coast tugbuilding, 43 tugs were built in 1951, 60 were built in 1971, and more than 100 were built in 1978. Gulf Coast yards today build for both domestic and foreign customers. The **Mister Robert** was side-



launched, a common practice in contemporary Gulf Coast shipyards. Note that the rudder is locked hard over to offer the least resistance to the water as the tug enters the water. If this were not done, the tug might pivot on her stern, slewing the bow around and putting the tug out of control. Because the broad side of the hull hits the water with great force, side launchers create an enormous splash, which helps explain the absence of any of the yard crew on board the tug. (*Source: on the Hawser by Steven Lang and Peter H. Spectre*)

ACCIDENTS – SALVAGE NEWS

TUG REFLOATED GROUNDED FERRY



On Mar 15, 2015, the "**Royal Engineer**" refloated the ferry "**Silver Lake**" of the North Carolina Department of Transportation which had lost steering power and ran aground about a mile south of Ocracoke on Mar 14, after it drifted into shallow water and got stuck. A 47-ft-life boat crew from the Hatteras Inlet Coast Guard Station got the 14 passengers off the ferry. They were taken to

the Ocracoke South Ferry Terminal. Mechanics and the crew remained on board the ferry to wait for the arrival of the tug, which took the ship back to Ocracoke. On Mar 16 she towed the "**Silver Lake**" to the state shipyard for repairs. (*Source: Vesseltracker; Photo: Charles Leeuwenburg*)

MARINE POLLUTION PLAN IN PLACE FOR SUNKEN TUGBOAT

The Director of Maritime Affairs said SLASPA is prepared to handle any additional pollution that may result from the floating of the tugboat. SLASPA's Director of Maritime Affairs, Mr. Christopher Alexander said Wednesday, that SLASPA has a plan in place to protect the maritime environment within the Castries Harbour during the resurfacing of a sunken tugboat,



that is scheduled to take place early next week. The **Doggersbank** sunk in Port Castries last October, and is currently being secured to remove any debris that may be inside the vessel; after which lifting bags will be filled with air to float the vessel. "After the barnacles have been removed, the divers will conduct further assessments to ascertain where the placement of the lifting bags will be. When they have attached the lifting bags, the actual lifting of the tug will take place," Mr. Alexander said. "You will appreciate that there will be silt coming out of that vessel, and maybe some oil which would

have been in the engine of that sunken tug, so we will have a Marine Pollution Plan in place, we will have absorbent pads and the boom available just in case there is any oil coming from that vessel.” The lifting bags for floating the tug are scheduled to arrive on island today. Lifting should take place early next week. After the vessel is salvaged, the boat will be checked for damages and then towed to La Toc Bay where it will be released to the proprietor for further action. *(Source: Government of Saint Lucia)*

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SALVAGED CREWBOAT ‘DIAMOND EDGE’ HEADS FOR REPAIRS



A crewboat damaged in a collision with a liftboat off the Louisiana coast earlier this month has been salvaged and is heading to a shipyard for repairs. On Friday, Jewel Marine’s **Diamond Edge** crewboat was spotted aboard a barge in Bayou Lafourche towards a repair facility in Louisiana. The steel-hulled crewboat was damaged and partially sank after colliding with a Halliburton-owned liftboat off Freshwater Bayou in the Gulf of Mexico on March 2, 2015. The incident left the

crewboat with a hole in its stern, causing it to partially submerge in approximately 9 feet of water. None of the four crewmembers aboard the crew were injured in the accident. *(Source: gCaptain)*

RIG WENT ADRIFT IN CYCLONE

The "*Atwood Osprey*" snapped several of its 12 mooring lines in the evening of Mar 12, 2015, about 180 km north-west of Dampier during wild weather caused by the cyclone Olwyn. The crew was evacuated and the rig ballasted down in line with standard pre-cyclone demobilisation procedures. The rig was on location to complete the Iago 1B well but had been disconnected as part of the demobilisation. As the fallout from the drifting drill rig contracted to Chevron has spread to the "Pluto" of Woodside Petroleum which has shut down its production. The measure was precautionary and temporary while the drifting semi-submersible drill rig "*Atwood Osprey*" was secured away from the infrastructure. The rig had drifted about three nautical miles, dragging its mooring lines and anchors with it. Underwater inspections of the "Pluto" flowlines were carried out, and production

was due to restart when the rig has been relocated away from the "Pluto" infrastructure. Chevron and Osprey owner Atwood Oceanics were assessing the extent of damage to the rig and to Wheatstone infrastructure. The "*Atwood Osprey*" was stabilized with a support vessel in position. Though there seemed to be only minimal damage to the rig, repairs were expected to take up to 30 days. T Chevron and



Atwood sent work boats to the "*Atwood Osprey*" and were working with Woodside to move the rig to a secure location. (Source: Vesseltracker; Photo Brian Crocker©-2011)

CHEMICAL TANKER SUN WING ON FIRE OFF BUSAN, CREW EVACUATED, ACID LEAKING



Korean chemical tanker *Sun Wing* reported fire on board around 0800 Seoul time Mar 14, vessel was some 80 nm northeast of Busan, Japan sea. Korean Coast Guard ships and helicopters were dispatched to the vessel, which was found engulfed in fire. 16 crew (3 Koreans and 13 Indonesians) was evacuated, probably already from life boat or life rafts. 3 of them were

delivered to hospital with burns, the rest are safe. Vessel loaded with nitric acid and sulfuric acid is listing portside, some tanks are already breached, with sea water coming into reaction with acid. (Source: Fleetmon; Photo Yonhap News)

OFFSHORE NEWS

BOA BISON FLAG CHANGE

As of February 25th *Boa Bison* changed its flag from Malta to NOR. This has been implemented in our continuous endeavour to establish ourselves as a reliable and attractive player in the AHTS market, sustain our trainee program and ultimately save cost. The government has incentives in place for NOR flag Vessels that enables Boa Offshore to continue being a strong player in the Norwegian market. Its main goal is to maintain Norwegian maritime competence and recruitment of Norwegian seafarers and a contribution to competitive conditions for Norwegian shipping companies in the international market. One precondition of the reimbursement scheme is for

companies to have a proven traineeship arrangement. Hence, we will continue our focus on trainees and even scale up the current amount of trainees employed. During a traineeship, valuable knowledge is gained which in time fosters loyal employees who will fill positions not only on our NOR flagged vessels, but throughout the fleet and within the onshore organisation. In the larger scheme of things, having a sustainable and well managed trainee program is Boa Offshore's contribution to ensure that Norwegians still have a presence in the maritime industry, going forward. In a pressured market, the reimbursement scheme available for NOR flagged Vessels furthermore enables us to hire Norwegian crew at a cost that is compatible with other nationalities. Our current well experienced international crew will be kept onboard. Future recruitment will be based around Norwegians, and international crew from other Vessels transferred to the Norwegian Vessels when deemed necessary. The Company's new AHTS **Boa Jarl**, due to be delivered this summer, will also sail under NOR flag. *(Press Release BOA)*



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THIRD ELECTRIC DRIVEN PSV SUCCESSFULLY DELIVERED



On March 11, 2015, the third electric driven PSV **Breaux Tide** (Imo 9697064) was successfully delivered to Tidewater Company in Zhenjiang Shipyard. The PSV vessel is Vanuatu registered with call sign YJTT7. She has a grt of 3,297 tons a dwt of 4,462 tons and is classed American Bureau of Shipping *(Press Release Zhenjiang)*

RANFORM ATLAS IN THE PORT OF IJMUIDEN

On 10 March 2015 the **Ramform Atlas**, the largest seismic vessel in the world, owned by Petroleum Geo Services (PGS) arrived in the port of IJmuiden. The **Ramform Atlas** is the second vessel in the ultra-high capacity Titan Class. With a length of 104



meters and 70 meters in the beam at the stern it is truly the right tool for the job. When acquiring seismic data the unusual hull shape comes into its own. PGS has utilized the enormous volume offered by the delta-shaped design to install massive amounts of seismic equipment with no compromise to working space or safety. The vessel further allows for extreme fuel capacity, offering survey endurance of 150 days without refuelling – enough to sail her twice around the planet.



The wide back deck also greatly increases stability and enables safe, hands-off deployment and recovery of multiple streamers simultaneously, in harsher conditions than ever before. The **Ramform Atlas** left the port of IJmuiden on Wednesday evening

to start a project on the Northsea. *(Source: Clipping News; Photo's: Marcel Coster ©)*

DOF SUBSEA ASIA PACIFIC WINS CHEVRON IMR CONTRACT

Chevron Australia Pty Ltd has awarded DOF Subsea Asia Pacific a three years Master Services Agreement, IMR contract to work on projects on the Australian North West Shelf. DOF Subsea will deploy the DP Vessel the Skandi Protector to undertake this work supported by an extensive management, engineering and logistics team based in Perth. The **Skandi Protector**



is no stranger to Australia having been there for the past four years on charter to the Australian Government. Following the completion of the charter DOF Subsea have refurbished the vessel and installed two new ROV systems. 'This is an extremely important contract for DOF Subsea and will support our continued investment in Australia. The contract together with the seven plus three year IMR contract won earlier this year will strengthened our market position, engineering and supply chain capabilities in the APAC region and support further growth in the region ' said Mons Aase, CEO DOF Subsea. *(Press Release)*

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A.P.MØLLER-MÆRSK SETS ESVGAT UP FOR SALE



A. P. Møller-Mærsk is ready to sell the offshore company Esvagt for four billion kroner. Mærsk has previously tried to sell to Esvagt, but it got stranded because of opposition from minority shareholders, including Kent Kirk. It seems that the differences have been resolved. "The dispute with Kent Kirk and co. is resolved in one way or another, so now Mærsk can finally move forward with a sale of Esvagt " says a source with knowledge of the process to Berlingske. According to Berlingske information Mærsk will now accelerate the sales process and has hired Danske Bank to handle the sale of Esvagt which has a fleet of 40 ships and employs approximately 800 employees. Mærsk owns 75 percent of Esvagt, while a group of minority shareholders led by former Fisheries Minister Kent Kirk owns the remaining 25 percent. The minority shareholders have previously been opposed to Maersk selling Esvagt because they feared that a possible foreign owner of the company would mean that the company would no longer have their headquarters in Esbjerg. However, in some way, Mærsk have apparently agreed with these shareholders. A.P.Møller-Mærsk will not confirm the information that a sale is imminent. "We fully support Esvagt and the growth strategy - even with the necessary capital investments. It does not mean that Esvagt or other of the companies outside the core activities can never be sold, should there come an opportunity that is better for them and for A.P. Møller-Mærsk " the press consultant Mikkel Elbek Linnet stated. Esvagt was founded in 1981 and has since worked in the oil and gas industry. Recently Esvagt also began

investing in ships servicing offshore wind farms. Recently, Esvagt got a SOV-vessel "**Esvagt Froude**" delivered from the Norwegian shipyard Havyard. *(Source: Berlingske Business / Maritime Denmark)*

DOF SUBSEA HAS BEEN AWARDED CONTRACTS IN THE ATLANTIC AND NORTH AMERICA REGION



DOF Subsea, a subsidiary of DOF ASA, has been awarded several contracts in the Atlantic region. The award will include work on both the Norwegian and UK sector. The work scope includes among other installation of flexible flow lines and umbilical's on the Corrib field, operated by Shell Ireland Ltd. The North America region has been

awarded several contracts with the regions key client. The contract award will increase the utilization of the vessels **Harvey Deep Sea** and **Chloe Candies**. Mons Aase, CEO of DOF Subsea said: "I am very happy to have secured these contracts, all of them with clients we have worked for on previous projects". Mons Aase further states that he is very pleased with the DOF Subsea Groups contract award of about NOK 3 billion so far this year. *(Press Release)*

KLEVEN SPLASHES 'OLYMPIC NIKE'

Norway's Kleven Verft has launched Olympic Shipping's future subsea vessel "**Olympic Nike**". Back in May 2014, Olympic Shipping entered into a new contract with Kleven Verft for building of an Inspection Maintenance Repair (IMR) vessel with MT6021 MK2 design. The MK2 design is a further development of the MT 6021 design. The



investment was approximately 450 million (\$75.5 million), and delivery of the vessel is scheduled for June this year. According to specifications, the vessel will be equipped with an offshore crane, ROV hangars, and with accommodation capacity for 80 persons. The sister-vessel, build number 371, with OCV MT 6021 design '**Olympic Bibby**', has been signed to a contract with Bibby Offshore for 3 years with options for an additional 3 years. Olympic Shipping contracted Kleven to build the vessel in January 2014. The contract value is around NOK 400 million, and the vessel is scheduled to be delivered from Kleven Verft in March 2015. *(Source: Subsea World)*

THE FIFTH ELECTRIC DRIVEN PSV SUCCESSFULLY LAUNCHED



On March 13 2015, the fifth electric-driven ocean-oil platform supply vessel, built for American Tidewater Company was successfully launched in Zhenjiang Shipyard. Tidewater vice president Mr. Latif Benhadhad, on-site inspection representative Mr. Gordon Macleod and Mr. Tang Yonghong from ABS attended the launching ceremony. *(Press Release Zhenjiang)*

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BUSY DAY AT THE FRANKLIN OFFSHORE BASE

Again, last week was a busy day at the Franklin Offshore Europe RDM base in Rotterdam. The cargo vessel *Wilma* from SAL discharge the Windfarm Fast Crew Vessel *Seazip 4*, seeing here alongside the *Wilma*, for Damen and two cranes for Huisman. After all Rigging equipment was recertified and the 16mtr spreaders are proof loaded 380T at the Franklin RDM Base the *Wilma* left The base last Sunday. *(Press Release)*



WINDFARM NEWS

ACTA MARINE ACQUIRES OFFSHORE WIND SERVICES B.V.

Acta Marine has acquired Offshore Wind Services B.V. (OWS) of Rotterdam, including the UK subsidiary OWPMS Ltd. OWS owns 10 Crew Transfer Vessel that are operated to transfer



technicians and parts to- and from offshore wind turbines. OWS will be renamed Acta Marine Wind Services. The daily management of the company will remain with Workships Contractors, whom have successfully been providing these services to OWS over the last years. The main contact persons for clients, suppliers and the vessel crews will remain unchanged. Acta Marine is based in Den Helder (The Netherlands) and owns a fleet of 40

workboats which they operate all around the world. The acquisition of OWS is part of Acta Marine's strategy to generate growth in the offshore wind market. "OWS has performed more than 400,000 safe crew transfers to- and from offshore wind turbines since their start of business in 2006. With this track record and with their knowledgeable marine crews they are one of the most experienced companies in this industry" says Govert Jan van Oord, managing director of Acta Marine. Recently, Acta Marine also announced that they have ordered a large offshore wind service vessel that can accommodate a total of 75 persons. This "walk-to-work" vessel is scheduled for delivery later this year. The expansion with OWS' Crew Transfer Vessel is a logical step for Acta Marine, according to Mr. van Oord. It will be complimentary to the new "walk-to-work" vessel and the company's other workboats that are frequently chartered for offshore wind projects. Workships Contractors' managing director Jan Dirk Hudig states "With this deal OWS has joined in with a strong partner in the workboat market, providing an excellent platform for



our growth ambitions. The combined network and strengths will generate synergies for our companies. It also creates an expanded fleet and services portfolio for our clients." *(Press Release)*

ENBW AND CWINN PROVE NEW BENCHMARK FOR OFFSHORE TELEMETRY SYSTEMS

First use of satellite communication system declared a resounding success at EnBW Baltic 2. EnBW and CWind announced today at EWEA 2015 in Copenhagen, that their joint implementation of the first satellite communication system in remote management of temporary power supply in the offshore wind industry is passing its test with flying colours. The system is proving a resilient and effective means of supporting offshore construction during this winter period in the Baltic Sea. If there is a delay in establishing grid connection or a delay in the installation of the substation, power supply still needs to be maintained on site to facilitate the construction phase of offshore wind farms. Remote management of the power supply is crucial the further offshore a wind farm is located, especially if prolonged bad weather prevents access to the site. Knowing that mobile network based communication would not cover its farshore wind farm located 40km off the island of Ruegen,



EnBW was looking for an innovative solution, in order to monitor and control the provision of temporary power during construction. Garvin Bracker, Manager Offshore Construction Project Services Offshore at ENBW, explains: “We knew that satellite based communication has long been used in offshore oil & gas and the maritime sector but nobody had tried it yet in this context in offshore wind. We believed it could provide

substantial benefits and when we tendered for the temporary power supply we asked for proposals to include innovative satellite telemetry.” Earlier in 2014, CWind successfully bid to provide temporary power during the construction of EnBW Baltic 2 and supplied generators equipped with a remote control and monitoring board as well as a satellite communication modem. The modems supplied by CPN Satellite Services in Germany, coupled with CWind’s IT Development Team providing the infrastructure required, allow CWind to transfer all data from the remote board to its databases onshore for monitoring, reporting and management. The two-way communication via the satellite also enables CWind to start and stop machinery in field to proactively manage power supply even during prolonged bad weather periods. As winter weather has arrived in the Baltic Sea, this has become an important means of ensuring construction continues as efficiently as possible even in shorter work windows. Real-time reporting and trend analysis has further enhanced clients’ ability to manage the construction phase across suppliers. Colin Urquhart, Global Head of Construction at CWind commented on the new communication system: “Remote monitoring of equipment used offshore had not been solved for farshore wind farms and even in nearshore locations we have in the past experienced issues with accuracy and update frequencies. So when we designed the communication solution we proposed to EnBW, we were keen to ensure these issues were removed. Even we did not anticipate the degree to which the availability of reliable real-time data would help our project management in supporting and enabling construction at EnBW Baltic 2.” “In the past we’ve trialled mobile networks, data relays and other communication systems, we found them to be unreliable and inefficient some instances cost prohibitive. The challenge from EnBW to come up with a cost-effective, stable system was the driving force behind the development of our system.”

(Press Release CWind)

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FWOL TO TRANSFER ENBW BALTIC 2 CREW

FRS Windcat Offshore Logistics (FWOL) and EnBW Energie Baden-Württemberg AG have signed a five-year crew transfer contract for EnBW Baltic 2 wind farm in the German Baltic Sea. From 1 July 2015, the crew transfer vessel “**Windcat 34**” will sail daily from Rostock to the offshore wind farm EnBW Baltic 2 in the German Baltic Sea. EnBW Baltic 2 is being constructed 32 kilometres north of the Baltic island of Rügen. The



erection of the turbines is currently in full swing with 44 wind turbines already installed. With 80 wind power turbines and a total capacity of 288 megawatts the offshore wind farm can generate 1,200 gigawatt hours of electricity per year. That covers the theoretical requirements of around 340,000 households and will save 900,000 tonnes of CO₂. (Source: *OffshoreWind.biz*; Photo: *enbw*)

AD HOC CONTRACTS ITS CTV DESIGN



Ad Hoc Marine Designs Ltd has signed a design contract for a 26m Typhoon Class **SWATH Crew Transfer Vessel** with Lung Teh Shipbuilding (LTS) in Taiwan. The 26m Typhoon Class SWATH has been ordered by Renewable Energy Support Ltd (RES Ltd) and will be operated by Maritime Craft Services (Clyde) Ltd (MCS). The contract is initially for one vessel with the option of a further five vessels. The 26m Swath CTV is under the 24m Loadline rule and complies with the MCA’s “The Workboat Code – Industry

Working Group Technical Standard, June 2014, Area Category 1 and classed by BV. The vessel carries 12 technicians, 3 crew with a payload of up to 5.0 tonne as deck cargo in speeds of 24knots. The vessel is driven by a pair of MAN D2862 LE 466 diesel engines rated at 1029 kW via Jaure carbon fibre shafts to 2 CPP Hundested propellers. LTS has recently invested heavily into the company with the addition of a fourth building shed of 65 x 35 x 25m and the yard has also recently acquired a large friction stir welding machine for such projects. (Source: *OffshoreWind.biz*; Photo: *LTS*)

DIVING OPS TO START AT KENTISH FLATS EXTENSION

Vattenfall has advised that the vessel **Terramare 1** will be carrying out diving operations on the Kentish Flats Extension Offshore Wind Farm. The diving is programed to start 26th March 2015 and

last for 1 week weather depending. The vessel will require an exclusion zone of 500 meters. In February 2013 Vattenfall was granted consent to extend the existing Kentish Flats Offshore Wind Farm. The Kentish Flats Extension (KFE) will be built on the southern side of the Outer Thames Estuary, immediately adjacent to the Kentish Flats Offshore Wind Farm, with the site boundaries adjoining the west and south. The extension will



cover an area of approximately 7.8km² and will be constructed more than 7km from the shore. KFE will have a maximum capacity of 49.5MW and will comprise of 15 turbines. The extension itself will be capable of generating up to 173,000 megawatt hours (MWh) of clean electricity every year, which is equivalent to the total annual electricity needs of up to 35,000 UK households. *(Source: Subsea World News)*

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SIEMENS SELECTS CUXPORT AS THE SERVICE LOGISTICS SPECIALIST FOR ITS CONVERTER PLATFORMS IN THE NORTH SEA



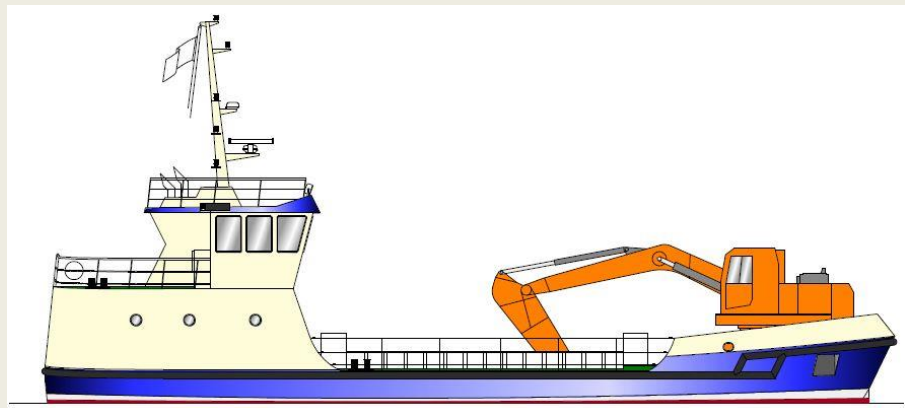
Cuxport has signed an agreement with Siemens covering logistics operations for services for the following offshore converter platforms: *BorWin 2*, *HelWin 1*, *HelWin 2* and *SylWin 1*. The long-term contract will come into effect in May this year. The agreement covers the acceptance, storage and picking of a wide variety of goods, packing and unpacking containers, loading and unloading the vessels made available by Siemens, handling heavy-duty items and providing pick-up and final delivery runs. Platform suppliers will in

future dock at Cuxhaven every month for this purpose and Cuxport will handle the clearance for these ships too. The goods passing through the port will include spare parts, consumables and provisions. “We’ve already provided support for Siemens in the North Sea in the set-up phase for the converter platforms and used Cuxhaven as the base port for this. Both sides benefit from this cooperation,” says Michael de Reese, Managing Director of Cuxport. The agreement also covers the disposal of waste that accumulates and the RETHMANN subsidiary, BEG, will manage this. The Rhenus subsidiary, ALS, is also performing the customs clearance operations. The BorWin 2 and HelWin1 converter platforms have been collecting the alternating current generated by the offshore wind parks near Borkum and Helgoland for several weeks, converting it into direct current and finally transferring it ashore through marine cables. The *HelWin 2* and *SylWin 1* platforms are also due to start operating in the near future. Cuxport GmbH operates a multi-functional handling terminal at the deepwater port of Cuxhaven. In addition to extensive port handling facilities, Cuxport provides an ideal geographical location for all maritime traffic and has ideal connections to destinations further inland. The company is a joint venture where Rhenus SE & Co. KG has a 74.9 percent stake and HHLA Container Terminals GmbH holds 25.1 percent of the shares. The Rhenus Group is a logistics services provider with global operations and annual turnover of EUR 4.1 billion. Rhenus has over 24,000 employees at more than 350 business locations. Hamburger Hafen und Logistik AG (HHLA) is one of the leading port logistics groups operating at the North Sea ports. *(Press Release)*

YARD NEWS

NEW VESSEL FOR MORAY COUNCIL

The contract for a new dredger for Moray Council has been awarded to Macduff Shipyards Ltd. The £2.4million vessel will be a replacement for the Shearwater, which the council sold more than two years ago. The new vessel will be built at



Macduff Shipyards' fabrication facility at Buckie harbour which the company acquired last year. Construction work on the 25.7m dredger, which will be powered by two 500hp engines, is expected to be completed by spring of next year. The intention is that the dredger will service Moray Council's harbours – Buckie, Burghead, Hopeman, Findochty, Portknockie and Cullen – as well as being available for hire. The new dredger, which was designed by Macduff Ship Design Ltd, will be capable to dredging to a depth of 8m with its bow-mounted excavator. John Watt, managing director of Macduff Shipyards, said: “This is a fantastic contract for us which will consolidate our position at the Buckie fabrication facility and provide continuity of employment in the coming year with an increased workforce.” The award of the contract was welcomed by Councillor John Cowe, chairman of Moray Council's economic development and infrastructure services committee. “Our harbours are one of Moray's biggest commercial assets and it is obviously important that we keep them accessible to shipping and to the ever increasing number of pleasure craft,” he said. “The new dredger

represents a significant investment for the council and underlines our commitment to Buckie harbour in particular and to the increasing role which we hope it will play in future economic development in Moray.” Moray Council has contracted out its dredging operations since the ageing Shearwater was disposed of to a company based in Rosyth. *(Press Release)*

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TRIYARDS GROWS ORDERBOOK WITH MPSV ORDERS AND TURRET FABRICATION PROJECT WORTH US\$100M

TRIYARDS Holdings Limited has secured deals for two ice class Multi-Purpose Support Vessels (MPSVs) (which excludes owner furnished equipment) as well as a turret fabrication job worth over US\$100 million. These come less than two months after the recent US\$75.4 million win for two liftboat contracts in early January. The MPSV contracts were signed with Ocean Energy Ventures Ltd, a wholly-owned subsidiary of MDL Marine Holdings Pte Ltd, and will extend the earnings visibility for the offshore vessel fabrication and engineering solutions provider beyond the financial year ending 31 August 2016 (FY16). TRIYARDS' new turret fabrication project, on the other hand, is for London Marine Consultants (LMC) which recently won a contract for the engineering, procurement and construction of an external turret mooring system for the Libra field's (one of Brazil's largest oil fields to-date) Extended Well Test Floating Production, Storage and Offloading vessel. LMC is a wholly-owned subsidiary of TRIYARDS' parent, Ezra Holdings Limited. Mr Chan Eng Yew, the Group's Chief Executive Officer, said: "It has been a strong start for us in 2015, with TRIYARDS adding almost US\$180 million in new orders. "Having already established our leadership in the liftboat segment in Asia, we remain committed to growing TRIYARDS' reputation as a first-class builder of a wide range of vessels and equipment." Armed with the track record of successfully completing the Lewek Constellation – one of the world's most advanced ice-class deepwater multi-lay vessels with heavy lift capabilities – on time and within budget, building and equipping the two MPSVs with ice-class capabilities will not be new to the Group. These ABS-classified MPSVs will have strengthened hulls capable of sailing through ice. Measuring 89.3 metres in length, each MPSV will be fitted with a 150T active heave compensated crane and will come equipped with a Class 2 dynamic positioning system, making the unit suitable for global deployment. These vessels are based on the V4830 design from naval architect Vik-Sandvik Design India Pvt Ltd, which has an established track record in delivering basic and detailed ship design services and other consultancies to ship owners, shipyards and oil & gas companies all over the world. *(Source: Triyards)*

ER TORCHES ORDERS

The Board of Directors of Vard Holdings Limited wishes to inform that on 12 March 2015, the Company was notified that two affiliates of E.R. Offshore, our customer, have filed for insolvency at



a local court in Germany. The Company's subsidiary is currently constructing one PSV for each of these companies at its shipyard in Vung Tau, Vietnam. It has received a 10% installment for one of the vessels. On 13 March 2015 the Group terminated the two shipbuilding contracts. The Group does not expect to repay the prepayment received, and expects to be able to sell the vessels at a

price that will cover the expected construction cost less the prepayment received. The impact of the termination and the proposed resale is expected not to have a material effect on the earnings per share of the Group for the financial year ending 31 December 2015. *(Press Release Vard)*

ROBERT DERECKTOR INC. NOW LICENSED BUILDER FOR DAMEN

Mamaroneck, New York. Robert E. Derecktor Inc. (Derecktor Shipyard) and Damen Shipyard Group (DAMEN) have entered into a license agreement authorizing Derecktor to act as an official builder of DAMEN designs. Derecktor will now offer its customers the best in Pilot Boats and Wind Farm Support Vessels by combining the wide range and international experience of DAMEN designs with its own American craftsmanship. This combination creates an innovative, cost-effective experience for its customers, with proven performance and reliable US-based support & maintenance. The core vessels of Derecktor's exclusive "H" Series are designed by DAMEN, but customized by Derecktor to include US components, modular propulsion units, and enhanced personnel transfer systems. The agreement also provides for Damen Technical Cooperation Services, including experienced personnel for the onsite management and supervision of any and all construction projects. All of the technology and know-how of DAMEN, including drawings, specifications and design information, is now at the fingertips of Derecktor for the benefit of their customers in the United States. *(Press Release)*

SHIPBUILDING CONTRACT FOR A NEW LIGHT CONSTRUCTION/IMR VESSEL

Boa IMR AS (a Boa Offshore AS subsidiary) has entered into a shipbuilding contract to build a Light Construction and Inspection Maintenance and Repair (IMR) Vessel with Noryards Fosen AS. The design is developed in close cooperation between BOA and Noryards focusing on future operational demands under



challenging conditions and highest safety and environmental standards. The new-building will be one of the most energy-efficient vessel of its class, utilizing a number of features that contributes to optimal operational performance, low emissions and reduced fuel consumption. In addition to state-

of-the-art fuel-efficiency, the vessel will have an impressive free deck space of 1500 m² with uniform deck strength of 15t/m², 2 AHC offshore subsea cranes (150t + 30t) to 3000 m, 2 WROV's to 3000 m in hangars, moonpool and helideck. The vessel will have a high crewing/operator capacity relative to its size with a total of 125 beds. Optimal comfort for crew and operators will be ensured, including modern facilities for execution of effective IMR operations. The vessel's overall length will be 108 m with a beam of 24 m and class notation includes Ice-1A, Well Stimulation and LFL. The yard owner Calexco S.a.r.l. will participate as an equity partner and this together with the payment schedule means limited need for additional equity from Boa Offshore AS before delivery in Q1 2017. The vessel will be under Boa Offshore AS management and will be chartered to Boa Marine Services Inc. (*Press Release BOA*)

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GOING GLOBAL - DAMEN YICHANG SHIPYARD ENTERS NEW ERA



The Damen Yichang Shipyard in China is poised to enter a new era. Commencing operations in 1999, the joint venture between Damen Shipyards Group and Sinotrans CSC has had a successful history of delivering cargo vessels from the Damen portfolio. Now, the yard is rolling out an increased portfolio of vessels to a wider market audience. “Over the years we have achieved a good reputation for delivery time, reliability and quality,” says Executive Director at Damen

Shipyards Group Hans Voorneveld about the yard on the Yangtze River. The Yichang yard has always excelled in the construction of cargo vessels up to 15,000dwt. Whilst it will continue to build such vessels, from now on, there will be an additional focus on other, high-tech vessel types. “We’re looking at dredgers, pontoons and barges, LNG/LPG tankers and *offshore support vessels*, such as *platform suppliers*,” explains Mr Voorneveld. Since the decision was taken to increase the range, things have moved fast. The yard is already building a number of specialised pontoons, whilst plans for dredgers are now being finalised. Additionally, finalisation of plans for LPG tanker construction is expected imminently. As the yard’s product portfolio expands, so too will its geographical reach. Damen Yichang Shipyard’s cargo vessels have mainly aimed for the Western European marketplace. The wider product range, however, will be going global. “Already we are building pontoons for specialised projects in the Far East and Latin America, as well as for stock. The dredgers also have an

international market,” Mr Voorneveld states. Current capacity at the yard is sufficient for Damen to simultaneously construct ten pontoons along with two dredgers, LNG/LPG tankers or offshore support vessels. Damen and Sinotrans are investing in developing the building and design process for complex vessels at the yard; however, pre-existing infrastructure has enabled it to embark smoothly upon this new venture, as Mr Voorneveld indicates. “Everything is already in place, the yard is completely up and running. There’s an experienced workforce of around 1,000 personnel. We have been building high quality vessels at Damen Shipyards Yichang for a long time, this is more about adjusting the organisation to new products.” He highlights the yard’s steel cutting facilities, six available berths for section building and assembly and a sideways launching system, saying, “Damen Yichang Shipyards is offering a new portfolio of sophisticated vessels in one integrated package – from engineering, steel building, outfitting and trials right through to commissioning.” The new direction is good news for Damen Yichang Shipyard. The evolution of the vessel range being built at the yard, combined with the anticipated international distribution of orders, represents the entry into a new epoch with a bright future. *(Press Release)*

NAUPLIUS SECURES VESSEL CONVERSION DEAL

De Vries & Van de Wiel, part of the DEME, has commissioned Nauplius Workboats to convert a high-speed ship into a survey vessel for hydrographic research. Over the recent weeks, a Nauplius team has been working on converting a high-speed work ship into a survey vessel. “We have made a number of structural and equipment modifications to make the vessel suitable for hydrographic work under the



UK flag,” said Dick Westera, commercial director at Nauplius Workboats. “Among other things, this involves installing a moonpool and various fixed sensors to be able to take soundings, installing a new generator, modifying the electrical system and installing larger batteries. Of course, a full survey control table is being installed. The work for this project is being done at our temporary location in Hindeloopen.” A 15,5 meter No Limit type vessel was delivered to the contractor as a survey vessel “**Wieringen**” on 12 March 2015. *(Source: OffshoreWind.biz; Photo: Nauplius Workboats)*

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Last week there have been new updates posted:

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

- [Historic U.S. Built LNG Powered OSV by Gulf Coast Shipyard Group](#)
- [Jin Gang Lun 35 – ASD 38/60 Pilot/Tugboat for Tianjin Port](#)
- [Multtraship welcomes energy efficient hybrid tug](#)
- [Hybrid Efficiency](#)
- [Agile, rugged and compact first of class](#)

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