

Tugs Towing & Offshore Newsletter



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

TUGS & TOWING NEWS

ANCHOR HANDLING TUG BEVER JOINS ISKES TOWAGE & SALVAGE



Iskes Towage & Salvage is pleased to announce that it has taken over **AHT Bever** (YOB 2010 - IMO 9492256 - Call Sign PDAA) from Sleepvaartbedrijf Viegers & Zn. The versatile Shoalbuster 3612 is the largest vessel ever built by Damen Shipyards Hardinxveld, with a bollard pull of 70 tons, fitted with a waterfall towing winch, a powerful crane and large open deck with stern roller. The **AHT Bever** and her experienced crew take pride in an extensive track record of anchor handling, long distance towages, salvage

support and various other duties within the offshore industries. The **AHT Bever** flies the Dutch Flag and fully complies with the ISM, ISPS, OCIMF and MLC regulations. Iskes Towage & Salvage is a privately owned towage company. Started out in 1928 it has a long history in professional towage, both in Ports & Terminals and Offshore. By adding the **AHT Bever** to their fleet, Iskes Towage & Salvage shows their ambition to further expand their offshore activities. **AHT Bever** remains under commercial management of Dutch Marine Contractors (*Press Release*)

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DAMEN			PROVEN DESIGN & STANDARDISED FIRST CLASS COMPONENTS		
ATD TUG 2412	ASD TUG 2913	ART TUG 80-32	ATD TUG 2412	ASD TUG 2913	ART TUG 80-32

ANGLIAN EARL SOLD TO RESOLVE

Following the sale of the former UK emergency towing vessel '**Anglian Monarch**' to Resolve Marine

Group, the US based company has now acquired '[Anglian Earl](#)', another tug with history of ETV duties around the UK coastline. In 1987 Maersk took delivery of four 'L' class AHTSs and while they have now moved to new owners are all still going strong. In 2003 one of the four, [Maersk Logger](#), became the [Anglian Earl](#) for Lowestoft based Klyne Tugs who had the UK ETV contract for the MCA. Ownership later passed to JP Knight Ltd and during this period [Anglian Earl](#) acted



as relief ETV on the occasions when the regular vessels were undergoing refits. The 12,000bhp, 135 tonne bollard pull vessel is powered by two MAK 8M35 diesels driving twin controllable pitch propellers and as with the other ex Klyne tug has received the Resolve prefix to its name to become [Resolve Earl](#). *(Source: Maritime Journal; Photo: Paul Gowen)*

PILOTS' ASSOCIATION CHAIRMAN TO GIVE KEY ADDRESS AT TUGNOLOGY '15



The ABR Company has announced that Capt Don Cockrill, chairman of the UK Maritime Pilots' Association (UKMPA), will deliver the opening address at Tugology '15, ABR's biennial two-day conference which will take place in London on 19 and 20 May this year. The 'no-frills' technical conference on the design, construction, operation and economics of tugs, is organised by the same team as the highly-successful ITS

Convention. Managing director of the ABR Company, publishers of International Tug & OSV magazine (IT&O), Garth Manson, said: "We are thrilled to have someone of Capt Cockrill's calibre to open the conference. Any tugboat captain will tell you that a good working relationship and clear communication with the pilot is vital. We are very much looking forward to hearing Capt Cockrill's address." Cockrill said his opening address would look at the need for pilots and tug captains to work together to maximise both safety and efficiency. He said: "You need experts at both ends of the rope. A good working relationship between the pilot and master is essential. It is a team thing and requires mutual skills. Tugs cannot operate in isolation. Tug captains need to be confident of the expertise of the people telling them what to do." Delegates from all over the world have already signed up for Tugology '15, with numbers registered to date suggesting that this will be another record year. The papers chosen for Tugology '15 maintain the tradition of reflecting the latest developments within the industry, and their practical applications. This year's list of topics ranges

from innovations in tug bridge technology and ergonomics, radar and enterprise resource planning (ERP) software, through to updates on the continuing push towards leaner, cleaner engines and the use of alternative fuels. The papers to be presented draw on the expertise, research and knowledge of some of the best-known figures in tug design, building and operation. Tugology '15 will be chaired by Mike Allen, who is also the regular and longstanding chairman of the ITS conventions. Tugology '15 will take place at the Lancaster Hotel, Lancaster Terrace, London W2 2TY. Lancaster Gate Underground station (Central Line) is adjacent to the hotel, and Paddington mainline station – with its Express link to Heathrow – only a five-minute walk away, so the venue is exceptionally well-placed for all those attending. All booking information and full accommodation details are available at www.tugandosv.com, along with a full list of papers and speakers. (Source: MJ; Photo: Rotortug)

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SVITZER'S SAFETY GAME AWARDED BEST APP

Svitzer's Shipshaper game, an all-new approach to safety communication and behavioural change, was named one of the top three business-to-business apps of 2014 by US-based Advertising Age magazine. Svitzer is deeply committed to increasing safety standards in the shipping industry by encouraging behavioural change. The Shipshaper game for Android and iOS devices was one element of Svitzer's 2014 Safety



Day, an annual company event when all of Svitzer's 4,000 employees gather in their respective locations worldwide for safety discussion and exercises. The Shipshaper game was designed to maintain safety engagement and awareness throughout the year by helping employees – on board vessels and in offices alike – focus on being shipshape and eliminating safety hazards. The game allows players to score points by successfully avoiding safety obstacles while navigating Duke Shaper, the Safety Hero of the Shipshape campaign, through different environments. Ad Age, a leading global source of news and intelligence for the marketing and media communities, grants B2B Best Awards annually to celebrate the most innovative and creative work produced by business-to-business marketers and their agencies. The award for Shipshaper noted that, "The Shipshaper game is anything but [boring] and is miles ahead of training films of the past. This lively little app beckons

users to learn safety in a way that's fun and keeps them from tuning out." "Safety is a constant and ongoing effort within our industry and at Svitzer," says Jens Viby Mogensen, Head of Group Branding for Svitzer. "We need to live safety every day, in our offices, at ports and onboard vessels. The Shipshaper app has helped us do that and contributed to a significant recent drop in safety-related accidents beginning in the final quarter of 2014". The Shipshaper game can be downloaded from Apple's App Store and Google Play. *(Press Release)*

PELLA SHIPYARD LAUNCHES TUGBOAT RB-367 OF PROJECT 16609 BUILT FOR RF NAVY



On March 18, 2015, Pella Shipyard launched the tugboat **RB-367** of the project 16609. According to the Company, the vessels will be delivered to RF Navy and join the Northern Fleet. The tugboat is intended for towing and berthing operations in harbor and coastal areas which comply with R2 navigation area (not more than 100 miles from place of shelter), performing of escort operations at the speed of 10

knots, refloating of ships and vessels, firefighting operations at floating and shore objects, oil and petroleum content products, cargo transportation, ice breaking and rescue and special purpose operations as well. *Ship's general characteristics:* LOA – 28.5 m, breadth overall – 9.5 m, draft – 4.3 m, operational speed – nearly 12 knots, RS class notation - KM Arc4 R2 Aut1 FF3 WS Tug. *Deck equipment:* bow electro-hydraulic anchor-towing-mooring winch Fluidmeccanica providing 10 t of bollard pull and 1383 kN of brake holding force; 47 t towing hook SWL with quick release device. In order to fulfill fire-fighting operations the tugboat is equipped with external firefighting system made by FFS (capacity is 800 m³/h, 2 water monitors, water curtains system). SC Pella Shipyard based in Russia's Leningrad region was founded in 1950. In 1992 Pella was privatized as Pella Holding Co. comprising the head office and several subsidiaries. The shipbuilding firm specializes in building tractor tugs with rated power of 1,000hp to 5,000hp, push boats, escort tugs, pilot boats and SAR boats for Russian customers and for foreign customers. *(Press Release)*

A MINI TUG WITH MIGHTY PUNCH

When the Suez Canal wanted to replace its fleet of 23 ft open mooring boats. They looked on the market and did not find any suitable candidates. There were plenty of fast RIBs with outboards or stern-drives, some slow steel boats, but very few if any boats fulfilling the required specification: 23 ft maximum length, 12 kn minimum free running speed, 500 Kg minimum bollard pull, naturally aspirated heavy duty diesel inboard, conventional shaft drive, 6 mm Aluminium hull, unsinkable, droppable from 3 metres and Classification society approved. The challenge was picked up by the Mapso-Lomocean-Snijtech consortium. Lomocean Ltd., based in Auckland, New Zealand, is more famous for cutting edge carbon hulls such as Earthrace and Planet Solar-Turanor. Mapso has a long

history of engineering Voith-Schneider steel tugs with 70 tons bollard pull for the Suez Canal. Snijtech describes itself as the most advanced metal cutting and forming facility for the marine industry today. Together they developed the NanoAir, which the team claims could be ‘the most engineered small workboat ever produced’. The NanoAir has a 6 mm thick aluminium hull with 40 mm thick rub-rails, a large foam filled collar, and a rubber D-fender on the stem extending below the waterline.



The large propeller (20”) is recessed in a tunnel, to reduce draft and vulnerability, and protected underneath with a rope guard. A particularly important feature is the air cooled Hatz engine. This engine does not need raw water cooling; therefore there is no through-hull opening, no seacock, no water strainer and no seawater pump. The Hatz only needs fuel, oil and air, and has been known to run over 40,000 hours before overhaul. With the air cooling, the engine can be started while the boat is still on land or on deck of a ship, and in the water the boat is much less sensitive to floating debris. Applications include harbour workboat, line and hose handling, dredging support, civil engineering, navy submarine handling, yard and marina pusher, oil spill recovery, FPSO and SBM support, ship tender, arctic work, fishing and aquaculture, particularly seine skiff. The range includes the NanoAir, described here, and the NanoShuttle, a larger version with higher speed for pilot, crew and patrol applications. *(Source: Maritime Journal by Jake Frith; Photo: Mercator Media)*

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TOWING VESSEL SINKS IN OHIO RIVER

The Coast Guard is responding to the sinking of a towing vessel on the Ohio River near Golconda, Illinois, Wednesday. Coast Guard Sector Ohio River Valley watchstanders were notified the towing vessel **David Dunnigan** sank while working near mile marker 897.5, at approximately 8 p.m. The **David Dunnigan** reportedly capsized, sank and drifted down river. The exact location of the sunken vessel is unknown at this time. Coast Guard Sector Ohio Valley Captain of the Port, Capt. Richard



Timme, has restricted vessel operations from mile marker 896.5 to mile marker 900 on the Ohio River as a precaution until the position of the vessel is determined. The towing vessel is reportedly carrying an estimated 3,000 gallons of fuel oil on board. Personnel from Coast Guard Marine Safety Unit Paducah, Kentucky, are on scene and will supervise response and recovery

efforts. There were no reported injuries. The cause of the incident is under investigation. *(Source: USCG)*

HAVENDIENST 18

A beautiful painting by maritime artist Nico M. Peeters, is the **Havendienst 18** from the Port Authorities Rotterdam. She is seen near EBS, European Bulk Services, Europort. The painting is owned by a retired KLM-pilot. The **Havendienst 18** is later renamed RPA 15 (Rotterdam Port Authorities) The in 1985 Damen shipyards- Gorinchem built vessel has a length of 29.71 mtrs a beam of 7.2 mtrs and a raft of 2.90 mtrs. The two Catepillar 3412 E TA/ engines develops an total output of 97 kW. View painters website www.nicompeeters.nl



SNOWY TUGS



Despite a record snow fall in the city of Halifax, to a depth of nearly a meter, with streets impassable and many services suspended, work in the harbour continues. But even the tugs are covered with snow. **Atlantic Larch** has snow, but also frozen spray left over from a recent trip to Sheet Harbour to undock a ship there. **Atlantic Willow** features a snow moustache. **Atlantic Oak** has a complete ring of snow around its rail. The car carrier Tosca can be seen in the background at Autoport. *(Source & Photo's Mac Mackay-Tugfax)*

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YESTERYEAR TUGS BUILDING, LAUNCHING AND REPAIR MARJORIE McALLISTER



The **Marjorie McAllister** at the St. Louis Shipbuilding yard in St. Louis, Missouri, where she was built in 1968. Her 12.8 foot draft was too great to allow her to make it downriver on her own after being launched. So she was fitted underneath with a camel, shown here, to lift her high enough to clear the bottom. She was 106 feet long, and her diesel was rated at 3160 horsepower. The **Marjorie McAllister** was classified as a combination harbor/coastal tug, but her low freeboard (not apparent here because the camel was fitted her

high out of the water) made ocean work hazardous. Unfortunately, she proved this when she sank with all hands in 1969 off the coast of North Carolina. She had been taking seas from astern in a blow and was awash much of the time. No witnesses survived to report what happened, but it is surmised that, since the freeing ports in the bulwarks were not large enough, considerable water was trapped on the afterdeck and found its way down the vent pipes, shorting out the electric system. She was also taking water through the engine-room door. With the power out, her emergency systems and her steering gear would have shut down. She probably broached and sank very quickly. The loss of the **Marjorie McAllister** is a tragic example of why tugs – and vessels of all types – should not be classified for work for which they are not designed. Until recently, most American coastal tugs had low freeboard, so when they went offshore, they had to be battered down securely. A small mistake, such as the failure to close a vent, could mean disaster. American coastal tugs now are being built with higher freeboards. The **Marjorie McAllister** was raised after six months of hard work in 1977 and was rebuilt at a shipyard at Wilmington, North Carolina. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

SUPPLY SHIP SLAMMED INTO OIL PLATFORM

15 workers were taken off the North Sea oil platform "*Forties Echo*" after the "*Sea Falcon*" hit the installation on Mar 16, 2015, at 9 a.m. in the Forties oil field 110 miles north-east of Aberdeen. The "*Sea Falcon*" was offloading cargo when the vessel got close to the platform and drifted into it. There were no injuries. Platform operator Apache North Sea activated emergency procedures, the platform was shut down, but there had been no leak of hydrocarbons. A muster of the 30 personnel on board has been completed. A total of 15 workers remained on board the platform which suffered minor damage. The other 15 have been airlifted to the nearby "*Forties Bravo*" platform. An initial visual inspection of the damaged installation was carried out from the platform's standby vessel. A specialist inspection team has been mobilised to assess the damage in more detail. An Apache onshore response team had been mobilised and all relevant authorities and contractors had been informed. The supply vessel sailed to Peterhead under its own power and docked at 8.30 p.m. (*Source: Vesseltracker; Photo: Allan Smillie*)



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HISTORICALLY TUG SUNK IN BERLIN



16th March 8.10 : Berlin fire brigade was alarmed, because the steam tug *Barbarossa* sunk at "Märkischen Ufer" at "Fischerinsel". When police and fire brigade arrived just the starboard side wall, the wheelhouse and the funnel of the tug - age of 104 years - could be seen above water level. The fire brigade installed an oil barrier as precaution. 0,8 t fuel was estimate on board. Divers put slings underneath of the hull. Consequently a further sinking by means of a mobile crane from the

fire brigade could be avoided. With two pumps two departments of the vessel were emptied. Finally the tug was completely lifted and saved. The fire brigade was five and a half hour busy with 50 persons and heavy equipment. Also at site were water rescue with a boat, two craft from fire brigade with pumps and representatives from police and local authorities. Since no oil pollution arises the oil barrier could be removed and the fire brigade departed. After the ship was refloated it was the task of the owner secure the leakage. The reason of sinking remained still unknown. The harbour master Max Hiller suspected a defect valve in the engine room. It is intended to restore the **Barbarossa**. The historically harbour is managed by "Verein Berlin-Brandenburgischen Schifffahrtsgesellschaft". **Barbarossa** was just shifted one week before to the historically harbour. The water damage is estimated on an amount exceeding considerably more the 10.000 Euro. The tug was built in 1905 with 60 horsepower by the Orderwerken Stettin for Johannes Nauschütz, Pölitz. In 1914 sold to Wilhelm Meier, Parey. In 1916 to Wilhelm Pelzer, Garz and renamed **Agnes**. Hereafter sold in 1920 to Deutschland Schnelldampfer-GmbH – Berlin sailed first as **Wilhelm** and after in 1928 as **Deutschland VII**. Hereafter sold in 1952 to to After the sail in 1952 to Paul und Rudolf Wendland, Hohensaatenamin Deutschland. She was removed in 1969 from the register and in 1970 to Hermann und Denise Poster, Basdorf as pleasure vessel and brought her back in service as **Elsa**. In 1976 sold to Udo Winkler – Berlin. In 1978 to Joachim Soult and renamed **Denise**. In 1979 modified into a living ship with the name **Ghost** and a 95 horsepower diesel engine installed. In 1990 renamed **Barbarossa**. The in Berlin moored vessel has a length of 15.36 mtrs a beam of 3.87 mtrs and a draft of 1.37 mtrs. Thanks to the help of Dieter Bronisch who translate the article. (*Source: ESYS*)

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MV MINER CLEAN UP TO FINISH BY THE END OF APRIL



About 70 per cent of the vessel has been removed. Two years after it ran aground on Scatarie Island, the hulk of the **MV Miner** will soon be gone from the shoreline. The bulk carrier went aground in 2011 after breaking free from a tow line while enroute to a scrapyard in Turkey. An Antigonish company was chosen last year to remove it and clean up the

area. Nova Scotia Lands president Gary Campbell, the company overseeing the operation, says the

end of the project is in sight. "About 70 per cent of the vessel is actually gone now," he said. "The difficult parts of the ship are gone, there is a pile of scrap steel sitting on the shoreline over there and that will be taken away for recycling." The wreck has been a serious concern for residents since the unwelcome visitor landed on the island. Sean Howard is with the Main-à-Dieu Development Association and says the decision to tow the ship was a bad decision from the beginning. "Well, it was a nightmare to wake up to all that time ago," he said. "It was horrible to watch the wreck just sit there and for the federal government to completely abandon us and tell us it wasn't any of their problem when the wreck should never have been towed in the first place." Howard says the community is planning a big celebration when it's done. Campbell says the MV **Miner** should be gone by the end of April, just in time for lobster season. *(Source: CBC News; Photo: Government of Nova Scotia)*

CREWBOAT EVACUATED AFTER CATCHING FIRE IN THE GULF OF MEXICO

The 113-foot crewboat **GIS Leonce** suffered an engine fire this evening forcing the evacuation of the vessel south of Louisiana. Upon notification of the evacuation, the Coast Guard scrambled air assets from New Orleans and Mobile as a potential search and rescue mission began to unfold. The offshore supply vessel **Nicki Candies** was in the vicinity and rescued the crew and put out the fire, according to a statement by the U.S. Coast Guard. The USCGC Sturgeon is on scene and the GIS Leonce is currently tied alongside the Nicki Candies to keep her from drifting away. There were no injuries and the extent of the damage is unknown at this time, the Coast Guard said. *(Source: gCaptain)*



COAST GUARD CREWS RESPOND TO SINKING BARGE NEAR WIGGINS BEACH, FLA.



The Coast Guard is responding to a sinking construction barge near Wiggins Beach, Florida, Wednesday. At approximately 12 p.m. watchstanders from Coast Guard Station Fort Myers Beach, Florida, received a report via Collier County Marine Emergency Response Team activation of a construction barge taking on water near Wiggin's Beach. It

was also reported the two people aboard the tug disconnected the tug before the barge began to sink. A 45-foot Response Boat—Medium boatcrew from the station was launched and arrived on scene to

assess the situation. The owner of the barge is coordinating a salvage plan. Sea Tow crews are currently attempting to dewater the barge, and Coast Guard pollution response crews are on scene to assess any environmental concerns. The sinking of the barge is currently under investigation by the U.S. Coast Guard. *(Source: USCG)*

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ART80-32

NEW INDUSTRY
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WRECK FORMER RENDSBURG FREIGHTER CLEARED AFTER 35 YEARS IN WILLEMSTAD



The Curacao ports authority starts the removal of the wreck of the freighter **Richard Bordo** (Imo 5159428) from Pererai in Schottegat in Willemstad. The freighter lays there for decades in shallow waters already. The reason for the removal is the post

expansion. The vessel has been in port since 1980 and was abandoned in November 1990 and later sank at berth. The barge "**Caballo**" from Willemstad went alongside to the rust-eaten vessel with on board an excavator to remove the sunken hull bit by bit. The freighter was awarded in 1993 a place in film history as the "Prince of Malta" during the filming of "Curaçao", in George C. Scott, an American film, television and stage actor, Director and producer, who, among others, as the U.S. General George S. Patton in the seven Oscars winning film Patton - rebel in uniform. The demolition work will continue for several months. The 87 meter long and 12.5 meter wide freighter had a capacity of 2,703 tons. She was built on the Helsingborgs of Varfs in Helsingborg, Sweden 1950 for the Ahlmark Karstadt, which brought her as "**Parts**" into service. In 1965, she joined the Ahlmark Schiffahrts GmbH in Rendsburg. In 1969, she was registered as



"**Navarino Bay**" in Panama in 1972 as "**Mystra**" in Piräus and came in 1978 as "**Richard Bordo**" under the flag of St. Vincent-Grenadines. *(Source: ESYS; Photo: Cees Bustraan)*

HARMS BERGUNGS "THE SALVORS" PART 2



You can watch another salvage movie from Harms Bergungs with the vessel **Taurus**. Watch the youtube video click [HERE](#)

OFFSHORE NEWS

PSV MARKET TURBULENT, NORDIC AMERICAN OFFSHORE SAYS

Nordic American Offshore (NAO), an offshore shipping company, has informed that although the market for the company's platform supply vessels is turbulent, five vessels in NAO's eight vessel fleet are currently employed on contracts, up from three last quarter. "The decline in oil price has led to reductions in exploration activity in the



North Sea, in turn lowering the number of working oil rigs and the demand for PSVs," Executive Chairman, Herbjørn Hansson said. The remaining three vessels from NAO's fleet are operating in the spot market. "We have achieved in excess of 80% utilization which is a sound performance in the current market conditions. Rates for the spot ships have been reduced this year as a consequence of the low oil prices," said Hansson. NAO recently contracted two vessels to Statoil to assist on the Polarled project, securing employment for those vessels for several months going forward, Hansson further noted. *Boosted by strong dollar* "When observing PSV rates, we must consider two important factors. First, utilization and rates in our market are always affected by the winter season when non-essential work tends to be postponed until weather conditions are more favorable. "Second, our vessels operate in local currency, Norwegian Kroner in the Norwegian sector and British Pounds in the British sector. This also applies to our expenses. The weaker reported rates are impacted by the appreciation of the US dollar. "Conversely, our two vessels delivered from the Norwegian yard of Ulstein earlier this year were ordered from the yard in Norwegian Kroner. The realized currency gain on these two vessels was about USD 8 mill per vessels, actually reducing the USD price from about USD 44 mill to about USD 36 mill. It is indeed comforting to see that an economic advantage of about USD 32 mill may be achieved – spread across four vessels delivered in 2015." The two additional vessels will be delivered to NAO later this year. The company expects to

capture similar reductions in cost on those vessels, given the Norwegian Kroner/ USD relationship to be at the same level as now. “Our positioning by ordering the vessels in NOK and reaping the benefits of a stronger dollar, has indeed given our shareholders an extra economic benefit,” said Hansson. *Sanctions against Russia* “The low oil price continues to put pressure on our industry. When Brent crude prices return to the \$60 – \$80 range per barrel we expect to see renewed activity in our market, and improved demand for our vessels.” The geopolitical situation involving Russia has also affected the market. Hansson notes that the vessels owned by other companies that were due to work in the Arctic regions had their charters cancelled. Those vessels were drawn from the North Sea and their return to this market has contributed to an oversupply of vessels. Should the political situation change and sanctions against Russia be removed, this should affect our market positively, NAO chairman said. “With that said we are positive about the oil price in coming years. We expect to reap the benefits of an improved oil price which will be a stimulus to the activities of the PSV market,” Hansson concludes. *(Press Release NAO)*

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FAR SKY AHTS SOLD



Norwegian ship owner, Farstad Shipping has sold the Anchor Handling Tug Supply vessel **Far Sky**. The vessel built in 1991 has been handed over to the new owner today, March 17, 2015. Farstad did not reveal the name of the client. Farstad has said that the sale of the vessel will give a booked loss of approx. NOK 4.5 million in the first quarter 2015. *(Press Release Farstad)*

GARDLINE CGG SELECTED FOR SEISMIC SURVEY IN GIPPSLAND

The **Duke**, owned and operated by Gardline CGG Pte Ltd, has been selected by Geoscience Australia to acquire the Gippsland 2D Infill marine seismic survey offshore Victoria (Australia). According to Gardline CGG, preparation for the project is underway and the expected start date is on April 6, 2015. The Gippsland 2D Infill survey is part of the National CO2 Infrastructure Plan to aid in the identification of potential sites suitable for the long term storage of CO2 in Australia. The survey will

cover approximately 800 line kilometres in the Gippsland basin. **Duke** was selected for its unique capability to acquire 2D seismic, multibeam bathymetry and sub-bottom profiling concurrently on all lines, Gardline CGG said. An additional multibeam bathymetric/sub-bottom profiling survey will be undertaken to infill between seismic lines at the end of the program. This is Gardline CGG's second project related to the



National CO2 Infrastructure Plan over the last 3 years and its second project for Geoscience Australia in 2015 following the completion of the Houtman 2D survey. *(Source: Offshore Energy Today)*

DON ANDRES I DOCKING SURVEY



Last week was seen the 1980 built Panama registered with call sign HO3740 Supply Vessel **Don Andres I** (Imo 792237) undergoing a docking survey in the Curacao Dock Maatschappij at Willemstad. The vessel is owned and managed by Aqua Shipping Ltd.-ARU – Oranjestad; Aruba. She has a grt of 499 tons a dwt of 700 tons and is

classed American Bureau of Shipping. *(Photo: John Smit)*

VOS SYMPATHY COMPLETES PROJECT FOR LD TRAVOCEAN

We are proud to announce that **VOS Sympathy** this week completed an exciting project for our trusted client, LD TravOcean. **VOS Sympathy**, a subsea-support vessel operated by Vroon Offshore Services Den Helder, has spent the last few weeks laying a power cable between Quiberon and Belle-Ile in Brittany. The power cable, from the French mainland to the island Belle-Ile, will be connected to the main electrical grid and provide additional power capacity to the island. The project lasted three weeks, with transit, cable loading and mobilisation of the lay spread on board the vessel being the most time-consuming tasks. The actual laying of the cable, which took place from the vessel's starboard side, only lasted three days, partly due to the favourable weather conditions. With the assistance of small workboats, the cable was transferred from the vessel to shore. In shallow areas, the cable was pulled into the vessel from the shore. At the start of the project, the ferry service to the island had to be suspended for a few hours while VOS Sympathy started her operations, since transit spread during laying is obviously very slow (about 300 metres /

hour). For the vessel's crew it was a chance to make optimum use of the modern DP system, operating in "track-follow" mode. We would like to thank our clients for the assignment and for their support throughout the exercise. We would also like to express our appreciation to all crew members for a job well done. The combined knowledge and skills of LD Travocean and VOS have resulted in the successful and timely completion of this interesting and unique project. Whenever on Belle-Ile for a holiday and making



full use of the air-conditioning system in our hotel room, we will be pleased to remember that we assisted in laying the cable to make this possible! (*Press Release VOS*)

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OCEAN PRODUCE SOLD



Ocean Produce (Imo 7381635), built 1975 Norwegian registered with call sign JWLO, is now sold. She has been laid up since September 2014, and Atlantic Offshore owned 39,5% of the vessel. She was sold close to book value. She has an grt of 1,310 tons a dwt of 1,050 tons and is classed Det Norske Veritas (*Press Release*)

ER UNFAZED BY INSOLVENCIES

German operator ER Offshore claims it was not impacted by the collapse of two affiliates that filed

for insolvency last week. A spokesman claims the company served as nothing more than a “technical advisor” to Nordmoon and Nordlight Schiffahrts GmbH & Co KG, which had lined up contracts to construct two platform-supply vessels at a shipyard controlled by Vard Holdings. The duo filed for insolvency in Germany on 12 March 2015 and the shipbuilder terminated the orders a day later. Today, ER said Nordmoon and Nordlight decided to fold after



failing to reach an agreement “with regard to the further course of the projects”. “ER Group is unaffected and its financial status remains strong,” the spokesman added in a statement emailed to TradeWinds on Monday morning. As we reported, Vard pledged not to refund a prepayment that amounted to roughly 10% of the price tag tied to one of the two platform-supply vessels, which were inked last year. On Friday the Singapore-based shipbuilder also assured investors that it should be able to sell the vessels “at a price that will cover the expected construction costs less the prepayment received”. Today, observers admit they were surprised by this claim since the dramatic drop in the price of crude has impacted demand for many types of offshore tonnage. (*Source: Tradewinds*)

ANADARKO AWARDS CGG THE LARGEST PROPRIETARY 3D MARINE SEISMIC SURVEY IN COLOMBIA



CGG announced today that it has been awarded a contract by a subsidiary of Anadarko Petroleum Corporation to acquire and process a 16,314-km² 3D seismic survey on the Caribbean coast offshore Colombia. The survey will be the largest marine seismic program ever acquired in Colombia and follows CGG’s successful completion of Anadarko’s 5,500-km² 3D Fuerte survey offshore

Colombia in 2013. The survey, covering portions of the Col-1 and Col-2 blocks, will be acquired by the **Oceanic Sirius** and **Oceanic Vega**. These environmentally certified vessels are the flagships of CGG’s seismic fleet. Each vessel will tow a 12 x 120 x 8,100 m spread using Sercel’s Sentinel® steerable solid streamers and CGG’s proprietary Dovetail™ efficient acquisition solution designed to achieve more regular sampling and reduce infill. The survey will start in the second quarter of 2015, subject to regulatory approval. The survey data will be processed in CGG’s Houston subsurface

imaging center. Jean-Georges Malcor, CEO, CGG, said: “We are very pleased to have been selected for this important contract, based on our advanced technology, the tight integration between our marine seismic acquisition and subsurface imaging groups and our deep in-country operational experience in Colombia. A project award of this magnitude underlines the confidence Anadarko has in our technology and expertise. We look forward to once again helping Anadarko reach its exploration goals in Colombia.” (*Press Release*)

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View the youtube film of the Alphabridge for tugboats on <http://www.youtube.com/watch?v=hQj6hFDcHW4&feature=plcp>

SIEM OFFSHORE ORGANIZATIONAL CHANGES

Siem Offshore Inc. has decided to streamline its business by forming one dedicated organisation for its core offshore vessel business named “Siem Offshore OSV”. According to Siem Offshore, the remaining business consisting of Siem Offshore Contractors, Joides Resolution, Siem Wis, the combat management business in Brazil and certain property investments will be organisationally separated and



operated under the name of SIEM Offshore Industrial Investments. Siem Offshore’s Board believes that the changes will help focus and develop the core offshore vessel business as well as be beneficial in developing and growing the business in Siem Offshore Contractors and finding strategic solutions for the other businesses. Initially, the split will be implemented in the management organisation. Over time a legal split of the two businesses into separate companies may be implemented. Terje Sørensen will continue as CEO of SIEM Offshore Inc and head of Siem Offshore Industrial Investments. Idar Hillersøy has been appointed as Head of Siem Offshore OSV and will report directly to the Board of Siem Offshore Inc. Idar Hillersøy has served as CEO of the company’s 50% owned affiliate Secunda Canada LLP since December 2012, and prior to that was Chief Commercial Officer at Simon Møksters Rederi. The company sees several opportunities in Canada and Hillersøy will continue as CEO of Secunda and focus on developing the business in Secunda as part of his tasks, Siem Offshore said. (*Press Release*)

VENEZUELA LOOKING TO REDUCE TIDEWATER RULING

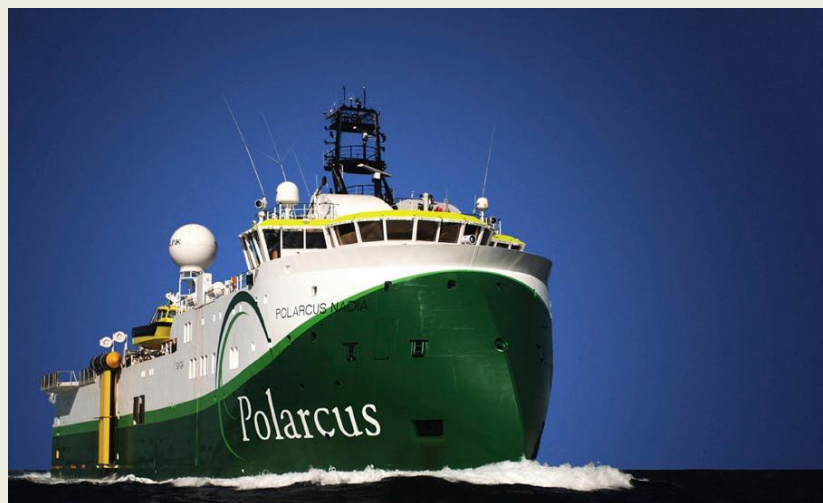


Venezuela will seek to reduce a \$46 million compensation claim it has been ordered to pay to oil service company Tidewater in a case stemming from the 2009 seizure of vessels, its oil minister said in an interview published on Thursday. The award, which was ordered by the World Bank's International Center for Settlement of Investment Disputes (ICSID), included \$44 million in owed invoices. "We will pay what we have to pay, although there is always the possibility of an appeal,"

Oil Minister Asdrubal Chavez told state media. "We are going to continue working because this is an amount that we can still reduce." Tidewater did not immediately respond to a request for comment. The government of late socialist leader Hugo Chavez seized 11 Tidewater ships in 2009 after signing a law to nationalize them, according to Tidewater. The lawyer representing Venezuela said the award was significantly lower than what Tidewater had claimed because ICSID recognized the legality of the nationalization. Venezuela faces close to 20 claims at ICSID that mostly stem from state takeovers during Chavez's 14-year rule. U.S. bottle maker Owens-Illinois was awarded more than \$455 million this month as part of its claim against Venezuela, while Swiss airport operator Flughafen Zurich and a Chilean partner were awarded about \$36 million for a 2005 airport takeover. The cash-strapped South American OPEC country has sought revisions or annulments of several cases amid a tumble in oil prices and a severe recession. *(Reporting by Diego Ore; Writing by Brian Ellsworth; Editing by Paul Simao)*

POLARCUS INKS LOI FOR SEISMIC SURVEY JOB IN UKCS

Polarcus Limited has signed a Letter of Intent (LOI) with an undisclosed client for a 3D marine seismic project on the UK Continental Shelf utilizing Polarcus' RightBAND(TM) technique for broadband data acquisition. The project, subject to the execution of a service contract, will start in Q2 2015 and is expected to run for approximately 25 days, with an option for a second project



immediately following of approximately 16 days. The company did not reveal the financial value of the contract, nor the name of the vessel to be used. *(Source: Offshore Energy Today)*

WINDFARM NEWS

ANTS OFFSHORE KICKS OFF NORTH SEA OWFS SERVICE WITH 'ABIS DUNDEE'



ANTS Offshore has started its new service for the supply of the North Sea offshore wind farms with the chartered DP II ship **ABIS Dundee**. It offers constant and unscheduled supply and waste disposal of the offshore stations, the wind parks of the different North Sea wind clusters and the offshore construction sites. The settlement is according to the concept "price per unit". The price depends on the load on board. It gets cheaper for all the involved parties if the ship is working to full capacity. Weather

risks and harbor costs are included in the price. The **ABIS Dundee** by AMASMUS is only 2 years old and has 3,000 m² loading space, 570 cbm fuel and 400 cbm fresh water with appropriate pumps at its disposal. There is also a wastewater tank on board available. The ship can even be used as a swimming spare parts depot or as a workshop depot due to its huge load area over and under deck. The DP II Ship will be available 24/7, 7 days a week for the offshore market located at the German, Dutch and Danish coasts for different loads. Several offshore rotor blades have been transported this way between German, Danish and Dutch harbors. ANTS Offshore is the new brand of the German SCHRAMM group, specialized in harbor service, transport and logistics in the offshore sector, located in Brunsbüttel, Glücksstadt, Rendsburg, Hamburg, Helgoland, Harlingen and Eemshaven. The Offshore Brokerbureau F3O Company in Hamburg is nominated for the future booking of the loading. The company guarantees as a Single Point of Contact a 24/7 availability. *(Source: Offshore Wind.biz; Photo: Abis Shipping)*

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MHI VESTAS DONATES EUR 3,000 TO KNRM

Recently, the company which carries out maintenance work on the wind farms in the North Sea celebrated 3,000 consecutive days with no accidents. Royal Netherlands Sea Rescue Institution (KNRM) benefited from this event as Dirk Dewettinck, Service Director of MHI Vestas Offshore Wind handed EUR 3,000 check to the organisation. "Although no accidents occurred for a long time, it is good for our people to know



that the volunteer crews, KNRM, is there. Just in case." said Dewettinck. KNRM is a voluntary organization in the Netherlands tasked with saving lives at sea. For that purpose, it maintains 39 lifeboat stations along the Dutch coast of the North Sea and Wadden Sea and on the IJsselmeer. KNRM rescue stations in IJmuiden, Wijk aan Zee and Egmond can be used for accidents on offshore wind farms. *(Source: Offshore WIND; Photo: KNRM)*

YARD NEWS

SOCHA JOINS BAKER MARINE SOLUTIONS AS VICE PRESIDENT BUSINESS DEVELOPMENT



Baker Marine Solutions, Covington, Louisiana announced the appointment of Robert Socha as Vice President Business Development for the Domestic United States and International operations of the company. Mr. Socha joins Baker Marine Solutions (BMS), following a successful 16 years with Bollinger Shipyards as executive vice president marketing and sales, and an earlier productive 18 year career with Tidewater, Inc. in sales for their North America and International operations in West Africa, Middle East and India. The announcement was made by BMS President Jim Baker saying, "Mr. Socha has been in the industry for over 35 years and is well respected,

bringing a great deal of industry experience that will add value to our current and future capabilities. His wide-range of responsibilities and background in the marine, oil and gas industry with oil companies, operators and service companies will be an asset as he joins in our company's goals and standards of continually developing a diverse customer base." Baker Marine Solutions, www.bakermarinesolutions.com is a leading provider of marine assurance and consulting services, performing DP assurance, OCIMF- OVID inspections, IMCA CMID inspections, & marine warranty surveys as well as onboard marine representation, and project/ vessel management services for the world markets. *(Press Release)*

BESTOBELL WINS LNG-FUELLED TUG CONTRACT

Wärtsilä Fuel Gas Handling Division (FGH) has contracted Bestobell Marine, part of the President Engineering Group (PEGL), to supply the Middle East's first LNG-fuelled harbour tug. Bestobell Marine will supply a complete set of cryogenic globe valves to be fitted in Wärtsilä's LNG-Pac fuel gas systems for its new harbour tug design, which will be built at Dubai Drydocks. The LNG-fuelled tug will be operated by Dubai Maritime City. Duncan Gaskin, Sales Director of Bestobell Marine,



said: "We are delighted to be working with Wärtsilä to supply valves to the Middle East's first LNG-fuelled harbour tug. An increasing number of vessels are being built using LNG as their primary fuel which presents great opportunities for our cryogenic valves." TASNEEF will provide classification and advisory services for the LNG-fuelled project. Bestobell Marine has supplied Wärtsilä FGH with over 20 ship sets of cryogenic globe valves for a variety of projects in recent years, including the Harvey Gulf offshore vessels - the first LNG fuelled vessels assembled in the US. *(Source: LNG industry)*

Advertisement

An advertisement for Nav-Light. The top half features the 'Nav-Light' logo in a stylized blue and yellow font. To the right is a photograph of a black, ruggedized electronic device, likely a navigation light or sensor, mounted on a bracket. Below the logo and image, the text reads: 'The bright spot in the marine world | www.wkmcornelisse.com | +31 (0)34 55 17 122'. The background is a dark blue gradient with a red horizontal line.

FROM POLLUTION TO SOLUTION



The Oslo-based NGO Bellona Foundation has launched a three year partnership with the leading Dutch company Damen Shipyards Group. The main goal of the partnership is to explore and develop concept vessels for the future. The agreement will be officially signed on March 18 during an industry event in Stavanger. The Bellona Foundation and Damen both acknowledge that today's global shipping

industry will need to undergo substantial change in order to achieve its own climate and environmental objectives. The NGO and Damen have joined forces to work towards reducing the impact on the climate of a wide range of commercial and leisure vessels, as well as fleets employed by the aquaculture industry. "One of Bellona's goals is to make the ships of the future independent of fossil fuels. This partnership will provide us with new knowledge on innovative shipping construction that will contribute towards achieving that objective, said Frederic Hauge, founder and president of The Bellona Foundation. "Today the global shipping industry emits large amounts of CO₂, sulphur dioxide, nitrogen oxide and other gases harmful to the climate and environment, and the European fleet is large and in need of renewal. The next three years of partnership with Damen will make us better equipped to handle the challenges, both domestically and internationally." "We are very pleased to be starting this partnership with Bellona," added Damen's Remko Hottentot, Sales Manager Norway, stationed at Damen's Norway Office in Stavanger. "We have a strong focus on sustainability and the vision of each organisation complements the other in terms of environmental awareness. At Damen the focus will be on creating alternative solutions that contribute to reducing harmful maritime emissions into both the air and the water. This will go hand in hand with initiatives to develop cost-effective efficiencies through reduced consumption of potentially harmful inputs such as fuel, paint and lubricating oil. During this long term relationship we foresee in general a valuable focus on co-operating in the creation of environmental technical sustainable solutions and the fostering of political support." Hauge believes that the Bellona Foundation, as well as Norway's maritime community as a whole, can learn a good deal from Damen when it comes to developing the next generation of low-emissions vessels. He sees Damen as an international trendsetter challenging the Norwegian mindset in a positive manner. From his perspective this partnership will improve the Bellona Foundation's capability to influence both the Norwegian and European shipping industries. Bellona has a 29-year track record of working on maritime political matters at a high international level, from their offices in both Oslo and Brussels. The partnership with Damen represents an important milestone for the organisation, giving it access to new knowledge and technology that will enable it to influence Norwegian and European politics even more than before. *(Source: Press Release)*

REINAUER PICKS GE MARINE TIER 4 DIESELS FOR ATB NEWBUILD

GE Marine announced that Reinauer Transportation Companies, LLC, purchased two GE U.S. EPA Tier 4 certified marine diesel engines and two Lufkin Marine Propulsion Gearboxes for a new Articulated Tug and Barge (ATB) to be built at Senesco Marine, North Kingstown, RI. Lufkin is a part of GE Oil & Gas. Reinauer acquired Senesco in 2006. The shipyard is scheduled to deliver the ATB in early 2016. Local engine support will be provided by GE Marine's Distributor, Cummins MidSouth. "We chose the new GE Marine engines because we like the robust design and component configuration of the engine. The engine closely matches the footprint of our current vessel design.



This limits the amount of re-engineering while meeting Tier 4 emissions requirements without the complications of urea after-treatment," said Christian Reinauer. "Lufkin gearboxes have proven their reliability and ruggedness with their past performance in three of our Nicole Class ATBs starting in 1998." "We are delighted that Reinauer chose our new EPA Tier 4 certified diesel engines and look forward to delivering it next year. Our engines require no Selective Catalytic Reduction (SCR) after-treatment or urea injection, which saves customers significant space, weight and infrastructure costs," said Afra Gerstenfeld, General Manager of GE Marine. "We also take great pride in Reinauer's continued confidence in our American Bureau of Shipping (ABS) rated gearboxes for dependability in heavy-duty workboat applications such as ATBs," said Darin Swartz, Product Management Director for Lufkin. A study conducted by Jensen Maritime was commissioned by GE to compare its U.S. EPA Tier 4 and IMO Tier III compliant in-engine, urea-free solution to other solutions on the market that use urea based after treatment. It concluded that, for operation on a typical line-haul tug, GE's solution: Reduces approximately 75% of the engine room space required by the other market solutions; Reduces weight by approximately 75% versus the other market solutions; and Does not require additional onboard equipment/storage for urea or dockside support infrastructure for urea storage and processing. GE Marine was recently granted U.S. EPA Tier 4 certification for its 12-cylinder V250 marine diesel engine. GE Marine is working to achieve U.S. EPA Tier 4 and IMO Tier III certification for its entire family of V250 and L250 marine diesel engine models that also utilize non-SCR technology to reduce key emissions by an estimated 70%, without the use of urea based after-treatment. *(Source: MarineLog)*

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ICEBREAKER MURMANSK, PROJECT 21900M, TO BE LAUNCHED ON MARCH 25, 2015 IN HELSINKI



The ceremonial launch and naming of icebreaker **Murmansk**, Project 21900M, will be held on March 25, 2015, in Helsinki (Finland), IAA PortNews journalist cites Aleksandr Solovyov, Director General of Vyborg Shipyard, as saying at the extended meeting of Rosmorrechflot's Board. According to him, the ship readiness is 78%. The **Murmansk** is the second ship in the series of three icebreakers of Project 21900M. The delivery of the lead icebreaker **Vladivostok** is scheduled for July 2015. Its readiness is 92%. The readiness of the

third serial ship, **Novorossiysk**, is 63%. The **Murmansk** is being built together with Arctech Helsinki Shipyard (Finland), while the first and the third icebreakers will be built by Vyborg Shipyard on a turnkey basis. The icebreakers were ordered by the Federal Agency of Maritime and River Transport, owner / developer is FSUE Rosmorport. The icebreaker of Project 21900M is an evolution of Project 21900. Vessel's characteristics: length – 119.8 m, breadth – 27.5 m; draught – 8.5 m; speed about 17.0 knots; displacement – about 14,000 t; icebreaking capability – 1.5 ; propulsion power – about 17 MW. The icebreaker is capable of ramming a path in the 1.5-m-thick ice. The multipurpose vessel is intended for escort of large-tonnage cargo ships, for towing, firefighting on floating and other facilities, salvage of stricken ships and for cargo transportation. Icebreakers of Project 21900M will operate in the Baltic Sea. The contract for construction of 16 MW diesel icebreakers of Project 21900M were signed by United Shipbuilding Corporation and Vyborg Shipyard on February 23, 2012. The contracts are estimated at some RUB 8 bln. (*Source: Port News*)

WEBSITE NEWS

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

- [Anchor Handling Tug BEVER joins Iskes Towage & Salvage](#)
- [Historic U.S. Built LNG Powered OSV by Gulf Coast Shipyard Group](#)
- [Jin Gang Lun 35 – ASD 38/60 Pilot/Tugboat for Tianjin Port](#)
- [Multirship welcomes energy efficient hybrid tug](#)
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