

MIDWEEK-EDITION

TUGS & TOWING NEWS

ELISABETTA DELIVERED



On the 30th March 2015 tug builder “Bogazici” of Turkey has successfully delivered the tug “**Elisabetta**” (ex-Bogazici 19), an ASD Multi-purpose escort tug with a bollard pull of 72.10 Tbp to GESMAR - GESTIONI MARITTIME S.p.A. of Italy. The Cintranaval-Defcar; Spain designed motor tug **Elisabetta** is built by Bogazici at Tuzla; Istanbul. She has a length o.a. of 32.50 mtrs a breath moulded

of 11.70 mtrs a design draft of 4.30 mtrs and is classed Bureau Veritas I □ Hull □ Mach Escort Tug; Salvage Tug; Fire-fighting ship 1; Water spraying, Unrestricted Navigation, Oil Recovery Ship (oil treat), □AUT-UMS; AUT-PORT; IWS. The two Caterpillar 3516C main engines develops a total output of 4,200 kW (5,632 bhp). Her propulsion is a two Schottel type SRP 1515 CP Azimuth Thrusters. The two auxiliary engines are Caterpillar C6.6 143 kW at 1,500 rpm. Her Navigation/Communication is GMDSS A3 area. *(Press Release Bogazici)*

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MARQUETTE TRANSPORTATION HAS NEW PRIVATE EQUITY OWNER

Private equity firm KRG Capital Partners has sold its majority stake in Paducah, KY, headquartered tug and towboat operator Marquette Transportation Company Holdings, LLC to BDT Capital Partners, LLC, a private equity arm of BDT & Company, LLC, creating a long-term partnership with current minority shareholders, including CEO and President John Eckstein, other members of the Eckstein family, and Marquette management." Additional terms of the deal were not disclosed but Reuters had



earlier reported that Marquette had been exploring a sale worth a potential \$1 billion, with Dell CEO Michael Dell among those interested. BDT Capital Partners provides family-owned and entrepreneurially led companies with long-term, differentiated capital. Based in Chicago, the firm manages investment funds of more than \$8 billion, with an investor base that has the ability to invest significant additional capital. Its affiliate, BDT & Company, is a merchant bank that works with family and founder-led businesses to pursue their strategic and financial objectives. BDT & Company provides solution-based advice and access to an extensive network of world-class closely held businesses. The "BDT" is Chairman and CEO Byron David Trott. He is a former Vice Chairman of Goldman Sachs with all sorts of connections with Warren Buffett, whom he describes as one of his mentors. You could wish he was your banker, because that would make you one of the super-rich. "We met the BDT team as we were beginning to think about a capital partner for the next 10+ years," said John Eckstein. "We were attracted to their long investment horizon and their strategic approach to partnering with me and the Marquette management team. We are very excited about the next decade for Marquette." "We are thrilled to partner with John, his family, and the Marquette management team," said Mr. Trott. "Marquette has built its industry-leading position by investing in a world class fleet and providing excellent customer service. Our long-term capital will provide a solid foundation and long runway to pursue a number of exciting growth initiatives." Marquette Transportation is a leading provider of towing services on the inland waterways. Through its three operating divisions – River, Gulf-Inland and Offshore – the company provides integrated transportation solutions across multiple waterways stretching from Minneapolis and south of Chicago to New Orleans, across to Houston, Corpus Christi and Florida, as well as the Gulf of Mexico and the Eastern Seaboard. Its River Fleet has 50+ line haul vessels, from 4,000 - 9,000 HP, its Gulf-Inland fleet has 60+ inland towing vessels, up to 3,400 HP and its Offshore Fleet has 10 offshore tugs, ranging from 2,400 - 5,000 HP Class (*Source: MarineLog*)

ROBBERS BOARD TUG IN MALAYSIAN WATERS

The International Maritime Bureau said it received a report that on 22 March around 10 men armed with guns and knives boarded a tug towing a barge 18 nm east of Tioman Island, Malaysia. The pirates entered the bridge, apprehended the bridge team, then took them to the chief engineer's

cabin where they robbed and held them hostage. The pirates then took the chief engineer to the engine room and transferred part of the tug's bunkers into a small tanker. Before departing, they stole some equipment and damaged the tug's communication equipment. The incident lasted about five hours. Attacks against small tankers off Southeast Asia's coasts caused a rise in global ship hijackings, up to 21 in 2014 from 12 in 2013. Pirates usually target bunkers or other petroleum products the vessels are carrying. (Source: *HIS Maritime 360*)

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OBLIQUE ICEBREAKER *BALTICA* COMPLETES ICE TRIALS



On April 2, 2015, innovative multipurpose icebreaking emergency and rescue vessel **Baltika** successfully completed her ice trials, says Sea Rescue Service of Rosmorrechflot. The tests were held in the Kara Sea off island Bely near the Ob Bay and at port Sabetta. The tests included the assessment of the ship controllability and maneuverability in ice conditions, measuring of the hull

strength as well as ice thickness and strength. The vessel has demonstrated her perfect ice performance having successfully passed 1.5 meter thick ice, the statement says. With her 20.5 meter wide asymmetric hull and three propulsors, the vessel can make a 50 meter wide channel in 80 cm thick ice. Representatives of Aker Arctic Technology, Yantar, Arctech Helsinki Shipyard and State Customer's Direction were onboard the ship during the test. The innovative vessel **Baltika** is the world's first ice-class emergency and rescue ship with an asymmetric hull. In combination with the three 360 degrees rotating propulsors (total power of 7.5 MW) this hull shape ensures efficient steering in any situation and any direction, as well as dynamic positioning amid waves of over 5 meters. This has been proved by the trials. In oblique mode the vessel will be able to generate 50 m wide channel. The vessel was laid down in Kaliningrad on June 6, 2012. Under the contract, Yantar, as the principal executor of the order, was in charge of hull works. They were completed in May 2013 and the ship then underwent fitting-out in Finland. **Baltika** was launched on December 12, 2013 and fulfilled the programme of sea trials in the Baltic Sea. In late 2014, FBI Sea Rescue Service

of Rosmorrechflot (Federal Marine and River Transport Agency) accepted the ship into service with Big Port St. Petersburg as the port of registration. Main particulars: Length: 76.4 m, Breadth overall: 20.5 m, Draught: 6.3 m, Propulsion power: 7.5 MW, Speed: 14 knots, Crew: 24, Special personnel: 12, Sea endurance: 20 days. The innovative project P-70202 was developed by Aker Arctic Technology (Finland). Class notation: KM ⚙️ Icebreaker6, [1], AUT1-ICS, OMBO, FF3WS, EPP, DYNPOS-1, ECO-S, Oil recovery ship (>60°C), Salvage ship, Tug. *(Source: PortNews)*

INSPECTIONS OF MISSISSIPPI BRIDGE AFTER RALLISOIN COMPLETED

The Mississippi Department of Transportation has completed inspections on the U.S. 84 bridge across the Mississippi River following a barge strike in the evening of 29, 2015.v The strike happened after the "[Lindsay Ann Erickson](#)" was moving 21 barges upriver and bumped a bridge pylon, knocking the barges loose. 15 of the barges were carrying dry cargo while six others were empty. All of the barges remained in storage at Vidalia Dock and Storage.



None were in danger of sinking. *(Source: Vesseltracker; Photo: Capt. Bill Smith)*

TRAINING, MAINTENANCE HIGHLIGHTED IN SAFETY REPORT



Towing vessels were involved in the highest number of accidents analyzed by the U.S. National Transportation Safety Board in the newly released Safer Seas 2014: Lessons Learned From Marine Accident Investigations report. The report includes analysis of nine towing vessel accidents,

including the July 3, 2013 capsizing of the tug [Megan McB](#). The pilot on board the vessel as it sailed through a dam gate in the Mississippi River did not know how to operate the vessel. The [Megan McB](#) lost engine throttle control, and strong currents swept it into a gate where it overturned, trapping and killing a 22-year-old deckhand, one of three crew members aboard. The National Transportation Safety Board concluded the pilot couldn't avoid the gate because he didn't know how to use the tow's electronic engine control throttle. Also prevalent were fishing vessel accidents, with five summaries provided in the report. In one, the uninspected fishing vessel Advantage was on a routine transit to fishing grounds in Alaska when it sank about 14 nautical miles southwest of Cape Barnabas on August 31, 2012. A U.S. Coast Guard rescue helicopter retrieved three of the four

crewmembers. One was never found and was presumed dead, and the vessel's captain later died. Mooring accidents have marred shipping's safety performance for many years, and the report highlights two accidents, including a bollard failure that saw the Carnival Triumph break free and collide with two vessels, resulting in the death of a shipyard employee. *Key safety issues Some of the important issues raised in the report are:* • Control system understanding – Two casualties involved a lack of understanding of bridge equipment; • Passenger safety during critical maneuvers – in particular the danger of passengers in stairwells during docking was highlighted; • Proper maintenance of wooden vessels – two accidents highlighted how these vessels are susceptible to sinking in heavy weather if maintenance is not thorough; • Crew training – inadequate response to fire on the marguerite L Terral and flooding on the Rocky B led to the loss of these vessels. The 43-page report contains a summary and the probable causes for 23 major marine accidents and features lessons learned from each of the accidents in an easy-to-use summary document. (*Source: Marex*)

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SHIPYARD PELLA SIGNS CONTRACT WITH ADMIRALTY SHIPYARDS FOR DELIVERY OF PROJECT 90600 TUGBOAT

Pella Shipyard has signed a contract with Admiralty Shipyards for the delivery of tugboat of project 90600. Pella has won an open competition and has been acknowledged the only contractor. The delivery is scheduled for 2016. The tugboat is intended for towing and berthing operations in harbor, off-harbour and coastal areas which comply with R3 navigation area, refloating of ships and vessels, firefighting



operations at floating and shore objects, oil spill response activities, cargo transportation, ice breaking and erosion operations. *Technical information:* Length max: 25.4 m; Width max: 8.8 m; Draught: 3.57 m; Speed: 11.5 knots. Classification: KM Arc4 R3 Aut3 Tug by Russian Register of shipping. Deck equipment: bow electro-hydraulic anchor-towing-mooring winch Fluidmeccanica providing 10 t of bollard pull and 847 kN of brake holding force; 60 t towing hook GMH with quick release device. JSC Pella Shipyard based in Russia's Leningrad region was founded in 1950. In 1992

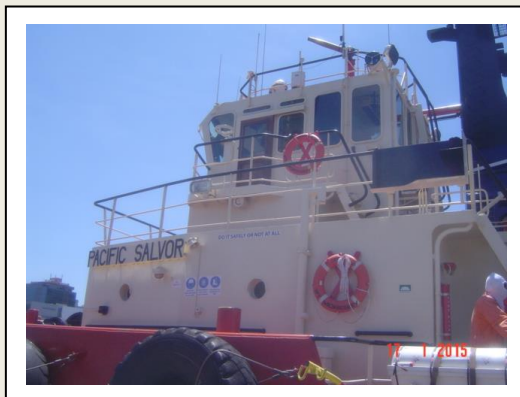
Pella was privatized as Pella Holding Co. comprising the head office and several subsidiaries. The shipbuilding firm specializes in building tractor tugs with rated power of 1,000hp to 5,000hp, push boats, escort tugs, pilot boats and SAR boats for Russian customers and for export. (*Source: PortNews*)

PACIFIC SALVOR TAKEN UP STATION IN PORT MORESBY



The tug **Pacific Salvor** has taken up station in Port Moresby after undergoing an extensive refit and modification program by owners Pacific Towing (PNG) Ltd. The **Pacific Salvor** is the third tug to bear this name for Pacific Towing and continues the proud tradition of providing salvage and emergency towing support in the South West Pacific region and extends the capability of Pacific Towing's well proven salvage and response capability previously provided by the tug **Vulcan** and the previous Pacific Salvors. **Pacific Salvor** (P2V5609 – IMO8209339) is the ex **Taminga**

from South Australia. She was purchased from previous owners after lying "dormant" in Sydney, Australia for some considerable time and in need of some TLC and upgrading. With the indulgence of previous owners SVITZER (Australia), she underwent extensive machinery, SOLAS and communication upgrades at their Balmain facility prior to making the delivery voyage to Port Moresby, Papua New Guinea in September 2014. The delivery voyage went smoothly under the command of Capt. Neil Pickett guided by the "original build" Chief Engineer Peter Crotty, (who in his 78th year can outperform guys half his age), they delivered her safely, with the unyielding support of a Papua New Guinean crew, to her new home and her new lease on life. After



some crew orientation and training she went into Dock at PNG Dockyard, who as previously, turned her out on time, on budget in the Pacific Towing livery as a beautifully finished tug ready for fine tuning and the "Lipstick Touch" by Pacific Towing's workshop team. After all regulatory procedures under the new flag were convened, the **Pacific Salvor** continues her daily life in harbour towage, but with her newly installed crane, towing gear and extensive salvage stores, stands "ready, willing, and able" for the next casualty call.

For her part the legendary **Vulcan** remains active and will provide additional offshore towing and salvage response on the north coast and islands of this challenging region which has a high incidence rate of maritime mishaps. *(Source & Photo's: Ian "Inky" Stevens)*



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PARKING A TRIPLE-E AT FELIXSTOWE – TUG'S PERSPECTIVE

Shipping TV



This two-part series comes to us from Shipping TV's Chris Gosling who was aboard the tug **Svitzer Stanford** for the maiden call of the Triple-E containership Matz Maersk at the Port of Felixstowe, April 4, 2015. The first video shows the indirect towing maneuver which helps to turn the vessel as it approaches Felixstowe. The second shows the

berthing operation. Check it out: [HERE](#) and [HERE](#) *(Source: gCaptain)*

CCGS ANN HARVEY UNDER TOW FIVE DAYS AFTER GROUNDING

The Canadian Coast Guard buoy tender **Ann Harvey** began its trek home Monday evening 5 days after running aground off the southern coast of Newfoundland. As of Monday morning, crews were working to complete welding work to repair a small puncture in the ship's stern before her departure from Connaire Bay near Burgeo, NL, where the vessel ran aground on April 1. According to an update late Monday from Fisheries and Oceans Canada, **CCGS Ann Harvey** departed Monday

evening under tow by the **CCGS Teleost**. The vessel is headed for St. John's Newfoundland, a 300 mile trip that is expected to take about two days. Involved in the response and repair operations has been crews from the **HMCS Charlottetown** and **CCGS Louis St. Laurent**. All 26 crew of the **Ann Harvey** have remained onboard during the repair work and now the tow. The tow will be escorted part by the **CCGS Louis St. Laurent**, followed **CCGS G. Jackman** and **CCGS Cape Roger**. *(Source: gCaptain; Photo: Fisheries and Oceans Canada)*



REDWISE CREW MET TIM MCKEIL IN HER NEW LIVERY



Tim McKeil in her smart new livery, which had been delivered from Western-Australia by **Redwise** under her former name "**Pannawonica 1**" towing two barges from Australia to Miami as part of the delivery contract. Between two blizzards IFO fuel was trucked in from as far as Quebec, which is nearly 1500 km away. At departure of the "**Goeast**" the "**Tim McKeil**" provided ice-breaking assistance towards the fairway in the Sydney River. From there Canadian coastguard ice-breaker "**Terry Fox**" took over and guided the "**Goeast**" to ice-free waters east of Cape Breton Island, where she started her crossing to the Mediterranean. The "**Goeast**", aptly named, will pass another **Redwise** delivery on the way, the Fincantieri new building Dual fuel LNG-Diesel Ropax "**F.A. Gauthier**". The "**F.A. Gauthier**", equipped with electric propulsion motors, is incidently going the opposite direction from the Mediterranean to east coast Canada for state owned STQ Ferries. *(Press Release Redwise)*

Redwise took delivery in early March of the double hull tanker "**Goeast**" from Algoma Central Corporation on behalf of her new Owners in Sydney, east coast Canada. After decades of serving the Great Lakes and the Maritime Provinces she had been put in her annual winter lay-up last December prior to be sold overseas. In the harsh conditions of the everlasting Nova Scotian winter, even the black bears were still hibernating, the vessel was reactivated by a **Redwise** crew, supported by Algoma Central Corporation, Lloyd's Register of Shipping and Radio Holland. When boarding the vessel the crew was pleasantly surprised to find she was neighbored by McKeil's tug "**Tim**"



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TUG ENSOR SOLD TO MULLER DORDRECHT



After serving 15 years in the Port of Oostende for OSMA NV, Martrade BV of Sliedrecht (www.martrade.nl), has sold the tug Damen Stantug 2207 “**Ensor**” to the towage and transport company Muller Dordrecht. The tug was purchased in 2000 by Osma N.V. in order to serve the port of Oostende. The **Ensor** was built by Damen Shipyards Gorinchem and has a length of 22,50 m, a width of 7,25 m, and produces 30 tonnes bollard pull. On Wednesday

08.04.2015 she will be relocated to Dordrecht area where the vessel will serve the ports of Dordrecht, Moerdijk and surrounding ports. *(Press Release Martrade)*

GINGER TOWING SARINE

The 2010 built Dutch registered with call sign PBNZ tugboat **Ginger** (Imo 9507063) was seen towing the 2008 built Malta registered bulker **Sarine** offshore Malta on Good Friday weather with SW winds on Friday 3rd April, 2015 bound to Turkey. The tug is owned by Ginger Tug B.V. – Amsterdam; Netherlands and managed by Dutch Marine Contractors B.V. – Amsterdam; Netherlands. The Robert Allan



design RA3200.W tug has a length of 32.00 mtrs a beam of 12.00 mtrs and a draft of 5.80 mtrs. The two ABC type 12DZC diesel engines develops a total output of 7,200 bhp which results in a free sailing speed of 13.5 knots and a bollard pull of 83 tons. The tug has a grt of 487 tons a dwt of 186 tons and is classed Germanischer Lloyd. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

NEWSLETTER NATIONAL DUTCH TOWAGE MUSEUM APRIL 2015

The latest newsletter of the National Towage Museum dated April 2015 is published!



This bulletin contains:

- preface from the chairman -
- Volunteers
- Surprise – for the owner of the tug Maassluis
- Just a volunteer
- Old photo albums – New photos for the museum archive
- Liberation – 70 years after
- Post from the account manager
- Visitors information system



- The renewed website - <http://www.nationaalsleepvaartmuseum.nl/en/>
- Public Relations
- If the museum had some interests - A new model and a series of maritime books for the museum

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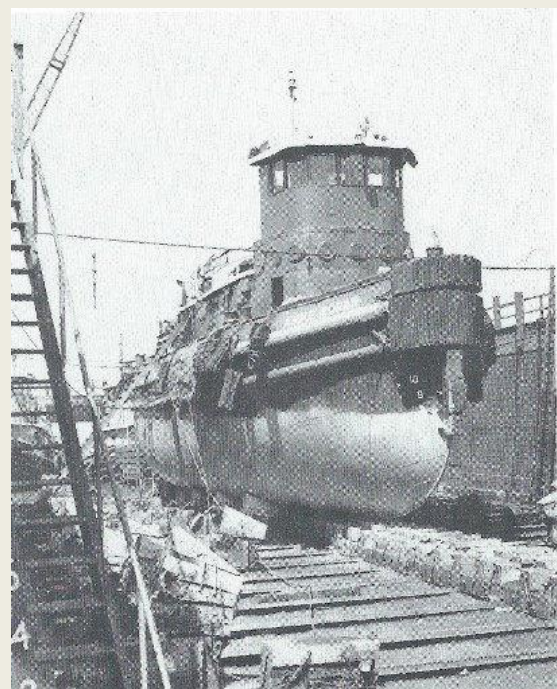
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YESTERYEAR TUGS BUILDING, LAUNCHING AND REPAIR – STORM KING & ANNE MORAN



The steel-hulled coastal tug **Storm King** in a graving dock for one of her periodic overhauls. This provides a good view of hull plating on early steel tugboats, before the era of flush plating brought about by butt welding. The **Storm King**'s hull was plated by the in-and-out system., whereby the

edges of the strakes formed lap joints so that both edges of the plates were alternately inside and outside. To do this, the frames had to be joggled in way of the outside strakes to lie flush against the back of the strakes. Sometimes, rather than joggling the frames, which required extra work, frame liners of the thickness of the plating were fitted between the frames and the outside strakes. In the early days of steel construction, the edges of the plates were riveted to each other; later, they were welded. Other plating methods a the clinker system and the flush system. In



the clinker system, the plates form lap joints so that one edge of a plate is inside while the other is outside; either the frames are jogged or they are fitted with tapered frame liners. In the flush system, the strakes are joined edge to edge so a smooth hull is formed. Before butt welding was developed, the connections between the strakes were made by riveting along the edge into seam straps along the inside of the hull. Even though the Storm King was a steel tug, her cabin and wheelhouse were made of wood. Note the big wooden auxiliary steering wheel mounted on the after part of the boat deck. The [Anne Moran](#) hauled out on a floating drydock for a general refit. Her steel hull is being sandblasted in preparation for new paint. Floating drydocks are barge like structures, usually of U-shape section, that are submerged in order to lift a vessel. The vessel is maneuvered between the upright sides and positioned over the stationary keel blocks on the bottom of the dock. The the dock is pumped out, which raises the ship out of the water. Like graving docks, floating drydocks have movable keel blocks on tracks that can be positioned to hold the vessel upright. The Anne Moran was built in 1938 in Bay City, Michigan, as a conventional coastal tugboat. Sometime later, she was fitted with the hydraulic pilothouse she carries in this photograph. She retained the old storm ports from her original wheelhouse, but they were welded shut when they no longer were useful. Note the two tugboats behind the drydock in the water. Compared to the in-and-out plated [Storm King](#), the [Anne Moran](#) has a relatively smooth skinned welded plate hull. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

DOGGBANK SALVAGED



Maksor Diving salvaged the sunken tug [Doggersbank](#) in Port Castries St Lucia, The [Doggersbank](#) sank On October 28, 2014, the Salvage was conducted from the salvage vessel [Walrus](#) using lifting bags as can be seen at the photo's *(Photo's : Maksor Diving ©)*

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US COASTGUARD RESPONDED TO MULTI SHIP COLLISION ON MISSISSIPPI

On Apr 6, 2015, the US Coast Guard responded to a collision on the lower Mississippi River near Convent. Watchstanders at Coast Guard Sector New Orleans received a report at approximately 4:00 p.m., that the "[Privocean](#)" had broken free from its mooring and drifted down river where it collided



with the 98 foot towing vessel "Texas" which was moored at the time. The crew of the "Texas" taken to hospital for medical evaluation but no injuries were reported at this time. The "Privocean" continued to drift down river and also collided with the tank m/v "Bravo", which was off loading crude oil at the time of the incident. The "Bravo" was able to complete emergency shutdown procedures before breaking

free of her moorings and connection points, causing an oil spill. The "Privocean" was able to get underway and anchor at mile marker 162. The "Bravo" was half a mile down the river from its original position and could be anchored with a two tug escort. All vessels were being actively being monitored by the U.S. Coast Guard response teams. The Mississippi River was closed from mile marker 163 to mile marker 154. The "Texas" was stable and not taking on water or discharging any oil. The "Bravo" currently had a three tug escort, the vessel was stable but taking on water in the ballast tanks. The "Bravo"'s propeller was fouled with a mooring line, but the ship remained stable at anchor with tug escorts. The facility arms, the source of the discharge, were secured and containment boom was deployed by an Oil Spill Response Organization. Coast Guard response teams along with OMI Environmental Services were responding to the spill. Approximately 126 gallons of oil were spilled on deck of the "Bravo", but was contained and is currently being cleaned. Initial assessments show approximately 420 gallons of oil discharged into the river. The Coast Guard informed the down-river Parish Officials to protect municipal water supplies. U.S. Coast Guard is actively monitoring the situation of all three vessel and affected areas down river. U.S. Coast Guard will continue to evaluate any potential impacts to the environment. The cause of the incident was under investigation. *(Source: Vesseltracker)*

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SEA SHEPHERD RESCUES CREW AS POACHING VESSEL 'TUNDER' GOES DOWN

Captain Peter Hammarstedt of the Sea Shepherd anti-poaching ship 'Bob Barker' has reported that



the unflagged toothfish-poaching vessel **'Thunder'** has sunk in 4000 metres of water, 19 nautical miles north of the Equator and 115 miles from Sao Tome. The Sea Shepherd ships **'Bob Barker'** and **'Sam Simon'** have rescued the entire crew of 40, including the captain, officers, and deck crew, who were all able to disembark to liferafts from the **'Thunder'** before it sank. The evidence is that the **Thunder** was deliberately scuttled by her captain to destroy the evidence of their illegal fishing operations in the Southern Ocean. Captain of the **Bob Barker**, Peter Hammarstedt, said: "When my Chief Engineer boarded the **Thunder** in the hours leading up to the sinking, he was able to confirm that there were clear signs that the vessel was intentionally scuttled. Usually when a vessel is sinking, the captain will close all hatches so as to maintain buoyancy. However, on the **Thunder**, the reverse was done – doors and hatches were tied open and the fishhold was opened. It is an incredibly suspicious situation, to say the least." The 40 crew of the **Thunder** are presently onboard the **Sam Simon** and under observation as Sea Shepherd awaits a response for assistance from Nigeria or Sao Tome. The pursuit of the **Thunder** has ended after 110 days with the **Thunder** sunk and no injuries to the crews on any of the vessels. Captain of the **Sam Simon**, Sid Chakravarty, said: "With

the safety of my own crew also in mind, we will now take every precaution to ensure that the crew of the **Thunder** is retrieved from the lifeboats safely." The **Thunder** is described as the most notorious of six vessels, which Sea Shepherd calls the "Bandit 6", that are known to engage in Illegal, Unregulated, Unreported (IUU) fishing of vulnerable toothfish in the



Southern Ocean. The **Bob Barker** has been engaged in a four-month, record-breaking pursuit of the vessel, which has gone from the Southern, to the Indian and the Atlantic Oceans. (Source: *Sea Shepherd*)

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HAUKUR DISABLED



On April 1, the 75 meter long reefer cargo vessel **Haukur** became disabled off Hornafirði, Iceland. The **Haukur** had suffered engine failure in rough seas and went adrift. The vessel requested assistance with the Icelandic Coast Guard vessel **Thor** responding. The **Thor** took the **Haukur** under tow and proceeded to Hafnarfjarðar. No reports of injuries, damage or pollution released. *(Source: Shipwreck Log)*

OFFSHORE NEWS

ATLANTIC NAVIGATION TAKES 40% STAKE IN MALAYSIA'S ASTRA OFFSHORE

Sharjah-headquartered offshore specialist Atlantic Navigation Holdings, has entered into an agreement with the shareholders of Malaysia's Astana Riang to acquire a 40% stake in Astra Offshore for \$500,000. Astra is a Petronas-licensed supplier of products and services, including chartering services, and has also been a sole representative for Atlantic Navigation in Malaysia since November 2014. Astana Riang will keep a controlling 60% equity in



Astra Offshore. Atlantic Navigation has a fleet of 14 offshore vessels, 2 jointly-owned vessels, while also performing third-party management. *(Source: Splash24/7)*

‘LEWEK CONSTELLATION’ ON ITS WAY TO GULF OF MEXICO GIG



EMAS, the operating brand of Ezra Holdings, has shared a photo of their vessel, the **Lewek Constellation**, shown offshore Bermuda, getting ready to sail to Texas. The vessel was hired by Noble Energy for its inaugural pipeline project in the Gulf of Mexico. It is scheduled to start working in the first quarter of 2015 with its work schedule extending well into 2016 and

beyond. It will be utilised for the installation work, which will take place in water depths in excess of 2,000m. The **Lewek Constellation** was named in March prior to its Gulf of Mexico gig. It is an ice-classed, multi-lay offshore construction vessel with ultra-deep water pipe laying and heavy lift capabilities. The vessel measures 178.27 metres by 46.0 metres, and sports all single berth cabins, and is designed to deliver complex projects in water depths exceeding 3,000 metres. It is equipped with an 800 mT Huisman multi-lay system that is able to support both rigid and non-rigid pipelines, a 3000 mT Huisman offshore heavy lift crane, two Schilling workclass remotely operated vehicles (WROVs) and a portable reel system. *(Source: Offshore Energy Today)*

VIKING SUPPLY SHIPS ENTERS INTO NEW CONTRACT FOR THE ICE-BREAKING AHTS “VIDAR VIKING”

The final option of the existing contract for the vessel **Vidar Viking**, which secures work until 1 December 2015, has been exercised. Further, Viking Supply Ships has entered into a new contract with an oil and gas company for “**Vidar Viking**” commencing 2 December 2015 in direct continuation of present contract. The duration of the new contract is for 8 months firm, plus options to extend the contract with a total of 6 months. The contract value for the new contract including options is around USD 45 million. The contract reflects the area of operation, the ice-breaking ship and the competencies of the Viking organisation regarding operations in ice. *(Press Release)*



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DOLPHIN - IMPROVED SEISMIC VISIBILITY FOR 2015



Dolphin has secured additional contract work and industry funding for new multi-client projects. The total amount of work will be 5-6 vessel months of 3D seismic acquisition and 5 months of 2D seismic acquisition. The work will be carried out in 2015 and further improve Dolphin's visibility for the full year. Details on the seismic projects

will be disclosed in connection with Dolphin's first quarter presentation on 6 May 2015. *(Press Release)*

WINDFARM NEWS

'NJORD ODIN' NAILS SEA TRIALS

BMT Nigel Gee (BMT), a subsidiary of BMT Group, has completed sea trials for **Njord Odin**, the first of a series of advanced 26m wind farm support vessels (WSV) for Njord Offshore. These are the largest BMT designed vessels built to date. **Njord Odin** is 26.3m in length with a beam of 9.3m with each of the four Volvo IPS900 units delivering 515



kW. The vessel is specifically designed for working further offshore with a fuel capacity of 29,000 litres and fresh water capacity of 2,900 litres. The vessel achieved a speed of in excess of 27 knots

with 20 tonnes of dead-weight and with the same dead-weight will cruise at 25 knots with the engines running at 85% of their maximum continuous rating. **Njord Odin** has extremely low noise levels thanks to the resiliently mounted superstructure and selection of propulsion machinery. Noise levels in the main accommodation are 60 dBA and 54 dBA in the wheelhouse whilst operating at 25 knots. The accommodation is extremely spacious with excellent visibility from all seating areas. Utilising the patented Active Fender System, the vessel also benefits from significantly reduced impact forces when docking with boat landings. Watch the video click [HERE](#) (*Source: Offshore Wind; Photo: Njord Offshore*)

FIRST 8 ENECO LUCHTERDUINEN TURBINES ONBOARD 'AEOLUS'



With the first days of April, Van Oord's **Aeolus** arrived in Esbjerg, Denmark, to pick up parts of the first turbines for Eneco Luchterduinen offshore wind farm. On Saturday, all components of the first turbines were loaded onto the vessel, the developer said on its social pages. Eneco Luchterduinen, located approximately 25 kilometres offshore from Noordwijk in the Netherlands, comprises 43 Vestas wind turbines with an output of 129 MW. (*Source: Offshore Wind; Photo: Eneco Luchterduinen*)

AWARD OF CONTRACT FOR THE VEJA MATE OWF

Siem Offshore Contractors GmbH ("SOC"), a wholly owned subsidiary of Siem Offshore Inc., announced today, that SOC has been awarded the contract for the turnkey supply and installation package of the inner array grid cable system for the 400 MW Veja Mate Offshore Wind Farm ("OWF"). The contract, estimated at a value in excess of Euro 100 Million, highlights the continued growth in the Offshore Renewable Energy Market for the Siem Offshore



group. The project is being developed with the technical advisors of K2 Management, Green Giraffe as the financial advisor and CMS Hasche Sigle as the legal advisor on behalf of the project owner

Highland Group Holdings Ltd. The Veja Mate OWF is located 115km off the German coast, within the German Bight sector of the North Sea. The 67x 6 MW Siemens supplied Wind Turbine Generators (WTG's) shall be inter-connected by an inner array grid ("IAG") of 33 kV medium voltage alternating current ("MVAC") submarine composite cables with a total length of up to 97 km. SOC will be utilising vessels and resources within the Siem Offshore group, whereby the combined capabilities of Siem Offshore's marine operations and the engineering and installation experience of SOC will form a natural and strong resource base to the benefit of the project. In addition to the submarine cable installation works, SOC will also provide associated materials and services including the supply of the submarine composite cables, cable protection systems and related accessories as well as post-installation termination, trenching and testing services. The offshore works for the IAG cable system are due to begin in 2016, whereby the project is scheduled to be brought online before the end of 2017. *(Press Release Siem Offshore)*

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CHINA SHIPBUILDING

Articles from Alan Haig Brown's visit to the Guangdong, China shipyards to be published as a series for the TT&O Newsletter

XIN YUE FENG: GROWTH WITH A RANGE OF VESSELS



From the four-story office tower, housing 100 technical engineers and administration staff, to the 65,000-square-meter yard with extensive fabrication and machine shops and a huge dry dock, the Xin Yue Feng Shipyard has been building every more sophisticated vessels. Although the majority of the yard's work is in steel, they maintain a set of skilled aluminium workers as well. In mid-March this group was building a small aluminium service vessel for a Singapore customer. Over in the yard's assembly and launch dock, four big DP2 anchor handlers were in various stages from fabrication with the aide of an overhead gantry crane. Nearby another AHT was being finished at the fitting out dock. Also in the water, and awaiting delivery by ship to Jeddah, Saudi Arabia, were two 15-meter and one 12-meter line handling or mooring boats. Each of these is powered by a pair of Cummins NT855 each delivering 261 kW at 1800 RPM. Back in the office block the walls are lined with photos of recently delivered vessels. Shipyard Chairman Mr. Luo Chaoneng

points out the 39.8 by 10.5-meter BADR 5, delivered this year to a Saudi Arabian customer. A pair of Cummins QSK19-M engines each producing 597 kW at 1800-RPM powers this handy-sized tug. Nearby sporting a hefty knuckle-boom is a picture of the 34 by 10-meter anchor handling tugs **Swissco Garnet**. Delivered this past January, the AHT has a molded depth of 4.7 meters. Classed by BV it received the notation [1 +HULL +MACH, tug, Special service – Anchor Handling, Unrestricted Navigation]. Powered by a pair of Cummins KTA50-M2 mains producing a total of 3200 HP to give the boat a 40-ton bollard pull and 11-knot speed. The **Swissco Garnet** is a repeat order and sister ship to the **Swissco Opal** delivered in 2013. As a privately owned shipyard since 2006, the Xin Yue Feng Shipyard exhibits a professionalism and dedication to quality that is earning repeat orders from some of the worlds leading off-shore companies. This international reputation is reflected in the company web site at: <http://xinyuefeng.com/> (Source: Alan Haig-Brown; Photo's Xin Yue Feng Shipyard)



YARD NEWS

CONSTRUCTION OF NEW ICEBREAKER FOR RUSSIAN NAVY TO START APRIL 23



Project 21180 icebreakers will assist operations of naval ships on ice-covered seas and will help towing maneuvers. Flagship of a new family of naval icebreakers will be laid at the Admiralteyskiye Verfi shipyards in St Petersburg on April 23, a source at the Main Staff of the Russian Navy told TASS on Thursday. The icebreaker will get the name of The Ilya Muromets after the superman hero of olden Russian legends and will be put on the tables of equipment of the Northern Fleet. Alexey Rakhmanov, the president of Russia's United Shipbuilding Corporation said earlier that construction of a whole family of icebreakers of the type for operations in the Arctic areas was possible in the future. Project 21180 icebreakers will assist operations of naval ships on ice-covered seas and will help towing maneuvers. They will have water displacement of 6,000 tons, operational sustainability of up to 60 days, and a cruising range of 12,000 miles. (Source: TASS)

They will have water displacement of 6,000 tons, operational sustainability of up to 60 days, and a cruising range of 12,000 miles. (Source: TASS)

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CHINESE SHIPYARDS BUILD MORE SOPHISTICATED OFFSHORE VESSELS

The recent downturn in shipbuilding has hurt Chinese shipyards, watching the country tumble from being the world's top shipbuilder to number three behind Korea and Japan. Over the last two years, the number of Chinese shipyards has dropped from about 3,000 in 2012 to about 1,600, according to the China Association of the National Shipbuilding Industry. Symbolic of the struggles are the fortunes of China Rongsheng Heavy Industries Group Holdings Ltd., which recently reported its third



consecutive loss amid cancelled ship orders. China Rongsheng Heavy Industries Group Holdings Ltd. is trying to survive by selling its core shipbuilding and offshore engineering businesses to a Chinese investor to focus on the energy sector. Further consolidation in the Chinese shipbuilding industry seems unavoidable. However, the Chinese shipyards that do survive will emerge stronger. And partnerships could see the improvement of the technical level and construction efficiency, as well as the building of more value-added ships. For example, the recent announcement by Carnival Corporation, the world's largest cruise ship operator, and Fincantieri, one of the world's largest shipbuilding groups, could see cruise ships built in China. More sophisticated offshore support vessels are already under construction in China. Privately held Guangzhou Hangtong Shipbuilding in Southern China, for instance, is constructing an 83.6m by 22m construction and accommodation vessel, a sister ship to one already working and under contract in Mexico. Designed with a four-way mooring system, deck crane, and a large clear after deck, the construction and accommodation vessel is well outfitted for marine construction work. The large exhaust stack for all engines, main and auxiliary, is mounted on the port side to allow for ease of crane work over the starboard side. This also allows space on the starboard side for a Zhejiang Hengxin Ship Equipment (HXN) rescue boat and davit. A pair of large HXN enclosed lifeboats are also mounted port and starboard. The multi-decked superstructure is located well forward and provides accommodation in a variety of rooms for up to 200 people. A mess hall and galley suitable for this number is also located in the deckhouse.

The bridge is outfitted with all the latest in controls to provide operational status on the two Cummins QSK60-M main engines as well as the three Cummins KTA38-DM-powered electrical generators. The wheelhouse also has an extensive suite of navigational instruments. In addition to the forward console, an aft set of controls allows for safe use of the cranes and other construction utilities while giving the operator a clear view of the after working deck. The large engine room space is located amidships in the 7.2-meter-deep hull. The three Cummins-powered 590 kW generator sets provide for the extensive electrical needs of the accommodation block as well as the deck cranes, bow thrusters and active stabilizers designed for the comfort of personnel. The twin Cummins QSK60-M main engines each produce 2,200 horsepower at 1,800 rev/min and turn fixed-pitch propellers through Twin Disc MGX5600 gears with 5.76:1 reduction. One of the two main engines has a fire pump linked to the front of the engine with a power take-off. According to Stephen Qin, the Assistant General Manager and Senior Sales Manager at GMG International Shipbuilding & Trading Co. Ltd. (GSHI), the shipyard delivered eight vessels, including a 5,500 dwt tanker, last year. As of March 2015, the shipyard had four more vessels ready for delivery and another 37 under construction or on order. Typical of the sort of complex vessels that they have ready for delivery was the Jascon 68, a 5,000+ hp, 70-meter anchor handling vessel. Located on an upper deck, as is the class requirement, a 80 kW Cummins-powered emergency generator set stood ready should there be a catastrophic failure in the engine room. The shipyard was just starting the construction of a 69.5 by 38-meter liftboat. Classed ABS, self-elevating unit, the liftboat will have four 91.5-meter tall legs and be able to jack itself up at a rate of 0.8-meters per minute. The molded depth of the hull will be 5.8 meters. The platform, with four electrically controlled cylindrical legs, can offer jack-up support to drilling rigs, The liftboat can provide economical transportation with a capacity of up to 1,400 tons. The power to operate this lifting force is provided by four Cummins KTA50-DM1-powered generator sets. These produce 1,000 kW of electrical power each. They also provide power for a wide range of electrical demands, including a 600 kW bow thruster and two cranes, on this complex vessel. The cranes, manufactured by SCM, include one capable of lifting 20 tons at 33-meter boom length and another that can lift up to 190 tons with a 40-meter boom length. Propulsion, at up to six knots, is provided by a pair of Kawasaki 1,700 kW Z-pellers. Accommodation is provided for 150 people in a range of single, double and four-man rooms. Four deck-mounted 20-ton mooring winches will be installed. There will also be a helideck suitable for a Sikorsky S92N or S61 model. Deck space will be 1100 square meters capable of supporting loads up to 1200 tons. The vessel will also be equipped with a Cummins KTA19-powered 400 kW emergency generator set.

(Source: MarineLog)

BRISTOL HARBOR GROUP, INC. AWARDED CONTRACT FOR NAVAL ARCHITECTURE AND MARINE ENGINEERING SERVICES FOR THE UNITED STATES ARMY CORPS OF ENGINEERS, MARINE DESIGN CENTER



Bristol Harbor Group, Inc. (BHGI) was recently awarded an Indefinite Delivery/Indefinite Quantity (IDIQ) contract for naval architecture and marine engineering services for the United States Army Corps of Engineers (USACE), Marine Design Center. This is BHGI's second IDIQ contract with the Marine Design Center which located in Philadelphia, Pennsylvania, relatively close to BHGI's Rhode Island office. In 2010, BHGI was awarded its first five-year IDIQ contract with the Marine Design Center, during which BHGI and the Marine Design

Center team worked on a wide variety of projects both for the USACE, and for other federal agencies, including the United States Coast Guard and NASA. “Working with the Marine Design Center over the past five years has been a wonderful experience, and we look forward to continuing to work with their dynamic team of professionals.” – Greg Beers, P.E., President, BHGI. Some of the projects BHGI has worked on for the USACE include but are not limited to, retrofits, finite element analyses (FEA), electric load analyses, vibration analyses, and computational fluid dynamics (CFD) analyses; as well as barge, towboat and dredge design. BHGI is a full service naval architecture and marine engineering firm specializing in commercial vessel design and consulting. Over the past 20 years, BHGI has produced more than 50 unique designs, to which more than 100 vessels have been built. These include: barges, tugs, ATB’s, passenger vessels, dredges, and yachts. *(Press Release Bristol Harbor Group)*

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ZAMAKONA YARDS SIGNED A PARTNERSHIP AGREEMENT WITH BRITISH COMPANY SUBSEA MASTERS SPECIALIZED IN MAINTENANCE AND REPAIR OF DRILLING EQUIPMENT

With this agreement the Basque-Canarian Group further expands its range of services adapted to the offshore industry. The Subsea Masters is a subsidiary of the GEV Offshore group based in UK. They will permanently be based in Zamakona Yards’ facilities and dedicate primarily to the maintenance and repair of drilling equipment, especially the drill pipes or Risers. These works will be undertaken with the support of Zamakona Yards’ staff. This



agreement intends to respond to the demand that platforms and driller vessels operating on the West African coast require on this type of service, and if anything else, add more attractiveness to the Las Palmas Port as a base for repair of these floating giants. This entry was posted in Offshore, Ship Repair & Refit, Zamakona Yards and tagged Collaboration agreement, GEV Offshore, Subsea Masters. Bookmark the permalink. *(Press Release)*

ABG SHIPYARD PINS HOPES ON INDIA'S RICHEST MAN SHANGHVI



Ailing shipbuilder ABG Shipyard, which has been on the lookout for some time for a strategic investor, is now understood to be pinning its hopes on India's richest man Dilip Shanghvi for a bailout. Three independent sources with direct knowledge of the stake sale offer have revealed that Sun Pharmaceuticals promoter Shanghvi's investment arm Dilip Shanghvi Family & Associates (DFA) has been

approached to buy a 30% stake in ABG Shipyard for around INR20bn (\$320m). Shanghvi had been declared by Forbes 2015 to be India's richest businessman, ahead of Reliance group's Mukesh Ambani. Splash had reported on February 27 that ABG's owners had been in talks with various business groups, including Ahmedabad-based Adani Group, the Mahindra Group, the Munjals of Hero Motors, and a couple of overseas institutional investors, including one from Singapore. Mumbai-based engineering and shipping giant Larsen & Toubro (L&T), which owns a shipbuilding facility in Katupalli, is also believed to be in the running to buy a stake in the cash-strapped shipyard. ABG Shipyard's chairman Rishi Agarwal, whose family owns 62% of the shipbuilder's equity, refused to confirm or deny Shanghvi's interest in his company, but conceded that his group was in talks with several business conglomerates for a stake sale. The company owns two shipbuilding facilities in Surat and Dahej, on the Gujarat coast, and a repair setup, Western India Shipyard, in Goa. *(Source: Splash24/7)*

TRİYARDS ADDS ANOTHER US\$100M OF CONTRACT WINS

TRİYARDS Holdings Limited has secured new orders worth approximately US\$100 million comprising of a liftboat, a high speed aluminium craft project including integrated logistics support work and a fabrication project. These contracts come at the back of two ice-class Multi-Purpose Support Vessels (MPSVs) contracts and a turret fabrication project valued at more than US\$100 million (announced on 9 March 2015). Scheduled for completion in 4QFY2016, the order for the three-legged lattice BH 335 unit will bring TRIYARDS' current newbuild pipeline to 11 vessels. As an exclusive design to the Group, the BH 335 lattice unit variant has leg lengths that exceed 100 metres (approximately 335 feet) and can accommodate approximately 146 people. Further, TRIYARDS also secured a project to fabricate core component parts for a land based power plant. Additionally, a high speed aluminium craft project was awarded to TRIYARDS' wholly-owned Strategic Marine and will be delivered to its client over a period of four years. Mr Chan Eng Yew, the Group's Chief Executive Officer, said: "Our fast-growing contract wins across a diverse product range demonstrate the industry's high regard for our fabrication capabilities in both steel and aluminium vessels. Not only are we able to deliver on our exclusively-designed liftboats, we are also gaining traction in securing other types of vessel orders. "With these new wins, we enhance our leading position as Strategic Marine's high speed aluminium craft project win comes at the back of its recent delivery of the StratCat – the world's first multi-purpose service vessel in its class – to

European windfarm service sector operator, Njord Offshore. The 26-metre StratCat boasts the globe's first quadruple Inboard Performance System (IPS) version 900 installation on any type of vessel, and builds on the success of the first eight 21-metre vessels built for Njord Offshore by Strategic Marine. TRIYARDS also reported its financial results for the six months ended 28 February 2015 (1HFY15) today. Net profit attributable to shareholders came in at US\$13.3 million on a turnover of US\$117.8 million, supported by ongoing liftboat projects at varying stages of construction, acquisition of Strategic Marine, and other industrial and offshore fabrication projects. The Group also reported an increase in its gross margin to 22.7% from 15.9% the year before, due to a different product mix. Reflecting its strong working capital management, TRIYARDS recorded net cash generated from operating activities of US\$25.6 million as compared to an outflow of US\$10.6 million in 1HFY14. With this improved cash flow, the Group pared down its net debt (total external indebtedness net of cash and cash equivalents) to equity ratio to 0.4 times from 0.5 times as at end of FY14. On TRIYARDS' prospects, Mr Chan commented: "Since the beginning of 2015, we have added some US\$275 million to our orderbook. Notwithstanding the challenging and competitive operating environment today, we remain confident that this will grow in the coming quarters, given our established track record and diversified product offering." (*Press Release*)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - [Newsletter National Dutch Towage Museum April 2015](#)
 - [Sponsor action for renewal of the bridge deck ss FURIE](#)
 - [Two ASD 2411 tugs delivered to URAG](#)
 - [Bisso Towboat takes delivery of newbuild ship-assist tug](#)
 - [Anchor Handling Tug BEVER joins Iskes Towage & Salvage](#)

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