



MIDWEEK-EDITION

TUGS & TOWING NEWS

ALP IPPON JOINS THE ALP FLEET



We are happy to announce that ALP has taken delivery of **ALP Ippon** (Imo: 9344978). The 19,000 BHP 207ts Bollard Pull **ALP Ippon** is the fourth in a group of six ultra-long distance towing and anchor handling tugs which ALP will take-over during Q1 and Q2 this year. Upon completion of her long term charter in Mexico, supporting HEEREMA's offshore operations in the Gulf of Mexico,

ALP Ippon was transferred to ALP on April 2, 2015. She will first proceed to drydock for a well-deserved maintenance period where she will also receive the ALP Make-Up. She will be available for operations by end April 2015. (*Press Release ALP*)

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NEW TUGS NEARING COMPLETION

The Port of Tauranga will welcome two new tugs over the coming weeks, with the first expected to hit the water and arrive ready for work around May 23. The second of the estimated \$20 million pair is expected to arrive about four-to-six weeks later, says Port of Tauranga operations manager Phil

Julian. They are to be named **Tai Pari** and **Tai Timu** – flood tide and ebb tide. For the builders, Cheoy Lee of Hong Kong, they are hull numbers 5077, and 5078. “The first one is due to be completed on the 23rd of this month,” says Phil, and it should be here by May 23rd I’m guessing. “It will take about a month to bring it down here, and the next one is about a month to six weeks behind that. “We’ve got our staff up there at the



moment overseeing the finishing off and they will be brought down by a professional delivery crew.” Buying tugs from Hong Kong is a departure for the Port of Tauranga, which until now has built all of its tugs in Whangarei. The last one was Sir Robert – now 12-years-old. The decision to buy offshore is based on manufacturing capacity, but cost is also a factor admits Phil. Much of the componentry is manufactured in bulk in China. “These guys specialise,” says Phil. “The tug company we are building with has built over 70 tugs and have a huge amount of experience, knowledge and capability. It’s a highly sophisticated tug and these guys are good at building them.” The tugs have the same configuration as the Sir Robert, with an azimuth stern drive and power delivered through shrouded propeller housings on vertical shafts that can be rotated through 360 degrees, meaning the tug can move at full power in any direction. It’s a style the port is familiar with, and is a highly manoeuvrable and powerful tug for its 24m size. The new tugs will have a 74-tonne bollard pull,



whereas the Sir Robert has a 50 tonne bollard pull. The tug upgrade is part of a general infrastructure investment programme the port company is undertaking to position Tauranga as the North Island port capable of handling the larger container ships expected in the near future. The more powerful tugs are part of a near \$350 million campaign which got underway in 2013. It includes the \$30 million Sulphur Point wharf

extension, another \$12 million Liebherr Post-Panamax container crane, six more straddle carriers at about \$1 million each and a \$50 million harbour dredging programme that will increase the low water port draft from 12.9m to 16m. *(Source: SunLive)*

TUG ARRESTED FOR VIOLATING CRIMEA SANCTIONS

The Ukrainian law enforcement on Apr 9, 2015, reported the arrest of the Moldavia registered with call sign ERPF tug "**Aliot**" (Imo 8847492) in Izmail; Ukraine for violating the sanctions imposed on

annexed Crimea ports. During July 2014 the tug was working in the port of Kerch Port. When the tug called at Izmail for repairs, it was put under arrest and may be confiscated. The tug is owned and managed by Sonic Star Navigation Co. Marshal Islands. She has a grt of 179 tons and a dwt of 46 tons. *(Source: Maritime Bulletin; Photo: Vladimir T)*



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CONVENTIONAL 4500 BHP DAMEN-BLT TUG JARO II FOR SALE



Iceberg Maritime announce direct from owners the sale of the 1990 built Damen Stantug 2900 Dutch Antilles registered with call sign PJJJ tug Jaro II. The tug is owned by Korsou Tugboat No.1 – Curacao and managed by Korsou Exploatie – Curacao, She has a length of 29.60 mtrs a beam of 9.25 mtrs a depth of 4.75 mtrs and a draft of 4.20 mtrs. The two Caterpillar engines type 3606 develops a total output of 4,500 bhp at 1,000 rpm and give the tug a free sailing speed of 12.3 knots

and a bollarpull of 63 tons. *Deck equipment:* Fwd winch: Kraayeveld make 10mt pull at 10m/min – 50mt brakeforce; Aft winch: Kraayeveld 20mt pull at 20m/min – 90mt brakeforce; Towing hook: Mampay 65 mt SWL. *Tank capacities:* Fuel 127,5 m³; FW 25,2 m³; Foam cap 29,2 m³; Ballastwater 22 m³. Further the tug has a firefighting unit with a capacity of 200m³/hr. The tug is classed Lloyds Register of Shipping with her special survey due May 2015. Keep full details here for interested parties. Owners aiming at 2mio USD, serious offers invited. Pls contact Iceberg Maritime – William Braun Tel: +32 497 430 191.

POINT NO POINT? WHAT A CURIOUS NAME.

“Point No Point” is an outcropping of land on the northeast point of the Kitsap Peninsula in Washington State. It was the location of the signing of the Point No Point Treaty. The point was named by Charles Wilkes during his exploration of Puget Sound in 1841. Wilkes named “our” Point No Point after another Point No Point on the Hudson River. (That original point is also called Dietrick’s Hook). Wilkes gave the point its name because it appears much less of a promontory at close range than it does from a distance.



A lighthouse was constructed in 1879. In 1975 the USCG added a radar tower on the site as part of the Vessel Traffic Service (VTS). The VTS is basically like an air traffic control system, but instead of watching planes in the air, it monitors ships on the narrow waterways of Puget Sound. When you rolling down the Point no Point Road you examine a very cool “House”. The m/v [Jupiter Inlet](#) someone’s residence made from the deck structure of a WWII ocean going tug. Originally a 186 foot military seagoing vessel, it now sat as a museum piece and a home to the curator a few hundred meters from the light station. The [Jupiter Inlet](#) is a former V4-M-A1 tug. In 1941 the United States Commission in Washington have prepared plans, specifications and orderings for the construction of a super Ocean Going Tugboat. The plans raised the building of 50 tugs to be built on ten different yards as part of the Second World War effort. The V4-M-A1 a 186 foot Ocean going tug of which 49 were built on only six yards was the largest V-tug built during World War II. She is built according the specifications of the in 1933 built Dutch tug “[Zwarte Zee](#)” of L. Smit & Co’s Internationale



Sleepvaart Maatschappij. Ten of those tugs participated during WWII in towing Phoenixes, Mulberries to the Normandy Coast: All the ships of this class were named for lighthouses in the U.S., except for the [Great Isaac](#), which is in the Bahamas. The [Jupiter Inlet](#) was built in 1943 by Pennsylvania Shipyards Inc. - Beaumont, Tx.(USA) under number 281. And delivered in December 1943 to the United States Maritime Commission. In 194? Transferred to the US Dept. of Commerce - Milwaukee, Wis.(USA). In 1971 she

was sold to D. Logan – Seattle. DuPont purchased her from Logan and uses her as an explosive storage barge at Ketchikan – Alaska. Now we see her back as described above. As tug she has a length of 45.54 mtrs a beam of 11.46 mtrs and a draft at sides of 5.42 mtrs. Her two six cylinder

Enterprise diesel engines develops a total output of 2,340 bhp to a single screw. *(Photo: Bill Klorig)*

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SVITZER READY TO SERVE GORGON LNG, AUSTRALIA'S LARGEST SINGLE RESOURCE PROJECT

In April 2015, Svitzer took delivery of the last in a series of four eco-friendly tugs from ASL shipyards in Singapore, specially designed to serve the Chevron-operated Gorgon Project LNG Marine Terminal. All up, Svitzer has taken delivery of four of these new tugs over the months of December last year to March of this year. They are now being readied to commence service on 1 June 2015. The new fleet consists of four highly manoeuvrable 33m x 13m and 75 Tonne Bollard Pull, Diesel-Electric Hybrid tugs. The Gorgon



Svitzer Boodie and **Svitzer Dugong** are world firsts, designed by Svitzer specifically for the Gorgon

Western Australia. The four newly acquired Gorgon LNG tugs belong to the second generation of Svitzer's Ecotug®. The vessels are a testament to Svitzer's aspirations in being ecoefficient. The Gorgon tugs will operate with electrical deck equipment, low-reflection paint, double wall fuel tanks, solar panel water heating and on-board water recycling. General Manager (Terminal Towage) Kelvin Yeo said: "Named after the unique wildlife inhabiting Barrow Island, the **Svitzer Euro**, **Svitzer Perentie**,

Project, which is located on a Class A nature reserve. "As well as Svitzer's proven operational excellence and commitment to the highest safety standards, our environmental credentials helped us secure this new contract. "Powered by diesel-electric hybrid systems and equipped with technology that reduces noise and light emissions, as well as fuel consumption, our new 'green' tugs are perfectly suited for operations within what is one of Australia's most environmentally sensitive regions." (Press Release Svitzer)

FOSS CHRISTENS FIRST OF THREE ARCTIC CLASS TUGS

The first of three Arctic Class tugs being built at the Foss Rainier, OR, Shipyard was christened Thursday, April 9, at the Foss Waterway Seaport in Tacoma, WA. The vessel, the **Michele Foss**, will see its first assignment on an oil field sealift this summer from South Korea to the Alaskan Arctic. With an overall length of 130 ft and beam of 41 ft, the tug has been designed to withstand the rigors of Arctic operations and is suited to work across the globe as Foss competes for opportunities in the



oil and gas industry. The **Michele Foss** is ice class D0. This means the hull is designed specifically for polar waters and reinforced to maneuver in ice. The vessel complies with the requirements in the ABS Guide for Building and Classing Vessels Intended to Operate in Polar Waters, including ABS A1 standards, SOLAS and Green Passport. The vessel's Caterpillar C280-8 main engine complies with the highest federal environmental standards. Other equipment includes a Nautican propulsion system, Reintjes reduction gears and a Markey Machinery tow winch. Bollard pull is 221,000 pounds. *Environmentally focused features and structural and technological upgrades include:* # Elimination of ballast tanks, so there is no chance of transporting invasive species; # Holding tanks for black and gray water to permit operations in no-discharge zones (such as parts of Alaska and California); # Hydraulic oil systems compatible with biodegradable oil; # Energy efficient LED lighting; and # High-energy absorption Schuyler fendering. In his opening remarks at the christening ceremony, Mike Magill, Vice President of Foss' Technical Services, praised the hardworking men and women who constructed the vessel. "As we know, a construction project of this magnitude requires significant teamwork to accomplish," he said. "Engineers, craftsmen, purchasing and logistics experts, to name a few, have gone beyond the call of duty to deliver this vessel safely, on time and on budget." Ken Hawkins, Executive Director of the Mission to Seafarers - Seattle, delivered the invocation to bless the vessel. The ceremonial bottle of champagne was broken by the vessel's namesake, Michele Seaver, one of the three sisters who are primary shareholders of Saltchuk, the parent company of Foss Maritime. Mike Garvey, Ms. Seaver's father and a founding shareholder of Saltchuk, said he hoped the vessel would share some of his daughter's finest qualities: an adventurous spirit, a commitment to working hard, and a passion for being the best at what she does. (Source: MarineLog)

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BALTIKA, THE REVOLUTIONARY OBLIQUE ICEBREAKER, DEMONSTRATES ITS OPERATIONAL CAPABILITY IN ARCTIC ICE



Developed by Aker Arctic, the icebreaking rescue vessel **Baltika** is the first ship ever built with an asymmetric hull that allows her to break ice not only ahead and astern, but also sideways. In this way, the relatively small oblique icebreaker is capable of opening a wide channel in ice. Completed in 2014, the new icebreaker was scheduled to

undergo full scale ice trials this winter in order to confirm the vessel's performance. **Baltika** departed from Murmansk on 20 March 2015 with the Aker Arctic team on board and sailed around the northern tip of Novaya Zemlya and across the Kara Sea to the Gulf of Ob, close to the Sabetta terminal area, to carry out the ice trials. The testing program consisted of performance tests in two distinct ice thicknesses in ahead and astern directions as well as in the oblique mode. Various operational tests were also carried out in order to determine the maneuverability and operational capability of the vessel. The thickness and strength of the ice was measured in the areas where tests were carried out. An automatic measurement system was set up to record ice loads on the ship's hull through the whole three week voyage which concluded in Murmansk on 10 April 2015. Although the ice conditions in the area were on the upper end of the vessel's designed icebreaking capability and the ice in the Gulf of Ob was considerably stronger than typical sea ice, **Baltika** exceeded expectations and the required performance targets were passed with a clear margin. The vessel could break 1.2-metre level ice in continuous motion when proceeding bow first and could achieve a speed exceeding 3 knots in astern direction. The oblique mode, which had never been tested before in real life, also worked extremely well and the vessel fulfilled all the design requirements. During operational tests, **Baltika** also demonstrated excellent maneuverability and rubble clearing capability in the port of Sabetta as well as ability to penetrate heavy compressive ice ridges in the Kara Sea without ramming. According to Project Manager Mika Hovilainen who was on board the vessel during the ice trials, "**Baltika's** voyage to the Gulf of Ob proves the exceptional operational capability of the oblique icebreaker concept in very difficult ice conditions. The vessel could operate in ice conditions that exceeded the design criteria used as the basis of the vessel concept. **Baltika** could carry out the same operations as conventional icebreakers with just half of the propulsion power as well as perform maneuvers which are not possible for any other vessel currently in service." **Baltika**

(IMO number 9649237) was built by Arctech Helsinki Shipyard (Helsinki, Finland) in cooperation with Shipyard Yantar JSC (Kaliningrad, Russia) based on Aker Arctic's oblique icebreaker design, Aker ARC 100. The vessel is 76.4 metres long and has a beam of 20.5 metres, and has a diesel-electric power plant consisting of three Wärtsilä 9L26 generating sets with a combined output of 9 MW. Baltika is propelled by three 2.5 MW Steerprop azimuth thrusters, two in the stern and one in the bow of the vessel. The dynamic positioning system, which also includes the oblique icebreaking mode, has been developed by Navis Engineering. The vessel is classified by the Russian Maritime Register of Shipping and its ice class is Icebreaker6. In addition to icebreaking duties, the vessel is also fitted with a built-in oil recovery system. **Baltika** is owned by the Federal Agency for Maritime and River Transport of Russia (Rosmorrechflot) and operated by the Russian Marine Emergency Rescue Service (FGI Gosmorskpassluzhba). □ *(Press Release Aker Arctic)*

HULL NAVY VESSEL TOWED BY THE TAUCHER O. WULF 5

Last Sunday 12th April 2015 the 1968 built German registered with call sign DGDA tug **Taucher O. Wulf 5** (Imo 6907169) was seen at the Kiel Canal towing a part of the new German Frigate "Sachsen-Anhalt" (class F125) on her way to Blohm & Voss Shipyard – Hamburg. The tug is built in 1968 by Mützelfeldtwerft GmbH – Cuxhaven under number 179 for Lutgens & Reimers – Hamburg as **Accurat**. In 1994 sold to Otto Wulf GmbH & Co Tauch- und Bergungsunternehmen - Cuxhaven and renamed **Taucher O. Wulf 5**. She has a length of 29,60 mtrs a beam of 8.40 mtrs a draught of 3.90 mtrs and a grt of 154 tons. Her Deutz SBV8M545 develops an output of 2,000 ihp. With a bollard pull of 25 tons. The tug is classed Germanischer Lloyd + 100 A 5 K E Tug. *(Photo: Tony Zech)*



KEEL LAID FOR NAVY TUG



Third keel was laid at the city-based Hindustan Shipyard Limited within a month reflecting the capacity of the one of the oldest shipyards in the country. In a simple ceremony the keel was laid for **25 Ton Bollard Pull Tug Yard 11177** being built for Indian Navy on Saturday. The Tug has a length of 34.00 M, beam of 10.00 M, and draught of 2.35M. The Tug can carry 12 personnel and attain a maximum speed of 12.00 knots, according to a note issued here. HSL has earlier delivered three 50-T Bollard Pull Tugs to Indian Navy. Various capacities of tugs for Indian Navy and Kandla Port Trust, Inshore

Patrol Vessels for Indian Coast Guard and 53000 DWT cargo vessel for GML are presently under construction at HSL. The function was attended by the functional directors, senior officials of HSL, representatives of classification societies, Union and association representatives and employees of HSL. *(Source: The Hindu)*

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YESTERYEAR TUGS BUILDING, LAUNCHING AND REPAIR – WILLIAM STEWART

When simple repair and maintenance are required the alternative to putting a tug in a graving dock or floating drydock, both expensive propositions, is to haul her out on a marine railway, a pair of tracks laid down an embankment into the water. A vessel is hauled by positioning her over a cradle that runs on wheels along the track; an engine powered windlass provided the pulling muscle. In this photograph, the **William Stewart**, small yard tug owned by the Norfolk



Ship & Drydock Company, has been hauled out on a modest marine railway for routine maintenance. Presumably, her owners felt she was too small to justify putting her in one of their drydocks. The **William Stewart** was 53 feet long and powered by a 125 horsepower steam engine. Built in 1896, she was used as a utility tug, manoeuvring ships in and out of her owner's drydocks and performing other shipyard chores. She is still preserved at Chandler's Wharf Museum, Wilmington, Delaware. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

NAVY-CONTRACTED SHIP LOSES POWER IN STRAIT OF JUAN DE FUCA



The Coast Guard says a Navy-contracted cargo ship is under emergency tow after losing power overnight in the Strait of Juan de Fuca. The 685-foot Cape Intrepid was undergoing sea trials after a long period docked in Tacoma when it lost power about 2:30 a.m. Saturday north of Clallam Bay. Coast Guard Lt. Ben Weber says it drifted about 3 ½ miles before the emergency tug [Jeffrey Foss](#) reached it approximately two hours later. The Foss was pulling the ship into harbor at Port Angeles, where it was expected to anchor around

noon Saturday to undergo repairs. It wasn't immediately clear why it lost power or how long repairs might take. The Cape Intrepid is operated by the Navy's Military Sealift Command out of Tacoma. It left Tacoma Friday afternoon for what had been expected to be a few days of sea trials. (*Source: Koin6*)

MOST OF SUNKEN BARGE OUT OF FORT PIERCE INLET AS SALVAGE EFFORTS CONTINUE MONDAY

Work on clearing the Fort Pierce Inlet of sunken pieces of a barge is to resume at dawn, according to the marine salvage firm hired to do the work. Most of the barge was fished out of the inlet Sunday. Salvagers still need to remove the barge's deck house and make sure smaller debris is picked up, said Paul Hankins with Donjon Marine of Hillside, New Jersey. Bystanders on a nearby jetty probably will



see "a lot of empty grabs," he said of the crane that has been lifting pieces of the sunken barge onto a 250-foot salvage vessel. "We're pretty close to getting it done." Work will briefly halt around 9 a.m. to allow two large fishing boats to go through the inlet. During the salvage operation, there have been limitations on boat traffic in the inlet. On Sunday, the salvage company's crews removed all the big pieces of the barge after cutting it up by dropping a large ram into the water, slicing apart the

sunken 110-foot-long steel barge. The barge sank Feb. 24 as it was being brought into the inlet for repairs while traveling north from South Florida. The sinking claimed the life of one crew member, a Miami man. The Florida Fish and Wildlife Conservation Commission continues investigating the accident. After all the debris is removed from the bottom, it will be taken to the docks at the Fort Pierce Port Authority. There, the metal will be cut up and taken to a local scrap yard for disposal.

(Source: TCPalm)

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CRIPPLED NIGER DELTA KING TOWED TO CAPE TOWN



Last week was seen the 2006 built Singapore registered with call sign 9VAN8 Offshore Tug Supply Vessel **Smit Lombok** (Imo 9366316) towing the **Niger Delta King** (Imo 9413212) into the South African port of Cape Town from Walvis Bay. The **Niger Delta King** was stricken by an engine room fire. The **Smit Lombok** is owned by Smit Lamnalco Lombok Pte. Ltd. – Paardeneiland; South Africa and managed by Smit Amandla Pty. Ltd. – Paardeneiland; South

Africa. She has a grt of 1,727 tons a dwt of 1,833 tons and is classed American Bureau of Shipping. The 2012 built Nigeria registered with call sign 5NWF Offshore Support Vessel **Niger Delta King** is the former **Trico Sea** and owned by Nkrah Investments Ltd. – Calabar; Nigeria and managed by Thome Offshore Management – Singapore. She has a grt of 3,601 tons a dwt of 3,419 tons and is classed Det Norske Veritas *(Photo: Aad Noorland)*

NAIROBI WRECK REMOVAL CONVENTION ENTERS INTO FORCE

The Nairobi International Convention on the Removal of Wrecks enters into force on Tuesday, April 14, 2015. The Convention places strict liability on owners for locating, marking and removing wrecks deemed to be a hazard and makes State certification of insurance, or other form of financial security for such liability, compulsory for ships of 300 gt and above. It also provides States Parties

with a right of direct action against insurers. The Convention fills a gap in the existing international legal framework by providing a set of uniform international rules for the prompt and effective removal of wrecks located in a country's exclusive economic zone or equivalent 200 nautical miles zone. The Convention also contains a clause that enables States Parties to "opt in" to apply certain provisions to their territory, including the territorial sea. The Convention provides a legal basis for States Parties to remove, or have removed,



wrecks that pose a danger or impediment to navigation or that may be expected to result in major harmful consequences to the marine environment, or damage to the coastline or related interests of one or more States. The Convention also applies to a ship that is about, or may reasonably be expected, to sink or to strand, where effective measures to assist the ship or any property in danger are not already being taken. *Provisions in the Convention include:* * a duty on the ship's master or operator to report to the "Affected State" a maritime casualty resulting in a wreck and a duty on the Affected State to warn mariners and the States concerned of the nature and location of the wreck, as well as a duty on the Affected State that all practicable steps are taken to locate the wreck; * criteria for determining the hazard posed by wrecks, including depth of water above the wreck, proximity of shipping routes, traffic density and frequency, type of traffic and vulnerability of port facilities. Environmental criteria such as damage likely to result from the release into the marine environment of cargo or oil are also included; * measures to facilitate the removal of wrecks, including rights and obligations to remove hazardous wrecks, which set out when the shipowner is responsible for removing the wreck and when the Affected State may intervene; * liability of the owner for the costs of locating, marking and removing wrecks - the registered shipowner is required to maintain compulsory insurance or other financial security to cover liability under the convention; * settlement of disputes. The Convention was adopted by a five-day International Conference at the United Nations Office at Nairobi (UNON), Kenya, in 2007. The States Parties to the treaty as at April 14, 2015 are: Antigua and Barbuda, Bulgaria, Congo, Cook Islands, Denmark, Germany, India, Iran (Islamic Republic of), Liberia, Malaysia, Marshall Islands, Morocco, Nigeria, Palau and the United Kingdom. The Convention will come into force for Malta on April 18, 2015 and for Tuvalu on May 17, 2015. (Source: [MarineLink](#); Photo: IMO)

OFFSHORE NEWS

LEEVCAC SHIPYARDS, LLC DELIVERS SECOND PSV TO ARIES MARINE CORPORATION

On April 8, 2015, LEEVCAC Shipyards, LLC delivered the second of two (2) LEEVCAC designed 270 ft., diesel electric, DPS-2 FIFI I Offshore Support, ACC Platform Supply Vessels, the **Ram Country** to Aries Marine Corporation. The **Ram Country**, like its sister ship (**Ram Nation**), was constructed at LEEVCAC Shipyard Jennings, LLC and later transported to LEEVCAC Shipyard Lake Charles, LLC



facility for the vessel's outfitting, commissioning, and testing. Construction of the **Ram Country** spanned approximately (21) twenty-one months from the cutting of steel to delivery. The vessel can carry nearly 260,000 gallons of fuel, 12,500 bbls of liquid mud, and 8,500 cubic feet of bulk mud. Christian Vaccari, President and CEO of LEEVAC stated "I'm extremely proud how

our team responded under intense pressure to deliver this complex vessel on time and on budget. This effort speaks volumes to the dedication and pride from the LEEVAC team. I know our team will continue to thrive as we will deliver four (4) vessels over the next eighteen (18) months." (*Press Release Leevac*)

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SENER DEVELOPS A MULTIPURPOSE SUBSEA SUPPORT VESSEL



Besides of having designed several types of vessels along their more than 50 years of dedication to ship design and marine engineering activities, during the last ten years SENER has been widely involved in tugs and offshore vessels. The experience and know how in this shipbuilding segment

has promoted SENER 's participation in several relevant projects over the world. The operators are demanding more efficient, less consuming and more capable vessels while the shipbuilders need to achieve it in a very competitive environment. SENER, as a ship design firm, play an important role offering value to all stakeholders, with innovative designs taking in consideration all the requirements already mentioned. SENER has recently developed Stern Drive Tugs (**Ona Don Lorenzo** for Tras-Ona, Argentina and **VB Bravo**, **VB Campeador** and **VB Corsario** for Boluda, Spain), Voith Tractors (**Tommaso Onorato** for Moby S.P.A., Italy, **Solan** and **Bonxie** for the Shetland Island Council, Scotland and **40**, **41**, **42** and **43** for the Antwerp Port Authority, Belgium) and Rescue Tugs (**María de Maeztu**, **María Zambrano**, **María Pita**, **Marta Mata**, **SAR Mastelero**, **SAR Gavia** and **SAR Mesana** for SASEMAR, Spain) and has developed its own design of LNG propulsion tug, in collaboration with Main Engine makers and Bureau Veritas. Nowadays, SENER is developing a new Multipurpose Subsea Support Vessel specially designed for subsea ROV light construction duties, for world-wide service with the following capacities and characteristics: • Two FP Azimuthal main propellers (Diesel electric propulsion). • Two FP tunnel thrusters and one FP retractable Azimuthal thruster. • 40MT electric deck crane. Option 250MT Crane, working depth 4,000 m. • Integrated Moonpool of 7.2 x 7.2 m. • Helicopter deck. • Main deck reinforced for heavy weights. • Accommodation for 110 persons. • Prepared for an optional 600 T Cable Carousel. Length overall approx. 112.824 m Length between pp. “ 100.5 m Breadth “ 22.00 m Depth to main deck “ 9.00 m Draft “ 7.05 m. Finally, it is relevant the double role of SENER as ship design firm and developer of the FORAN CAD/CAM System. With this, SENER gives more value to their clients, leveraging its knowledge in ship design and thus improving its software capabilities. Taking advantage of this double role, SENER has updated the Naval Architecture modules of FORAN, the version v70R3.0 is the launching of FBASIC module that will replace the former modules of Naval Architecture Calculations and incorporates new features to make easy the generation of documents, to perform calculations, and can be easily installed on board the vessels to be used as Load Calculator, with all the information of the vessel already included if the design has been made using FORAN. This functionality is being tested to be used onboard Anchor Handling Tug and Supply Vessels. (*Press Release Sener*)

SAPURA ESMERALDA FOR OUTFITTING

Last Sunday morning 12 April 2015 was seen the Royal IHC new building **Sapura Esmeralda** near the Baanhoek bridge – Sliedrecht; Netherlands towed by the Damen built Stantug 2608 **En Avant 1** from the builders yard to the Rotterdam Heysehaven (Heijplaat) for her final outfitting at the Franklin Offshore Europe yard together with the sister **Sapura Onix**. (*Photo: Arie Boer*)



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In march 2004 the company Pauli Plastics from the Netherlands develop 5 types off workboats in **High Density Poly Ethelene (HDPE)** plastic. Very useful for defence border patrol, diving company, off-shore industries, harbour service, firefighting, police and fun. There after they got all boats patented. Also the boats are tested by Dutch TNO in a full scale fall-proof on different heights. From 3, 5 and 7 meters high. Speed limits are up to more than 200G force of impact. This boats are light in weight and you've

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SUBSEA 7 S.A. AWARDED CONTRACT OFFSHORE BRAZIL



Subsea 7 S.A. has been awarded a contract worth approximately USD\$200 million with a duration of approximately two years. The contract is for the installation of flexible lines for Petrobras' projects using Subsea 7's construction and flex-lay vessel **Seven Seas**, on a day-rate basis. The vessel has been operating for Petrobras under a similar day-rate contract since 2013 and will commence the new contract in direct continuation to the current

one. The **Seven Seas** is a vessel capable of operating in water depths up to 3,000 metres and is equipped with an advanced flexible pipe-lay system with top tension capacity of 430 tonnes. The contract work scope will be similar to that of other Subsea 7 Pipelay Support Vessels (PLSVs) operating under day-rate contracts in Brazil, providing engineering and installation services for client-supplied flowlines, umbilicals and subsea equipment. Subsea 7's Senior Vice President for Brazil, Victor Bomfim, said: "This new contract for **Seven Seas** maintains our solid presence in the market for PLSVs in Brazil. We are proud to provide continuous service to Petrobras as it develops its complex oil and gas fields offshore Brazil." (*Press Release Subsea 7*)

BUSY DAYS AT FRANKLIN OFFSHORE EUROPE



Today was a busy day in the Heysehaven in Rotterdam. While the **Matador 3** leaves, the **Sapura Esmeralda**, **Sapura Onix** and **Far Sapphire** are residing at Franklin Offshore Europe for respectively final outfitting, transmission and the mobilization of a gangway from Ampelmann. (*Press Release Franklin Offshore*)

TWO FOR SALE

Effective immediately, Hallin Marine Singapore Pte Ltd has appointed Fearnley Offshore Supply Pte Ltd as their exclusive broker for the sale of **DSV Ullswater** and **SOV Carlisle**. Both vessels are in Singapore and available for a prompt sale. **DSV Ullswater**, is a DP2 vessel with 120 man accommodation, a 50t SWL knuckleboom subsea crane, and an inbuilt 15-man saturation diving system. The 76-metre



SOV Carlisle is equipped with a 50 metric tonne safe working load crane and accommodation for up to 126-man. Any enquiries should be addressed to Mr Tom Fairclough of Fearnley Offshore Supply at supply@fearnleys.com.sg

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OCEAN SWIFT RECYCLED



Atlantic Offshore announces that they have sold to recycling of their oldest ERRV 1957 built United Kingdom registered with call sign ZQFC6 vessel **Ocean Swift** (Imo 5288296). The contract with Teekay is transferred to ERRV **Ocean Swan**. The Ocean Swift has a grt of 579 tons and is classed by Assuranceforeningen Skuld - Norway (*Press Release*)

HOS WARLAND LAUNCHED AT EASTERN SHIPBUILDING

Last month, Hornbeck Offshore's multi-purpose supply vessel **HOS Warland** was launched from Eastern Shipbuilding's Allanton shipyard near Panama City, Florida. The shipbuilder released the following video this weekend of the launch. Click [HERE](#) to watch the video: The VARD-designed, ABS-classed vessel measures 302 feet in length by 76 feet at the beam. She is 12 feet wider than other platform supply vessels in her category which



enables her to have sufficient stability to operate a Macgregor 250 ton active heave compensated offshore crane. She also features a moon pool and can carry up to two work-class ROVs. The vessel is powered by four Caterpillar 3516c diesel engines which drive two Schottel SRP 2020 Z-drives, a Rolls-Royce TCNS 73CP swing down azimuthing thruster, and two Schottel STT3 FP bow thrusters. The **HOS Warland** and her sister vessel **HOS Woodland** are scheduled for delivery in September 2015. *(Source: gCaptain)*

MERMAID ENDURER ENTERING GRAND HARBOUR, MALTA



The 2009 built Panama registered with call sign 3FDM3 offshore support vessel **Mermaid Endurer** (Imo 9484778) was seen entering Grand Harbour, Malta on Wednesday 8th April, 2015 for a bunker stop before proceeding to Dubai. The **Mermaid Endurer** is owned and managed by Mermaid Subsea Services Ltd. Chon Buri; Thailand. She has a grt of 6,365 tons a dwt of

5,000 tons and is classed Det Norske Veritas. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

ANOTHER TWO FOR SALE BY FEARNLEY

Fearnley Offshore Supply Pte Ltd has also been appointed by another company in the Superior

Energy Services network, Wild Well Control, to sell their *Derrick Barge Performance* and *AHT Pacesetter*. Both of these assets are available, fully classed, in Freeport, Texas, and inspections and further technical information can be arranged through Fearnleys in Singapore. *DB Performance* was built in China in 2006 and has a 800t crane, 8pt mooring and accommodations for 270 personnel. *AHT Pacesetter* was built in Malaysia in 2006 and generates 60t Bollard Pull from 5750 brake horsepower. Any enquiries should be addressed to Mr Tom Fairclough of Fearnley Offshore Supply at supply@fearnleys.com.sg

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1984 DAMEN BUILT SUPPLY VESSEL ARMONIA ENTERING MALTA ON HER DELIVERY VOYAGE

The 1984 built offshore supply vessel *Armonia* was seen entering Grand Harbour, Malta during her delivery voyage from Naples, Italy on Saturday 11th April, 2015 after being bought by the Malta Maritime Pilots. The Supply Vessel *Armonia* is an ecological multipurpose boat. This Special Navigation Unit can deploy 1000 meters of antipollution barriers, spread chemical solvents, collect hydrocarbon waste, perform water monitoring operations, lighten high viscosity liquids, collect large floating wastes with a crane. She has a length o.a. off 36.50 mtrs a beam of 12.02 mtrs and a max draft of 2.75 mtrs. Her max speed is 9 knots. (Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)



WINDFARM NEWS

DANES DOMINATE THE OFFSHORE WIND MARKET

Five companies fight for orders on wind turbines, but although the sea is large, analysts agree that there is not enough room for all of them. Danes are in charge of several of the companies, and it is no coincidence, for it is Denmark, which has invented offshore wind. "It should not sound lofty, but it is Denmark, which has invented offshore wind, and it is us who have made all the technological



experiences so far. 90 percent of the turbines at sea are Danish, so if you need serious experience, it is hard to look past the Danes ", says Jan Hylleberg, Man. Director of the trade

association Danish Wind Industry Association. In addition to Siemens, which dominates the market for offshore wind turbines, there are four companies that focus on offshore wind turbines. It is MHI Vestas, Senvion, Alstom and Adwin. The four companies have Danish, German, French, American, Japanese and Indian origin. MHI Vestas, Siemens and Alstom all have Danish directors of offshore divisions. Senvion has Andreas Nauen as director, who admittedly is German born but speaks Danish. In fact, only Adwin does not have a Danish director. The market for offshore wind is looking to be tripled up to 2020, and today Siemens is sitting on 65 percent of the market, but will be put under pressure by the other companies in the years to come. There will not be room for all the companies. "There will definitely be a fierce competition between MHI Vestas and Siemens. The question is how many more players can fit in the market. Well, I think that you can see a couple of other players assert themselves, but there will be a maximum of 4 to 5 companies" says Michael Guldbrandtsen, senior consultant of Make Consulting. While MHI Vestas is a joint venture between Mitsubishi and Vestas, Alstom Power Offshore Wind is a joint venture between Alstom and General Electric. Adwin is a joint venture between Gamesa and Areva. *(Source: business.dk / Maritime Denmark)*

INCAT CROWTHER OPENS EUROPEAN OFFICE

Incat Crowther is pleased to announce the opening of an office in Europe. Located in Southampton, United Kingdom, the office has been created to support a growing European client base and meet the demand for Incat Crowther's products and services in the region. The Incat Crowther Group has continued to experience significant growth. This is a result of a strong track record, robust and innovative vessel designs and consulting



services. The office in Southampton is a reflection of this growth and is the third new office opened in recent years (following Lafayette, USA and Rio de Janeiro, Brazil). The European office will initially offer design and support for specialized high speed aluminium ships including passenger vessels, and specialist vessels for the offshore and renewables markets. As Incat Crowther has grown, the head office in Sydney Australia has developed scalable, universal and robust business systems resulting in ISO 9001:2008 certification in 2012. The European office capitalises on the capability and expertise of the Incat Crowther Group, by using well established cloud-based systems and procedures

to deliver services locally with the quality and customer service core to the Incat Crowther culture. Incat Crowther understands the increasing demands of specialised vessels and the short time frames in which accurate engineering solutions need to be presented. Dan Mace, General Manager, Incat Crowther Europe says “Incat Crowther’s presence in European region is crucial to our commitment to providing high quality, responsive services to our clients”. The European office is already supporting several large projects. These include the recent delivery of four passenger ferries and one specialist support vessel built at Astilleros Armon in Spain, a wind farm service vessel in final stages of construction at MMS Ship Repair, a multi-purpose vessel recently delivered by Supacat to James Fisher Marine Services, and two new passenger vessels under construction for service in Africa. Incat Crowther will make further announcements about new projects in Europe in the near future. (*Press Release Incat*)

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SOUTH BOATS IOW DELIVER 'SEACAT COURAGEOUS'



South Boats IOW Ltd., the UK’s foremost manufacturer of state of the art Wind Farm Crew Transfer Vessels (CTV’s), has delivered the second of class South Cat 26m, ‘**Seacat Courageous**’ to Seacat Services Ltd., also of Cowes, Isle of Wight. With the first of class, ‘**Seacat Intrepid**’, working in the German North Sea, its qualities and capabilities have been very apparent, with passenger comfort levels, sea-keeping and turbine access

correlating well with the hull research and development programme carried out over a number of years to increase working capabilities. Both ‘**Seacat Intrepid**’ and ‘**Seacat Courageous**’ remain fully operational with parameters under 3 degrees of pitch (RMS), 4 degrees of roll (RMS) and 0.15g vertical accelerations (RMS) at the LCG, which are generally regarded as the limiting factors for seasickness whilst maintaining an average speed of 24.5kts in 1mHs, 18kts in 2mHs and 14kts in 3mHs without any complicated and expensive ride control systems. Class leading statistics when compared to competitor’s vessels coupled to European build ensuring good levels of support in service and renowned British quality and engineering. ‘**Seacat Courageous**’ is currently contracted to a UK

project before attending the Seawork International exhibition and conference at Southampton on June 16th-18th where the vessel will be available for viewing along with representatives from both South Boats IOW and Seacat Services. Ben Colman of South Boats IOW Ltd: “We are very proud to have handed ‘**Seacat Courageous**’ over to Seacat Services Ltd. and wish the vessel well on her current and future projects. Thanks to the comprehensive hull form development testing and understanding, we have produced another vessel that sets a benchmark for the offshore wind CTV sector with the capability of also being used for many other applications.” *(Press Release South Boats)*

YARD NEWS

GRAND CANYONS AT MYKLEBUST VERFT

The photo shows two sister offshore construction vessels (OCVs), **Grand Canyon II** and **Grand Canyon III**, being outfitted at Myklebust Verft for Ålesund-based ship owner Volstad Maritime. The vessels are 126 m long, and with accommodation for 104 persons. The vessels are of ST 259 CD design from Skipsteknisk, and the first sister vessel Grand Canyon was delivered from Bergen Group to Volstad in 2012.



The **Grand Canyon II**, with deck area of 1650 square meters, and equipped with 250 t AHC offshore crane, was delivered by Kleven earlier in March this year, while its sister vessel is scheduled for delivery in June 2015. In addition to the vessel's 250 t crane for subsea installation work, the vessel also has a hangar for port and starboard launching of WROV's, ROV workshop and maintenance area and offices and meeting rooms for ROV operations. Myklebust Verft is celebrating its 100 year anniversary this year. In addition to the two construction vessels for Volstad, the yard also has a ST-324 XT-design seismic vessel **Polar Empress** for GC Rieber under construction. The vessel is on a long-term charter with Norwegian seismic player Dolphin and, in accordance with Kleven's order book, it's scheduled for delivery this month. *(Subsea World News; Photo: Kleven/Eirik Thorbjørnsen)*

COCHIN SHIPYARD TO BUILD MULTIPURPOSE VESSELS FOR OFFSHORE INDUSTRY, NAVY

The Indian government owned Cochin Shipyard Ltd (CSL) is to construct *multi-purpose vessels for the offshore industry* as well as for the Indian Navy. The programme will include warships under Prime Minister Narendra Modi's ambitious 'Make in India' campaign, which aims to turn the country into a manufacturing powerhouse. "Cochin Shipyard is to start substantial expansion of its capacity, so that we can play a lead role in shipbuilding in the country," said CSL's chairman and managing director Cmde. K Subramaniam (Retd.). "We have already been allotted some land by the



Cochin Port Trust for local expansion. The Shipping Ministry has also asked us to set up shipbuilding and repair facilities in places like Kandla and Andaman & Nicobar Islands, where the government has land available for the purpose.” The state-run facility will face little competition in India for the construction of *offshore support vessels*, as main private sector rivals ABG Shipyard and Bharati Shipyard have been facing serious financial difficulties, with the

latter facing danger of being wound up. (Source: *Splash24/7*)

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ABG SHIPYARD'S CREDITORS DEMAND STAKE SALE BY PROMOTERS

Creditors of financially troubled shipbuilder ABG Shipyard have begun exerting intense pressure on the company's promoters to offload a chunk of equity to strategic investors and effect changes in the top management. India's largest private sector shipbuilder continues to be involved in a complex corporate debt restructuring (CDR) exercise, under which creditors led by the government-owned State Bank of India agreed last year to recast INR110bn (\$1.77bn) of loans, offering the shipyard a two-year moratorium on payment of interest and reduced borrowing cost, and also extended the repayment period. However, the



lenders are understood to have faced issues with ABG's promoters, the Agarwal family, in terms of getting them to comply with conditions under the CDR package. This has led to bankers pressurising promoters into looking for a strategic investor. ABG Shipyard has been badly affected by a prolonged global recession in the shipping industry, as freight rates have fallen in step with a decline in international trade, combined with a domestic economic slump. Two other private sector shipbuilders, Pipavav Defence & Offshore Engineering and Bharati Shipyard are also in the financial soup. The former has been in the process of restructuring INR76bn of loans via the CDR route, while the latter faces a winding-up petition, being heard in the Bombay High Court this week. *(Source: Splash24/7)*

TWO MODERN ICEBREAKING SUPPORT VESSELS 22 MW WILL BE BUILT AT VYBORG SHIPYARD



Two multi-purpose diesel-powered icebreaking support vessels 22 MW will be built at Vyborg Shipyard (a corporate member of the United Shipbuilding Corporation) by the order of Gazprom Neft Novy Port LLC. According to the contract both vessels will be delivered to the Customer till 2018. Icebreaking support vessels will be operated on the Arctic terminal of the

Novoportovskoye oilfield located in the west of the Gulf of Ob on the Yamal peninsula. The main purpose of the vessels is icebreaking escort of tankers in ice conditions, assistance at carrying out of mooring and loading operations, rescue, towing, fire-fighting and oil-spill response operations. The vessels will be built under the design for the ice class Icebreaker8 providing icebreaking capability up to 2 meters and considerable manoeuvrability at a rather small draft. The vessel is designed to be operated all year round at temperatures up to -50 Co. «This new order together with icebreakers project 21900M being built at Vyborg Shipyard once again demonstrates high qualification of Vyborg Shipyard and its role as one of the leading shipbuilding enterprises of the country specializing in construction of highly technical vessels and civil offshore facilities», - commented Alexander Solovyev, General Director of VSY. *(Press Release VSY)*

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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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