Tugs Towing & Offshore Newsletter

16th Volume, No. 47 *1963 – "51 years tugboatman" – 2014* Dated 14 June 2015

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

TUGS & TOWING NEWS

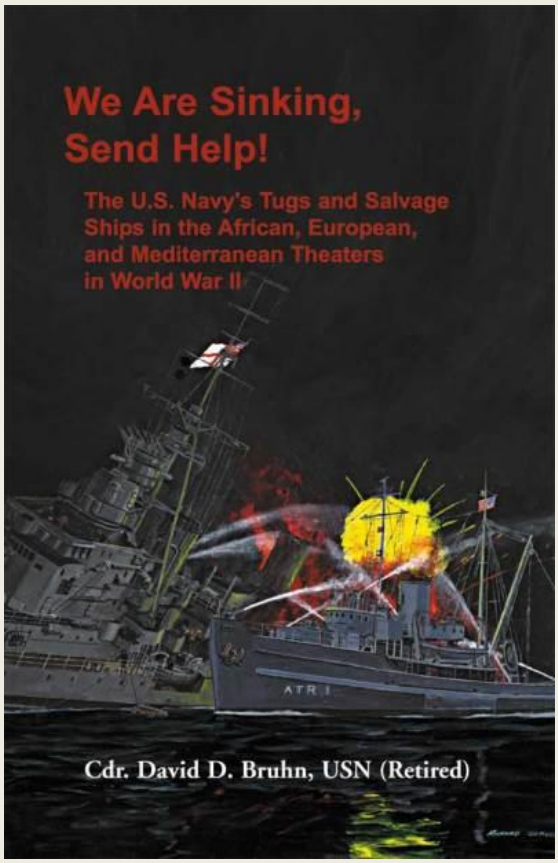
ALP WINGER ENGAGED IN TOWAGE OF A LADEN BULKCARRIER WITH RUDDER PROBLEMS

ALP Winger is contracted for the towage of a bulk-carrier with rudder/grounding problems. The tow, laden with 100,000ts Corn, is being towed from the US Gulf to Tarragona, Spain. ETA of **ALP Winger** is June 20, 2015, where after she is available again for new world-wide employment. *(Press Release ALP)*

WE ARE SINKING, SEND HELP!

We are Sinking, Send Help!, a new book by David D. Bruhn devoted to the U.S. Navy's tugs and salvage ships in the African, Mediterranean, and European Theaters in World War II, may now be ordered online from Heritage Books: http://www.heritagebooks.com/ *Book description:* U.S. Navy tugs and salvage ships were in the thick of the action during the invasion of French North Africa, the lengthy, bitter Italian Campaign, and the invasion of France in World War II. Seventeen officers and men from the salvage ship Brant and the fleet tug Cherokeereceived Navy Cross Medals for their heroic actions during a special operation in French Morocco. Cherokee was the first Atlantic Fleet tug to earn a battle star overseas. Tugs and salvage ships were with the Fleet at Sicily,

Salerno, Anzio, Normandy, and during the invasion of southern France. Tugs saved many ships damaged by combat action, and the lives of sailors and soldiers aboard aflame or sinking ships, or in the sea. These workhorses also pulled scores of landing craft off hostile beaches. Thirty-six tugs and six salvage ships collectively garnered sixty-six battle stars. The fleet tugs Arikara and Pinto, and rescue tug ATR-2, received the Navy Unit Commendation for their work off Omaha beach at Normandy. Officers and crewmen who took vessels into harm's way received awards for valor for acts of heroism performed under fire. Following the capture of enemy ports, tugs and salvage ships and their salvage personnel worked with minesweepers and mine clearance divers to open harbors critical to sea-supplied support of Allied troops ashore. Additional information about the book may be found at: www.davidbruhn.com



ALP ACE JOINS THE ALP FLEET

We are happy to announce that ALP has taken delivery of **ALP Ace** The 19,000 BHP **ALP Ace** is the fifth 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 term charter in Angola, supporting HEEREMA's offshore operations, **ALP Ace** was transferred to ALP on May 22nd, 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 mid-June 2015. *(Press Release ALP)*

NEW EMPLOYMENT FOR ALP CENTRE

ALP Centre enjoyed a busy first months since her delivery to ALP in March 2015. Her first employment in ALP was the towage of *SSDR SEDCO 707* from Mauritius to Labuan, Malaysia.

Immediately after delivery of the rig in Labuan, **ALP Centre** was despatched to Samarinda, Indonesia to collect a vessel with Main Engine damage. The bulk-carrier, loaded with 100,000ts Coal was towed by **ALP Centre** to South Korea. Her next employment is the towage of the *SSDR SONGA EQUINOX*, which we will assist speeding up her transit to Norway. We expect that **ALP Centre** will be available in Norway in the course of September 2015. *(Press Release ALP)*

ALP GUARD CONTRACTED FOR TOWAGE OF SSDR OCEAN BARONESS

Diamond Offshore selected ALP's 298 tonnes Bollard Pull **ALP Guard** for the towage of the *SSDR Ocean Baroness*. The tow is scheduled to commence during the second half of June 2015. *(Press Release ALP)*

SVITZER TAKING CONTAMINATED TUGS TO SINGAPORE

Towage company Svitzer is preparing to ship out two of its tug boats contaminated with potentially

deadly asbestos from Newcastle this week. The two tugs were removed from service in February after one of the Chinese-built vessels was found to contain asbestos. The Australian crews of The **Warrego** and the **Warrunda** first raised the alarm several months ago when they found suspicious white dust on board the Chinese made vessels. Independent testing detected more than 90 areas of asbestos borne dust on the tugs. Both tugs were given Asbestos Free Certificates in Singapore before entering Australian waters. The Maritime Union of Australia is calling for federal authorities to stop the two tugs from leaving Newcastle. MUA Assistant National Secretary Ian Bray said foreign workers should not be exposed to a known killer. "Given it is illegal to import asbestos into Australia, you really have to question why anyone is allowed to export it," Mr Bray said. "The MUA does not think these tugs should be sent anywhere without a guarantee that they will not be worked by any crew until the asbestos has been removed." "The tugs are going overseas, we think to be repaired by the same people that wrongfully gave the Asbestos Free Certificates," MUA Deputy Newcastle Branch Secretary Dennis Outram said. "It's negligent to allow these tugs to go back to Singapore where a worker there could contract a killer asbestos-related disease," he added. *(Source: World Maritime News; Photo: MUA)*

GSF CELTIC SEA ENTERING GRAND HARBOUR, MALTA BROUGHT BY SIEM DIAMOND

The 1998 built Vanuata registered Deepwater Floater GSF *Celtic Sea* entering Grand Harbour, Malta on Monday 8th June, 2015 after she was towed by the 2010 built Norwegian registered with call sign LAXK3 supply vessel **Siem Diamond** (Imo 9417749) of which the latter entered Valletta on Wednesday 10th June, 2015. The Siem Diamond is owned by Siem Offshore Rederi AS – Kristiansand; Norway and managed by Siem Offshore A.S. – Kristiansund; Norway. She has a grt of 7,473 tons and a dwt of 4,250 tons and classed Det Norske Veritas. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

SREDNE-NEVSKY SHIPYARD DELIVERS FORTH TUG OF PROJECT 81

Sredne-Nevsky Shipyard (United Shipbuilding Corporation) has delivered the forth vessel in a series of six tugboats built to the order of LLC P.Trans Co. for the needs of Severstal, the shipbuilder's press release said. The tug has been named **Vega**. According to earlier reports, the shipyard has already delivered Cherepovetsky Metallurg, Stalnoy and Sirius tugs to the customer. The **Altair** and **Toliman** tug have been launched recently. The Project 81 push tug's displacement is 365 tonnes, LOA - 25 m, breadth - 10 m, depth – 5.15m. The vessel is designed to perform pushing or emergency towing of barges (project 82) with total displacement of about 5,200 tonnes at a speed of 10 knots. Crew – 7, endurance – 7 days. The vessel had been designed according to the requirements of Russian River Register to M3.0 (Ice 10) A Class. OJSC Sredne-Nevsky Shipyard, a part of the United Shipbuilding Corporation, was created in 1912. The shipyard has built over 500 warships and vessels of 43 designs for the Russian Navy and foreign customers. The shipyard is building missile boats, trawlers, passenger and work vessels for various purposes and is about to start the large-scale construction of mine warships of the new generation for the Russian Navy and foreign countries. *(Source: PortNews)*

PELLA SHIPYARD (LENINGRAD REGION) LAUNCHES TUGBOAT MB-97 FOR RF NAVY'S BALTIC FLEET

On June 10, 2015, Pella Shipyard (Leningrad region) launched the tugboat **MB-97** of Project 02790 (PE-65), the shipyard's press center says. This year the vessel will join the Baltic Sea Fleet of RF Navy. Tugboats are intended for towing ships, floating facilities offshore and in port waters. The multipurpose tugs can participate in search and salvage operations, assist in firefighting at floating and onshore facilities and breaking 0.6-m-thick ice at a speed of up to 6-8 knots. Vessel's characteristics: displacement - 945 tonnes, LOA – 34.4 m, beam - about 12.1 m, draught – 4.4 m, speed – 13.5 knots, class notation - KM Arc4 R1 Aut1 FF3WS Tug by Russian Maritime Register of

Shipping. Deck equipment: bow double-drum anchor-towing-mooring electro-hydraulic winch M 140-180-2T-2B-1C-FEH RED Fluidmecanica providing escort services, 20 t of bollard pull and 1860 kN of brake holding force; aft electro-hydraulic towing winch CHR-20-180-1T-1C-EA RED Fluidmecanica, providing 20 t of bollard pull and 1800 kN of brake holding force; towing hook providing 650 kN of bollard pull with quick release device; cargo crane Fluidmecanica HLRM 45/5 S with lifting capacity of 19.5 kN at the boom of 13.5m. In order to fulfill fire-fighting operations the tugboat is equipped with external firefighting system made by FFS (capacity is 1500 m3/h, 2 water monitors, water curtains system). *(Source: PortNews)*

EAST MEETS WEST

Last week the 20th **KOTUG-Herring Party** was hold at the Cruise Terminal Rotterdam, The Netherlands. Kotug expanded their innovative approach in towage and related services around the globe, operating in a variety of markets including towage services to ports, terminals and at sea as well as in the salvage, offshore and dredging industry. And with their new Maritime Excellence Center they can truly be your all-round

and integrated service provider. These global milestones have been achieved thanks to the loyalty of their valued business relations and employees. This years' Herring Party is characterized by an "*East meets West*" atmosphere; they would be very pleased to "chow down the herring" with you and to celebrate these achievements together! During the party the ASD

tug **SD Sparta** shows her performance in towing assistance Herwith Towingline thanks Kotug for the invitation. Garth Mason (right) from ABR - (Tug and OSV) and Hans van der Ster from Towingline (Tugs Towing & Offshore News) enjoy the herring. This photo was made by Allan Brunton-Reed - ABR. *(Photo of the SD Sparta: Gerrit J de Boer)*

MEXICAN SHIPYARD MAKES PROGRESS ON PEMEX TUGS

Mexican shipbuilder TNG (Talleres Navales del Golfo) is making good progress with four azimuthing tugboats under construction for Pemex at its Port of Veracruz. The **Tarahumara** is already floating, **Huasteco** was recently docked and two more are being constructed in the shipyard. The shipyard held a Floating Ceremony on February 27 for the most advanced of the four, **Tarahumara**, and recently, on May 29, TNG reached another milestone by docking the **Huasteco**. The tugs will have dimensions of 31.5 m length, 11.2 m width and 4.2 m draft, a bollard pull of 50-60 tons and 12 knots speeds. They are designed for a range of duties including towage in port, coastal areas and at sea, firefighting, spill response and rescue work. Watch the docking ceremony of the **Huasteco** HERE *(Source: MarineLog)*

HELEN MARY DELIVERED

Helen Mary is a versatile and capable workboat designed in Macduff and owned by Inverlussa Marine Services who are based on the Isle of Mull on the West coast of Scotland. The vessel's

flexibility gives her an excellent advantage in that she has the capability to carry out a diverse range of tasks. With a deck area of 150m2 and loading of 3t/m2 she can carry 120 tonnes of cargo on deck, as well as capacity for liquid cargo stores of fuel and fresh water. The deck crane can lift a maximum of 4650kg at 17m, making the vessel ideal for small ship-to-shore operations. The triple-screw set-up improves efficiency in that one, two or three engines can be used depending on the operational requirements of the job. **Helen Mary** is a valuable addition to Inverlussa's expanding fleet. She has a length o.a. of 27.30 mtrs a beam 10.00 mtrs a draught of 2.75 mtrs and a depth of 3.50 mtrs. The three Caterpillar C18 develops a total output of 1,800 bhp @ 1,800 rpm.She has a bollard pull of 25 tons and a free sailing sspeed of 12 knots and is classed Bureau Veritas. *(Press Release Macduff)*

ITS 2016 BOSTON - CALL FOR PAPERS

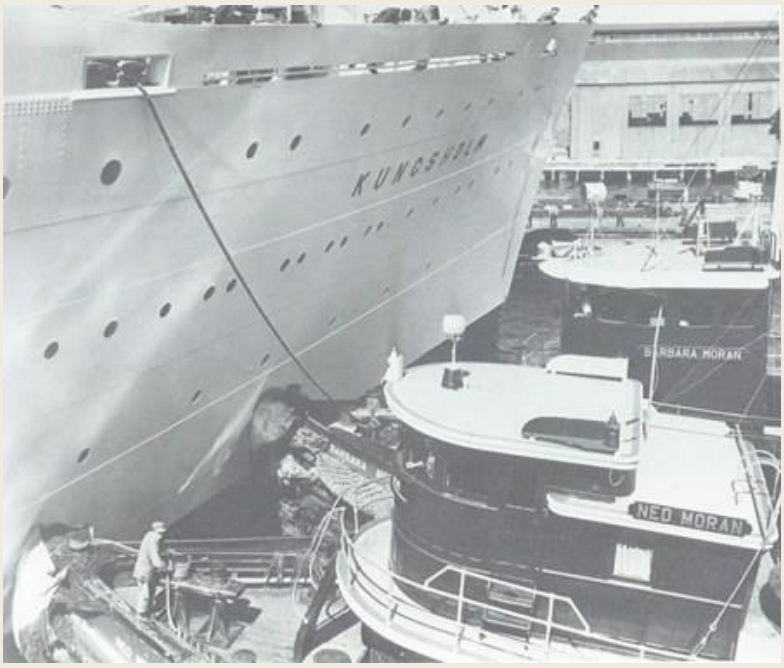
ITS 2016, the 24th International Tug, Salvage and OSV Convention and Exhibition, will be taking place in Boston at the John B Hynes Veteran's Memorial Convention Centre, from 23 to 27 May 2016. http://www.tugandosv.com/its2016-introduction We are welcoming paper idea submissions for the conference and the deadline to get these ideas to us is 30 June 2015. If you wish to submit a paper, you can do so using the following link: http://www.tugandosv.com/its2016-paper-submission In the coming months, the website will be updated with further information about the event and we will also provide updates in future issues of International Tug & OSV but, in the meantime, please can you note the dates in your diary for ITS 2016 Boston of 23 to 27 May 2016. *(Press Release)*

PLAN YOUR VISIT TO SEAWORK – 16-18 JUNE SOUTHAMPTON

With less than a week to go before Seawork International opens its doors to the public, here are a few links and tips for both visitors and exhibitors to help plan your time at the exhibition. Exhibitor list - find a full A-Z list of all companies exhibiting at Seawork this year. You can also browse by category and brand as well as search exhibitors by keyword. Catering - plan the all-important pit stops! Find an article here highlighting the varied catering facilities available on site at the event, ranging from salads

and sandwiches to a roast dinner. Logistics - read the following article to find out all you need to know about travel, parking, shuttle buses and accommodation. Press Hub - Seawork has a new in-house PR Team which you can meet at the Press Office, located in the centre of Hall C. Sign up to Seawork's eNews to get an email land in your inbox each morning of the event outlining the days schedule of Events, Demonstrations, Conferences and Product Launches. Finally find a copy of the Seawork Floor Plan HERE , sponsored by Aalco Metals Ltd. A full colour version will also be found in every exhibitor bag. See you there! *(Source: Maritime Journal; Photo: Mercator Media)*

YESTERYEAR TUGS AT WORK DOCKING KUNGSHOLM

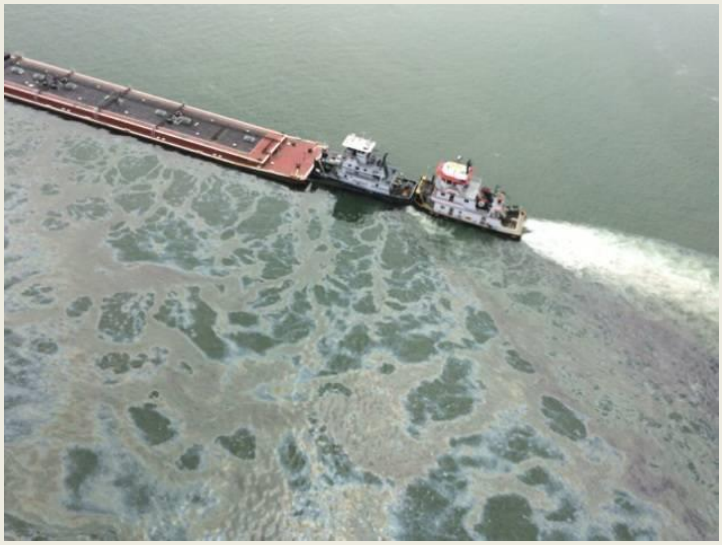


Detail of the Swedish liner *Kungsholm* being eased into a dock. The ship is moving ahead slowly under her own power while the tugboats are pushing her sideways. The **Ned Moran** and **Barbara Moran** are working up forward in concert; they are held together by a single spring line from the Ned Moran and are working on a head line from the **Barbara Moran** to the *Kungsholm*. The head line allows them to pull back if the ship starts moving into the dock too quickly. The white canvas cover over the **Ned Moran**'s bow fender protects the *Kungsholm*'s light colored hull. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

NTSB TO MEET ON HOUSTON SHIP COLLISION

The National Transportation Safety Board (NTSB) will meet June 9 to discuss the vessel collision that took place in the Houston ship channel March 22, 2014. The NTSB meeting will aim to determine the probable cause of the "**Texas Y**" collision, which involved the bulk carrier MV *Summer Wind*,



and the MV **Miss Susan**, a tow pushing two barges. As a result of the collision, a barge was breached releasing 168,000 gallons of fuel in the water. Two crew members were treated for inhalation-related injuries. Following the NTSB's consideration of the Houston Ship Channel accident, the board will also consider the March 12, 2014, natural-gas explosion in New York, which killed eight, injured more than 50 and displaced more than 100 families. *(Source: MarineLink)*

BARGE ACCIDENT SENDS NAPHTHA INTO HOUSTON SHIP CHANNEL

Late Wednesday morning a barge pushed by the 75'x24'x10'6" towboat **Pecos** allided with another barge that was moored at a docking facility owned by Chevron. A shelter-in-place was ordered for the facility only, after as much as 23,000 gals. of naphtha (PTN) was released into the ship channel. The Coast Guard shut down a 1.5 mile section of the upper ship channel from Light 152 to Greens Port Industrial Park. Kirby Inland Marine owns the barges and the towboat. Kirby's 60'x26' towboat **Lucille Brooks** was also at the scene. The Coast Guard, Texas General Land Office, National Oceanic and Atmospheric Administration and other agencies were called to the scene. "Upon consultation with the NOAA support coordinator, their models showed that most of the product would evaporate in approximately three hours," said Cmdr. Eric Carrero, the federal on-scene coordinator for the Coast Guard. "We are continuing to ensure the safety of personnel and the environment." The Houston Ship Channel was reopened at 2:08 p.m. According to the video of the incident, the pilot of the towboat **Pecos** that is pushing the barge that contacted the moored barge looks as if he knew he couldn't make the turn without an allusion occurring. Another towboat, possibly the **Lucille Brooks**, seems to be racing to the front of the tow to help turn it before an allusion can occur, but, ultimately, it gets there too late. The Coast Guard could not comment on any of this because the investigation is ongoing. Responders continued to work Thursday to ensure the safety of people in the area, and to minimize any impact to the environment if possible. The moored barge was carrying approximately 30,000 bbls. of naphtha, or more than 1 million gallons, and the impacted tank had approximately 5,000 bbls. *(Source: Workboat.com; Photo: Capt. Billy Smith)*

NTSB SPREADS THE BLAME IN HOUSTON SHIP CHANNEL MISHAP

The National Transportation Board found plenty of blame to go around in a new report concerning the collision between a towboat and its two barges and a bulk carrier in the Houston Ship Channel in March 2014. The NTSB said the barge tow collided with the ship after it had crossed the ship channel and impeded the passage of the bulk carrier. The accident involved the 607' bulk carrier *Summer Wind* and two 300'x54'x12' tank barges carrying fuel oil towed by the 78'x28' towboat **Miss Susan**. The collision breached the hull of the forward tank barge in the **Miss Susan** tow and spilled approximately 168,000 gals. of bunker fuel into the Houston Ship Channel. The barges and towboat are owned by Kirby Inland Marine. Each barge had a 26,741-bbl. capacity in six tanks. One of those tanks was ruptured in the accident. The bulk carrier was the property of Sea Galaxy Marine, Liberia, West Africa, when the accident occurred. NTSB investigators found fault with the towboat's captain, the pilot from the Houston Pilots Association aboard the bulk carrier, the *Summer Wind*'s master, the port's Vessel Traffic Service, and the Coast Guard. The NTSB said that the probable cause of the collision was the **Miss Susan**'s captain's attempt to cross the Houston Ship Channel ahead of the *Summer Wind*, which impeded the passage of the bulk carrier, which could transit only within the confines of the channel. Contributing to the accident was the failure of the Houston pilot and the *Summer Wind* master to set a safe speed given the restricted visibility and towing vessel traffic in the vicinity, and the failure of the **Miss Susan**'s captain and the Houston pilot to establish early radio communication with each other. Also contributing to the accident was the failure of the Vessel Traffic Service Houston/Galveston to interact with the two vessels as the risk of collision increased, and the lack of the Coast Guard vessel separation policy for the Bolivar Roads Precautionary area. As a result of the accident investigation, the NTSB made the following recommendations: • To the Coast Guard: Include in your new towing vessel inspection regulations requirements for availability and use of personal protective equipment, hazardous materials training and identification and mitigation of health and safety hazards posed by exposure to hazardous materials. • To Kirby Inland Marine: Provide direct-reading air monitoring equipment and applicable training to your towing vessel crews that transport hazardous materials, so

that crews can identify combustible or explosive atmospheres, oxygen deficiency, and toxic substances that may present risk of serious injury. • Also to Kirby: Revise your initial and refresher Hazardous Waste Operations and Emergency Response training to include demonstration of competence, and ensure that crewmembers complete this training before serving on vessels that transport hazardous materials. • To the American Waterways Operators: Inform your members of the circumstances of this accident and the need for towing vessels that transport hazardous materials to carry direct-reading air monitoring equipment, so that crews can identify combustible or explosive atmospheres, oxygen deficiency, and toxic substances that may present risk of serious injury. *(Source: Workboat.com)*

GROUNDING CAUSED BY LACK OF ICE EXPERIENCE

The Transportation Safety Board of Canada (TSB) has released its investigation report into the March 2014 grounding of the bulk carrier **John I** finding that a lack of experience sailing in ice was a major contributing factor to the accident. The **John I** entered ice-covered waters off the southwest coast of Newfoundland on its way to Montreal, Quebec, from Las Palmas, Spain. After the engine cooling water temperature began to rise, the crew opened the sea water strainer and found it was plugged. As the crew began removing ice and slush from the strainer, water began to overflow from the open strainer box. When the crew attempted to close the leaking sea chest valve to stop the flow of water, its operating mechanism failed. Sea water began to enter the vessel in an uncontrolled manner, overflowing into the engine room. The master then ordered the vessel to be blacked out, causing it to drift. The investigation found that warmed sea water from the engine cooling system was being partially discharged overboard and partially returned to the main sea water pump suction, rather than being recirculated to the low sea chest to prevent ice build-up. The strainer became plugged with ice and slush. The sea chest valve was prevented from fully closing, likely due to ice build-up, and the valve operating mechanism failed due to overstress when the crew forcibly attempted to close it, which led to the flooding. The publication Ice Navigation in Canadian Waters is intended to assist vessels operating in ice in Canadian waters, and it provides ice navigation techniques such as the need for engine room suction strainers to be easily removed and kept clear of ice and slush. Local regulations also require vessels to be equipped with a system that prevents icing and blockages in the sea chest to ensure a supply of cooling water is maintained. The master received the checklist entitled "Marine Safety Guide Checklist for Operation in Ice Infested Waters" that covered relevant preventative measures to be taken. Although the master had indicated that all of the precautions included on the checklist had been taken, some important measures to protect the cooling system were not in place, states the report. Furthermore, while the chief engineer had created an on-board checklist for the operation of the sea water cooling system, a copy of the checklist could not be obtained and, therefore, it could not be determined whether the checklist was sufficient to prevent the build-up of ice. *Towing Delay* As the vessel drifted towards the shore, commercial towing assistance was requested, but delayed due to the weather. Upon its arrival on scene, the Canadian Coast Guard (CCG) vessel Earl Grey offered to tow the John I away from the

shore. Further delays were encountered while the John I's master conferred with the vessel's managing company, the CCG and the Joint Rescue Coordination Centre (JRCC). When the master finally accepted the tow, the first attempt to establish a tow line failed, and the vessel's proximity to the shoals did not allow for completion of a second attempt. The John I then ran aground on the shoals. The crew members were evacuated by helicopter. The vessel's hull sustained minor damage. The JRCC did not have the authority to direct the master of the John I to accept the tow. Neither the Department of Fisheries and Oceans Environmental Response nor Transport Canada, both of which had the authority to direct the vessel to accept the tow, were actively involved at an earlier stage when it was clear that the time to take action was running out and the environmental risks posed by the vessel going aground were increasing. The delay in starting the towing operation was caused both by the master's reluctance to accept the tow and by the way that authorities managed the situation. If all authorities responsible for dealing with an emergency are not involved in a timely and coordinated manner, there is a risk that response options will be limited and the situation will escalate, states the report. The full report is available HERE

OFFSHORE NEWS

IRCLASS COMPLETES WELL STIMULATION VESSEL CONVERSION

Classification society IRClass has recently completed the survey and certification of '**Greatship Ramya**' during its conversion from an offshore supply vessel to a well stimulation vessel for Schlumberger under its single class. Well stimulation vessels are one of the most critical ship types in the offshore segment as they handle hazardous chemicals under very high pressures (close to 20,000psi) and supply and receive these fluids to and from offshore oil wells. Therefore, the classification for such vessels requires stringent norms and compliance with multiple codes like IBC code, IGC Code, IMDG code, and Offshore Standards in addition to the SOLAS and MARPOL conventions. Due to

the tight delivery timelines, Schlumberger chose to get the conversion done under the single class of IRClass. The classification process involved plan approval and surveys during manufacturing, installation on board the vessel, test and trial of acid and various types of process tanks, pressure vessels, high pressure piping systems, engines, generators, electrical installations, safety systems, process handling equipment including the handling of return fluid from the well, their separation, processing and burning through a specially constructed burner boom at the forward end of the vessel. IRClass worked in close coordination with various parties to accomplish plan approval of 270 drawings and physical surveys of all the equipment, installations and systems within a span of around seven months. *(Source: Baird)*

SEVEN EAGLE IN CAPE TOWN

The unusual shape of the 1997 built Liberian registered with call sign ELUB4 offshore supply vessel **Seven Eagle** (Imo 9015905) seen in Cape Town harbour on Sunday 7th June. The vessel is owned by Subsea 7 Shipping and managed by Sunsea 7 International Contracting Ltd. – UK. *(Photo: Aad Noorland)*

DELIVERY OF THE PSV 'GREATSHIP PRACHI'

Greatship has taken delivery of the '**Greatship Prachi**', a 4,000DWT platform supply vessel constructed at the Xiamen Shipyard in China by Nam Cheong this year. '**Greatship Prachi**' is a DP2 vessel, with accommodation for 56 persons and is compliant with the SPS code 2008. The vessel is 78.0 metres long, has a beam of 18.60 metres and a draught of 6.0 metres. '**Greatship Prachi**' has now

commenced her maiden long-term charter with Indian company Oil and Natural Gas for operations off the west coast in India. *(Source: Baird)*

MAERSK ANCHOR HANDLERS EXPECTED TO LEAVE BRAZIL

Broker Westshore says the anchor handlers **Maersk Puncher** and **Maersk Provider** are expected to be released by Karoon, on or around 15 June. The vessels are uncommitted afterwards and expected to leave the country should no employment be secured locally. *(Source: OSO)*

EMAS AMC'S FLAGSHIP CONSTRUCTION VESSEL, LEWEK CONSTELLATION SETS INDUSTRY RECORD DURING SEA TRIALS IN THE GULF OF MEXICO

EMAS AMC, the subsea division of EMAS, a leading global offshore contractor and provider of integrated offshore solutions to the oil and gas (O&G) industry, today announced that its flagship subsea construction vessel, **Lewek Constellation**, has established an industry record for pipelay in the U.S Gulf of Mexico ("GOM") The **Lewek Constellation** has set an industry pipelay record in the GOM in 7,368 feet (2,246 metres) of water during her sea trials. In preparation for the execution of three subsea tie-back projects for Noble Energy, she performed her final pipelay trial in the US GOM and during the deployment of the 3.2 kilometre, 16-inch diameter, 28mm wall thickness pipeline, complete with the second end pipeline end termination (PLET), the tension recorded was 632mT, rendering this the highest tension ever experienced in the history of rigid reeled-lay operations. "Successfully laying the test pipe at this record-breaking top tension during pipelay trials is a significant achievement for EMAS and an industry first," said Lionel Lee, Chairman, EMAS AMC. "It's a testament to the experience and expertise of our people combined with the quality of our new vessel built by EMAS Group's subsidiary TRIYARDS in Vietnam. I want to acknowledge the hard work and dedication of our integrated project teams in preparation for this important milestone. "What this record means for clients going forward is that we can offer a more efficient pipelay

solution in ultra-deep water for pipelines up to 16 inch in diameter when compared to traditional S-Lay or J-Lay methods, even with thick insulation coatings, thereby giving our clients more options to consider." said John Meenaghan Vice President Global Operations. *(Press Release)*

VOS GRACE LEAVES SHIPYARD

We are pleased to announce that last week, Thursday 4 June 2015, we took delivery of **VOS Grace**. The vessel was delivered to the company at Fujian Southeast Shipyard (FSES) in Fuzhou, China. **VOS Grace** is a 60-m field-support vessel (FSV) and the last of four such FSVs that have been built in Fuzhou for Vroon. The vessels feature a revolutionary, wave-piercing bow shape. In total, Vroon has ordered a total of 22 offshore-support vessels at Fujian Southeast, with deliveries between 2014 and 2016. **VOS Grace** left the Shipyard earlier today, heading for the North Sea where she will be managed by Vroon Offshore Services Aberdeen. We wish the vessel and crew safe and successful voyages. *(Press Release Vroon)*

POLARCUS, TGS INK LOI FOR 3D VESSEL CAPACITY

Polarcus Limited has signed a Letter of Intent (LoI) with TGS-NOPEC Geophysical Company ASA (TGS) for the charter of an estimated six months of 3D vessel capacity from Polarcus in 2016 in order to acquire a number of individual projects in line with the TGS 2016 investment plan. Under the terms of the LOI, TGS will offer Polarcus the Right of First Refusal (ROFR) for the charter of 3D vessel capacity to acquire discrete projects of up to 10,000 sq. km in total. Commenting on the agreement, Rod Starr, CEO Polarcus, said: "This is a positive LOI for Polarcus and we believe a testament to the strong operational performance of our fleet for TGS on both the recent project in the US and current program in Norway. "We appreciate the trust being shown by TGS in our ability to deliver operational excellence globally and will be looking forward to continuing our close working relationship with them through 2016 and beyond." *(Source: Offshore Energy Today)*

VOS GORGEOUS UNDERWAY DURING MAIDEN VOYAGE

The 2015 built British registered with call sign 2HEN8 stand-by safety vessel **VOS Gorgeous** was seen underway offshore Malta during her maiden voyage on Wednesday 27th May , 2015. The vessel has a length o.a. of 60.00 mtrs a beam of 15.00 mtrs and a draft of 4.60 mtrs. Hert nrt is 590 tons and dwt is 1,969 tons. The two Caterpillar mainengines develops a total output of 2,800 kW and is classed American Bureau of Shipping. *(Poto: Capt. Lawrence Dalli - www.maltashipphotos.com)*

GO PHOENIX FORCED TO FREMANTLE FOR REPAIRS AFTER WAVES DAMAGED TOW SYSTEM

The "**Go Phoenix**", one of the ships involved in the search for the MH 370 wreck, was forced back to the port of Fremantle on June 8, 2015, for repairs after giant waves crashing over the deck of the ship broke the deep tow system. A significant amount of welding is required to rectify the damaged frame. Two other vessels remained in the southern Indian Ocean but

one has been forced to suspend search operations due to unfavourable conditions. The "Go Phoenix" returned to sea on June 10. The number of vessels involved in the search has already been cut from four to three during the winter months, due to the dangerous conditions. *HORRENDOUS* weather is making the search for MH370 almost impossible with one vessel forced back to port for repairs in the last week. The latest update from the Joint Agency Coordination Centre revealed giant waves crashing over the deck of **GO Phoenix** damaged the deep tow system on board the ship. Two other vessels remain in the southern Indian Ocean but one has been forced to suspend search operations due to unfavourable conditions. Video released by the JACC shows massive waves spilling over the decks of GO Phoenix, as crew attempt to work out of two blue shipping containers on board. The number of vessels involved in the search has already been cut from four to three during the winter months, due to the dangerous conditions. To watch the video click HERE

CREW SUPPLY VESSEL DELIVERED IN LOUISIANA

Lady Tierney, a 205-foot monohull DP-2 crew supply vessel, has been delivered for Sea Supply, Inc., a B&J Martin Inc. subsidiary, of Galliano, Louisiana. With design expertise from Incat Crowther's Lafayette, La. office, combined with concept design and standards from the Morgan City, La. based Halimar Shipyard and the vessel owner, the ABS-classed, USCG-certified vessel will work in the Gulf of Mexico's deep water offshore industry. For transportation of supplies, **Lady Tierney** features an aft cargo deck comprising of 3,950 square feet of timber covered area with a capacity of 450 LT. Also featured on the aft deck are two FFS 1200LB, 5,300 gpm fire monitors for emergency fire extinguishing. Forward of the cargo deck is a main cabin featuring seating for 50 passengers, plus a bathroom, a dedicated luggage area, a storage room, a room for dynamic positioning equipment from Beier Radio, plus an HVAC closet. A deck locker accessible from the cargo deck is also integrated into the main cabin. Above the main cabin sits a wheelhouse featuring forward and aft control stations, with DP controls at the aft station that provides views of the cargo deck and offshore structures. Inflatable life rafts are situated outboard of the wheelhouse on each side of the vessel and are accessible for rapid deployment in case of an emergency. Below deck crew accommodations features fivecrew staterooms, each with double bunks and locker, a bathroom, a HVAC closet, galley, pantry and a mess/lounge area. Forward of the crew accommodations lies a bow thruster compartment featuring two Thrustmaster 30TT200AL tunnel bow thrusters. A series of tanks located between the engine room and crew accommodations have a capacity of 20,720 gallons of ship's fuel, 44,000 gallons of transferrable rig fuel, 44,330 gallons of transferrable rig water, and 2,600 gallons of ship's water. The engine room includes main propulsion machinery consisting of four Caterpillar 3512C, Tier III engines operating at 1911 bhp at 1,600 rpms coupled to Twin Disc MGX 61000 SC reverse reduction gears. Each engine drives a four-bladed NiBrAl propeller enabling a top speed of 27 knots and the two inboard engines are also arranged to drive

FFS SFP 250x350 XPC fire-fighting pumps. The generator room houses two John Deere 6090AFM75, 150ekW generator sets and two John Deer 6090AFM75 auxiliary engines providing power for bow thruster hydraulic pumps. The steering gear room features a Beier Radio (Sentinel Controls) steering system to control the two oversized stainless steel rudders which enhance station keeping and maneuverability. *(Source: marineLink)*

OTTO MARINE BAGS $27MLN CHARTER CONTRACT

Otto Marine Limited, a builder and charterer of complex offshore support vessels and specialized offshore services provider, announced that its wholly-owned subsidiary, Swordfish 1 Pte Ltd, has entered into a long-term bareboat charter contract worth $27 million. The 238-man work maintenance vessel measures 85 meters in length and 23 meters in width, and has a clear deck area of 635 square meters. It is DPS-2 classified, and is equipped with a deck crane of 80-ton lifting capacity. The vessel is currently under construction and is scheduled to be delivered to an offshore vessel operator in the Southeast Asia region in the third quarter of 2015. Commenting on the new charter contract, Michael See, Group CEO said, "We are pleased to see the order book being further enhanced with the new charter contract. The new charter demonstrated Otto Marine's credibility as a trusted business partner, as well as our capability to secure new business even in an overall challenging market environment. We expect this contract to contribute positively to the group's financial performance in financial year 2015." See continued, "With the strategy to direct the business focus to offshore chartering, the group has been making good progress in the implementation of the fleet renewal and upgrading program. We are confident that our young, high-quality, well-diversified and technologically-advanced fleet, will meet customers' requirement in our targeted markets globally, and equip the group to weather any market volatilities." *(Source: MarineLink)*

CONTRACT EXTENSIONS FOR TWO ISLAND OFFSHORE OSVS

Island Offshore, a Norwegian shipping company, announced that two of its offshore supply vessels (OSV), **Island Endeavour** and **Island Earl**, have been awarded contract extensions with their existing charterer, Peterson Den Helder. According to the company, the two OSVs have been on time charter to Den Helder-based Peterson supporting the SNS Pool in the southern sector since August 2008 and January 2009, respectively. The extensions cover a firm charter period throughout January 2017 for both vessels. "This contract extension is important to Island Offshore in such challenging times. We are very pleased to see that our vessels are preferred, and we look forward to future co-operations with Peterson and the SNS Pool," says managing director of Island Offshore Management AS Håvard Ulstein. *(Source: Offshore Energy Today)*

WINDFARM NEWS

FIRST CABLE LAID AT GODE WIND

CT Offshore installed the first inter-array cable at Dong Energy's Gode Wind 1 + 2 offshore sites yesterday. Crew on board cable laying vessel (CLV) **SIA** had been prepared since Thursday, waiting for good weather conditions to install the J01-I02 cable. The company is using its new trencher ROV, the CTO 107-1100, which has an operating depth of 100 metres with an option of up to 1,500 metres. Gode Wind project will comprise 97 Siemens 6MW wind turbines installed 45km from the mainland and around 33km from the islands Juist and Norderney. The wind farms are expected to be fully commissioned in the second half of 2016. *(Source: Offshore Wind; Photo: Bent Thambo Jensen, A2SEA A/S)*

EDEN ROSE BACK AT WESTERMOST ROUGH

Tidal Transit's windfarm service vessels, **Eden Rose**, has recently been chartered by Great Yarmouth based Dawson Energy, part of the 3Sun Group, to undertake the first 500 hour service of a number

of Siemens wind turbines at the Westermost Rough Offshore Wind Farm. Situated 8km off the Yorkshire Coast, north of Hull, Westermost Rough Offshore Wind Farm consists of 35 6MW capacity turbines on a site which covers a total area of 35km². Now complete, it will provide enough electricity to power around 150,000 UK homes every year. This latest charter for Tidal Transit began on 01 June 2015 and will run for a minimum period of 25 days. **Eden Rose**, its crew and support team will be responsible for the safe transfer of turbine technicians from land to the turbines. Tidal Transit's Commercial Director Leo Hambro said: "I'm delighted Tidal Transit is returning to Westermost Rough Offshore Wind Farm with Dawson Energy. This most recent contract for **Eden Rose** to work at Westermost Rough follows that for her sister vessel, **Kitty Petra**. This is the first, but I anticipate not the last time, two Norfolk Companies, Dawson Energy and Tidal Transit, will work together in Humberside's wind energy business sector." *(Source: Offshore Wind; Photo: Tidal Transit)*

ITW Wraps Up Amrumbank Grouting

ITW has completed the last grouting operation at Amrumbank West Offshore Wind Farm in Germany with a high speed efficiency rate. Connections between transition pieces and monopiles have been grouted with ITW's cementitious material Ducorit® and the installation of the product has been performed by the company's teams. For the Amrumbank project, which has 80 connections, ITW grouted the first 19 connections in 2014, while the remaining 61 connections were completed between April 19 and May 21, 2015, with an average of 2 grouting operations per day. The installation of monopiles and transition pieces was performed from the jack-up crane vessel **MPI Discovery** and the grouting part was executed from **Far Sapphire**, a DP2 grouting vessel

equipped with an Ampelmann system. Foundation installation and grouting operation from two separate vessels is still relatively uncommon. "We do not prefer one solution rather than the other but at this project it has really worked out well," said Soren Munk, ITW Supervisor. *(Source: Offshore Wind; Photo: ITW)*

YARD NEWS

KEEL-LAYING CEREMONY FOR PSV VOS PATRIOT

Earlier this week, the keel-laying ceremony for Vroon's "**VOS Patriot**" took place at Cosco Guangdong Shipyard in China. According to Vroon, "**VOS Patriot**" is the last of six PX121-type PSVs to be built at the Shipyard for Vroon. All vessels are scheduled for delivery to the company during 2015 and 2016 and will operate in European waters. They will be managed by Vroon Offshore Services in Den Helder. On Saturday, June 6, 2015, keel-laying for another Vroon's vessel, AHTS **VOS Challenge**, took place at Fujian Southeast Shipyard (FSES) also in China. *(Source: Offshore Energy Today)*

VYBORG SHIPYARD ANNOUNCES NEW TENDER FOR DESIGNING OF AARC130A ICEBREAKER FOR GAZPROM NEFT NOVY PORT

Vyborg Shipyard OJSC (Leningrad region, a company within United Shipbuilding Corporation) has repeatedly announced a new tender for proposals on the development of a detailed design of an icebreaker of Project **AARC130A** for Gazprom Neft Novy Port LLC (Gazprom Neft subsidiary). According The tender also includes the development of work design documents, acceptance/delivery documentation, operational documentation and technological documentation under the project. According to the tender materials, maximum contract price is RUB 74 mln, the development of documentation – RUB 195.842 mln. The same tender with the same maximum

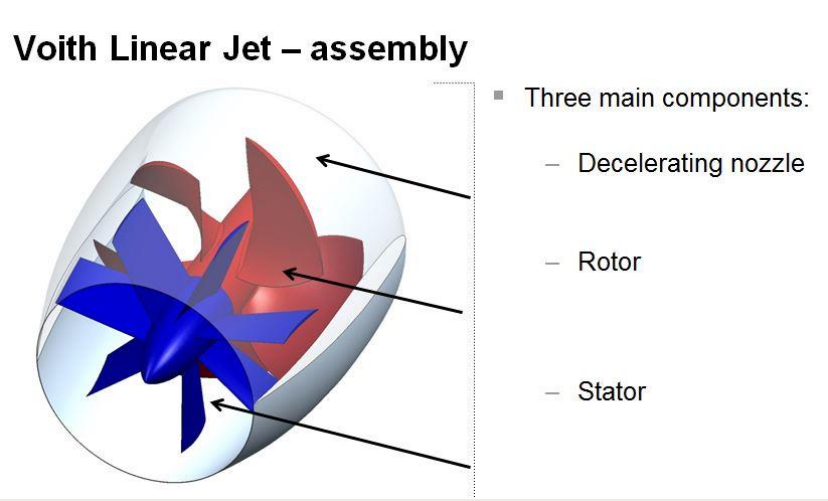
contract price was announced in May 2015. 7 companies submitted bids: Spetssudoproekt CJSC (RUB 67,162,475.04), Nordic Yards Holding GmbH (RUB 203 mln), Aker Arctic (EUR 2.97 mln), FSUE Krylov State Research Center (RUB 47.2 mln), Design Bureau for Shipbuilding "Vympel" OJSC (RUB 74,005,500), Marine Engineering Bureau – Design-SPb CJSC (RUB 65 mln), KhS Morskoye Proektirovanie LLC (RUB 67 mln). The following companies have initially submitted bids on the lot for elaboration of work design documents, acceptance/delivery documentation, operational documentation and technological documentation for the construction and delivery of the icebreaker of Project AARC130A: Spetssudoproekt CJSC (RUB 235,063,569.37), Nordic Yards Holding GmbH (RUB 348 mln), Krylov State Research Center FSUE (RUB 171.1 mln) and Design Bureau Petrobalt LLC (RUB 241 mln). So, the highest bid price was offered in May by Nordic Yards and Aker Arctic, the lowest – by Krylov State Research Center. However, the tender was cancelled in early June due to incorrect documentation. *(Source: PortNews)*

ROYAL IHC TO LAY OFF 1600 WORKERS

Royal IHC, a Dutch builder of vessels and equipment for the offshore oil & gas and dredging industries, has revealed it will start laying off workers due to tough market conditions. In a statement issued yesterday, the company said that due to the rapidly deteriorating market and a drop in oil price, it was forced to make substantial cost cutting measures, increase competitiveness and ensure a stable and economically sound business in the

future. The company will cut around 1,600 jobs. It said it would slash 487 permanent positions and 1127 temporary jobs. The cuts are expected to be completed by the end of 2015. Also, Royal IHC, formerly known as IHC Merwede, will close two of its four manufacturing facilities in the Netherlands. In its 2014 annual report, IHC Merwede said that at the end of 2014 it had over 3,200 employees based at various locations around the world. *(Source: Offshore Energy Today)*

PRESS CONFERENCE ON VOITH'S "WORLD FIRST" MARINE PROPULSION TECHNOLOGY



The latest performance information and technical details of the new Voith Linear Jet will be revealed at a Press conference at 2.0 p.m. on Tuesday June 16 at Seawork International. The Press conference will take place in meeting rooms 1 and 2 in Hall C. A scale model of the Voith Linear Jet will be the centre piece of Voith Turbo's exhibition stand (A12). The Voith Linear Jet (VLJ) is a "world first" in marine propulsion technology that can dramatically cut operating costs while producing more thrust with less noise and vibration. The new propulsion system has been fitted to the new Turbine Transfers' "Treardurr Bay," a 21-metre long, seven-metre beam support catamaran designed by BMT Nigel Gee and built by Aluminium Marine Consultants. The offshore service catamaran initially took technicians to offshore windfarms at the Westernmost Rough site for Dong Energy. Following trials outside the Isle of Wight at the end of last year the Voith Linear Jet received glowing tributes for its speed, handling, power, and efficiency, as well as reduced noise, vibration and cavitation. Alistair Knowles, marine superintendent of Turbine Transfers, said: "It's phenomenal…….extremely fuel efficient for a vessel of the size, so able to run at 25 knots under reduced power and with consumption comparable to smaller and less capable boats." On noise and vibration he said that measured levels were down to about 62 decibels "and we could chat comfortably without raising our voices even at high speeds." Voith Turbo's marine manager, Mark Harvey, said: "We believe the Voith Linear Jet is a significant breakthrough in world marine propulsion systems that takes the best elements of two existing technologies – conventional screw propellers and water jets." Mark believes the benefits of the Voith Linear Jet will interest key figures in the professional marine market including designers and naval architects; owners and operators; marine and technical engineers; and

boatyards that see the Voith Linear Jet as important to the type of vessels they build. He said that key target markets for the VLJ included CTVs, particularly wind farm service vessels. In addition there would be opportunities in the fast ferry market, yachts, and super yachts, the para-military and military markets, including coastguards, police and pilot boats. *(Press Release)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

   - Svitzer awarded new contract in Northern Canada, servicing Baffinland at Milne Inlet
   - Eastern Shipbuilding Group, Inc. Delivers the M/V BILL SEYMOUR for Florida Marine Transporters, Inc.
   - Vane Brothers welcomes Kings Point as the company's latest Maryland—tugboat
   - A hat-trick for Kotug: green power ahead with three Hybrid Rotortugs (E-Kotug series)
   - Two new Damen-built sister tugs ATD 2412 'ZP Bison' and 'ZP Bear' for KOTUG's European Harbour Towage Division

Be informed that the mobile telephone number of Towingline is: +31 6 3861 3662

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