

MIDWEEK-EDITION

TUGS & TOWING NEWS

ROTORTUGS FOR MAJOR OVERHAUL



Rotortugs **RT Claire** (Imo 9320817) and **RT Stephanie** (Imo 9320829) were stationed at Bremerhaven since 2011, after Kotug (SNRH) pulled out from Le Havre. Both tugs recently had a major overhaul at the Van Brink/Damen yard at Pernis; Netherlands and are waiting to be transported to the Far East for a new contract. Meanwhile, **RT Claire**

fills in at Rotterdam. Both sister tugs were built by Ang Sin Liu Shipyard Pte. Ltd. – Singapore under yard number 367 and 368 respectively. They have a length o.a. of 27.70mtrs a length bpp 24.93 mtrs a beam of 11.20 mtrs and a depth of 5.24 mtrs. The three Niigata type 6L25HX main engine develops a total output of 3.969 kW (5,160 bhp) which results in a free sailing speed of 12 knots and a bollard pull of 65 tons. *(Source & Photo: Hans Hoffmann)*

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COASTAL DIGGER SOLD

Martrade BV of Sliedrecht, The Netherlands, is pleased to announce the sale of the MPP Workboat **Coastal Digger**. The vessel was trading in the Acta Marine fleet for many years and has been sold to Messrs Félagsbúið of Iceland. This vessel carried out many support duties in shallow water dredging contracts as well as cable laying projects. She will



start a new life as “seaweed harvester” in Icelandic coastal waters under her new name **PANGBRANDUR FYRSTI**. The vessel was built in 1995 by van der Werff & Visser at Irnsum, Netherlands. *(Press Release)*

KEN MACKENZIE TUGBOAT ON THE FRASER RIVER



Ken Mackenzie towing a log boom upbound on the north arm of the Fraser river on June 27, 2015 Tidal Towing Ltd.'s (Harken Towing) **Ken MacKenzie** (Built 1989 by Progressive Marine Ltd. @ New Westminster, B.C.) "A trip on the 13.11m (43 foot) twin screw logging tug '**Ken McKenzie**', operated by Tidal Towing Ltd, provided a graphic insight into this arduous and skilful

occupation. Powered by two Cummins diesels producing a total of 1,300 bhp and driving a pair of fixed pitch propellers via ZF gearboxes, the tug has four rudders and breathtaking agility. **Ken Mackenzie** has a crew of two, a captain and deckhand, a normal arrangement in the timber trades. The crews work 12 hour shifts starting at 07:00 and 19:00 each day and are usually relieved by fast water taxi, allowing the tug to remain manned throughout, wherever it is in the river. Like all logging tugs, **Ken Mackenzie** has teeth welded to the stem bar to assist with pushing logs and sections into position. The tug can be controlled from the wheelhouse, the flying bridge, or at deck level on either side of the towing winch. Almost every tug of any size is equipped with a powerful winch carrying a steel wire towline. Again in common with most other tugs of its type, Ken Mackenzie has very little freeboard and extremely low bulwarks aft, allowing easy passage between tug and boom for the necessarily fit and agile deckhand. " *(Text: D70; Photo: Robert Etchell)*

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MAJOR SANMAR MILESTONE

First of many. Sanmar's brand new custom-built, general purpose shipyard at Altinova, Turkey, has launched three 60-tonne bollard pull tugs on the same day - less than five months since work first started at the yard. The trio of Bogacay Class tugs, designed by Robert Allan Ltd exclusively for Sanmar, measure 24.4m x 11.25m and are the 12th, 13th



and 14th of this increasingly popular ASD model equipped with Caterpillar engines driving Rolls-Royce Z-drives. Two different customers are involved. Investment at the new shipyard continues alongside a production plan which includes 10 more vessels which, when added to the schedule laid down at Sanmar's existing yard in Tuzla, will bring the company's production for the year to 25. On the picture is seen the [Bogacay 12](#) and [Bogacay 13](#) (*Press Release*)

BRENT LEAVING MALTA



The 2009 built Panama registered with call sign 3ESP4 general cargo ship [Alaya](#) (Imo 9515280) towed by 2009 built Dutch registered with call sign PBNY tugboat [Brent](#) (Imo 9507051) seen leaving Grand Harbour, Malta on Sunday 28th June, 2015 bound to Terneuzen, Netherlands to a new owners. The [Brent](#) is owned by Brent Tug B.V.

(Iskes & Zoon BV); Netherlands and managed by Dutch Marine Contractors BV – Amsterdam; Netherlands. She has a grt of 487 tons a dwt of 178 tons and is classed Germanischer Lloyd. The RAMpart 3200 design Brent was built by Eregli Gemi Insa Sanayi ve Ticaret AS – Eregli; Turkey and completed by Gebr. Kooiman BV – Zwijndrecht under yard number 180. She has a length of 33.10 mtrs a beam of 13.60 mtrs and a draft of 6.10 mtrs. The two ABC 12VDZC-1000-166-A diesel engine develops a total output of 5,300 kW (7,200 bhp) with a free sailing speed of 13.5 knots and a bollard pull of 80 tons. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

TUG SAVED CREW OF SINKING BOAT

The "OLNG Masirah" was dispatched to rescue the ten sailors of the wooden boat *Jay Swree Sagar* off the Oman coast. The Coastguard and Oman LNG marine team were attending too to the boat which was in distress eight nautical miles off Sur. The ship was enroute from Dubai to Somalia when it was caught in adverse weather conditions. As



soon as the Coastguard received a distress call from the master, a rescue team rushed to the spot. Receiving a request from the coast guard, Oman LNG chartered the "OLNG Masirah" to rescue the boat and its crew. Whilst on passage to the accident scene, the crew of the tug took onboard four of the boat crew but could not manage to tow the boat to shore. *(Source: Vesseltracker; Photo*

tug Masirah credited Robert Allan)

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ALFONS HÅKANS HISTORY

1896 -1930's: In 1896, Johannes Håkans, a farmer from Strandås, established a small steam sawmill.

The sawmill's production was modest at first and mainly consisted of sawing timber in order to build houses. However, tragedy struck in 1897 when the mill burnt down, believed to be the work of an arsonist. What was left of the burnt sawmill & property were sold and Johannes emigrated to the USA. It



was during this time that the steam sawmill was put back into operation and it even expanded to incorporate a forage and planning mill. Johannes returned to Finland and in 1905 he bought back the mill. The company was registered as a limited company in 1910 and during the next 5 years the first tugs, Leo and Tor, were purchased and were used for shipping timber to the mill. In the 1920s, Johannes's son, Alfons Håkans, joined the family business. More tugs and pontoons were purchased, among them Kraft and Hurtig (built 1920-21) to name but a few. Interestingly enough, many of the old names are still in use on the modern tugs. Hard times struck again though in the 1920s with 2 devastating fires at the sawmill as well as a world economic crisis that lasted from 1929 until 1932. However, there were also good times; one of them being the successful salvage of the Greek 10,000tdw steamship 'Diamantis' in 1929. The salvage took place off the rocks of Norrskär Island, just outside the Port of Vaasa and Alfons worked as a diver during the salvage. In 1934, a change of ownership resulted in him becoming the Managing Director. Within 2 years the company had managed to turn the tables and production continued to increase steadily - even throughout World War 2. *1945 - 1960's* In 1945, Alfons Håkans established a company under his own name and the first tug to be purchased was 'Fakir'. In 1956 the tug 'Fart' was bought from the town of Vaasa and was refitted with diesel power in 1960. From 1945 until 1960, Alfons Håkans was involved in more than 30 salvages with the most well known and often talked about being Gustaf Erikson's 'M/V Bergö' and Henry Nielsen's 'M/V Panu'. In 1961 the company moved its entire operations and headquarters to Turku - firmly establishing its reputation as a reliable company. *1970's - 1990's* In 1974, Stefan Håkans joined the family business and introduced T/B Simson to the market.

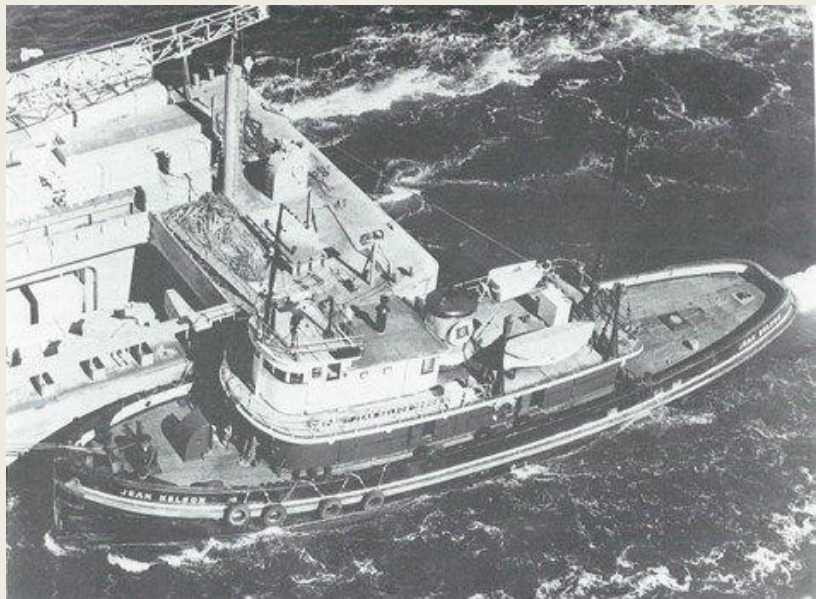


Unfortunately the tugboat was lost off Utö Island in 1978, but thankfully there was no loss of life. Soon after, T/B Kraft (ex Kone) was purchased, raising the company's profile, especially within the forest product & barge operation industry. Offshore towages became a part of daily operations and 4 more tugs Triton, Fram, Fakir & Hurtig were purchased in the 1980s. Icebreaking services were privatised in

1985 and this process was completed by 1989, with the exception of the ports of Kemi & Oulu. In 1988 Alfons Håkans purchased EFFOA owned 'Hangon Hinaus Ltd' as well as buying 4 additional tugs from a bank which was handling an insolvency case. During the same year, he established a subsidiary company 'Finntugs Ltd' with a Mr A. Murto and the towns of Kotka & Hamina. Over the next 12 months the company experienced rapid expansion and as a result restructured the business ownership. Stefan Håkans and his family became the sole owners of Alfons Håkans. In 1991, Alfons Håkans purchased S & H Satamahinaus which was based in Helsinki and included the T/B's Harald & Hamlet. Restructuring was necessary once again on the operations side during 1991-92. Consequently the T/B's Herakles & Hermes were refitted to become pushers and charter contracts were established with Rautarukki Ltd & Finncarriers Ltd. In 1996, Alfons Håkans expanded its operations to the offshore market and 'Zeus', a medium -sized anchor handling tug, was built for this purpose. It was engaged in offshore operations in the south sector of the North Sea. Further expansion towards the end of the late 1990s resulted in additional purchases, e.g. the pusher 'Mercurius' and Suomen Merisukellus Ltd (including their 5 tug boats). *Present* Alfons Håkans continues to operate today as a family business with Joakim Håkans at the wheel. We take pride in providing reliable service to our customers. Our fleet currently consists of more than 40 modern tugs and we also manage a fleet of barges. This fleet reflects our solid position as one of the foremost towage and salvage companies in the Baltic. Companies where Alfons Håkans is the principal shareholder are Finntugs based in Kotka, FC Inter Turkuand Veritas stadion. *(Source: Alfons Håkans)*

YESTERYEAR TUGS AT WORK JEAN NELSON

The **Jean Nelson** on the hip of the barge *Florence*. The Nelson is secured with a head line leading from her bow to the barge, a spring line leading from the tug's forward quarter to the stern quarter of the barge, and a stern line leading from the tug's stern quarter to the far side of the barge's stern. The bow line keeps the tug's bow in place and is important for turning away from the barge's side and backing down; the spring line takes the strain when the tug is moving forward; and the stern



line holds the tug tightly alongside the barge and controls turns to the barge's side. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

CRUISE SHIP AND TANKER COLLIDE IN TURKEY'S DARDANELLES STRAIT

A Celestyal cruise ship was involved in a collision with a tanker carrying flammable naphtha early



Saturday morning in the Dardanelles strait near Gallipoli, Turkey. Celestyal Cruises reports that its ship, the Maltese flagged MV Celestyal Crystal, collided with the Marshall Islands-flagged MT STI Pimlico at about 1:28 a.m. local time on Saturday. The cruise line reports that all 852 passengers and the 382 crew members were uninjured in the accident. No injuries were reported among the

tanker crew. The cruise ship suffered some structural damages and awaits inspection from its class surveyor, the cruise line said. Video and photos from the scene show damage to the bow of the cruise ship and to the port beam of the tanker. The General Directorate of Coastal Safety reports that some of the tanker's naphtha cargo was released and a tug was on scene conducting cooling operations. The current cruise has been cancelled and all passengers will disembark in Gelibolu, Celestyal said. The Dardanelles strait (Çanakkale Bogazi) connects the Aegean Sea with the Sea of Marmara and the Bosphorus. The 38,000 DWT STI Pimlico was built in 2014 and is owned by Scorpio Tankers. The video [HERE](#) showing the aftermath. (Source: gCaptain)

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FERRY UPRIGHT AGAIN

On June 26 around midnight the "Amadeo I" was righted in Caleta Aguada, 50 kilometers southwest of Puerto Natales in the Magallanes Region, with a list of three degrees remaining. Minor amounts of oily substances could be controlled and removed with absorbent pads in a protected area. The work, which involved about 150 people, had started on



June 23 at 08.00 a.m. Next work was started to regain buoyancy of the vessel which was resting on a water depth of 10 meters. *(Source: Vesseltracker; Photo: RLN)*

LNG RoRo NEWBUILDING RUNS AGROUND OFF NORWAY



Nor Lines' 5,000 dwt short sea cargo Ro/Ro vessel MS *Kvitbjørn* (White Bear) ran aground off Ulsteinvik on Sunday morning local time, little over two months after entering service, according to local media. The LNG-powered *Kvitbjørn* was refloated at around 9:45 pm in high tide, with the assistance of the tug S/B *Hugin*. The Ro/Ro ship was towed to a Rolls

Royce facility for the inspection of its underwater sections. Back in April MS *Kvitbjørn* became the world's first vessel to operate between Asia and Europe solely on liquefied natural gas (LNG) as the ship's bunker fuel, when it sailed to Norway from Tsuji Heavy Industries shipyard in Jiangsu, China. MS *Kvitbjørn* has been employed on a service connecting the German Port of Cuxhaven with the Norwegian mainland's most Northern city, Hammerfest, since the beginning of May. *(Source: World Maritime News)*

FERRY SANK AT YARD

On June 23 at 10.30 a.m. the Swedish ferry "*Harley Davidson 1*", 499 gt(IMO-No.: 7829259), started to sink in the port of Pärnu. The stern was submerged and the bow pointing up for some time. On June 24 during wind forces of 17 m/sec the ferry started to list to port and foundered completely on a water depth of 12 feet close to the AS Pärnu Shipyard, where the ship had been overhauled and returned



to the water only two weeks ago. For the salvage salvage Equipment was mobilized from Tallinn. Estonian reports. Watch the youtube video [HERE](#) *(Source: Vesseltracker)*

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BARGE LOST BY PACIFIC BUCCANEER DRIFTING IN ARABIAN SEA

Barge lost by tug **Pacific Buccaneer** is reported to be drifting in area near 20 43N 070 24E, Arabian sea. First news: Tug **Pacific Buccaneer** lost towed vessel, Arabian sea. Tug **Pacific Buccaneer** caught in the storm off Indian coast in Arabian sea on June 22 lost towed unmanned unidentified vessel or floating object near Veraval, Gujarat, north of Mumbai, in roughly the same area where TCI Arjun and MOL Cosmos lost their containers. **Pacific Buccaneer** was towing vessel from Shanghai to Aby Dhabi UAE. (Source: *Fleetmon*)

OFFSHORE NEWS

OTTO MARINE SECURES NEW CONTRACTS WORTH USD 131 MILLION SO FAR IN Q2FY2015



□ Consistent effort has led to higher new order book and improved utilization rate for chartering business in the current quarter. □ Broad global presence effectively stabilized chartering revenue in a challenging market. □ Group retains good flexibility in adjusting the fleet size in response to market dynamics. Otto Marine Limited, a leading

offshore marine company which specializes in building complex offshore support vessels, ship chartering and offers specialized offshore services, is pleased to announce that in the second quarter of financial year 2015 (“Q2FY2015”) till date, the Group has secured new orders worth USD 131 million, primarily contributed by the chartering business. The substantial increase in new chartering contracts was attributable to the Group’s strategy to improve the utilization rate of the fleet, in view of the potential cost that idle vessels will incur. Utilization rate for the Group’s chartering business has improved for Q2FY2015 against the last few quarters. Commenting on the new charter contract wins, Mr. Michael See, Group CEO said: “The Group has made encouraging progress in securing new chartering orders and improving the utilization rate for our fleet. While some of the chartering

rate is under pressure, it's still in the best interest of our Group to secure better utilization of our vessels than leaving them idle. The higher deployment of vessels during challenging times once again proved the validity of our geographical diversification strategy that we introduced five years ago. Australia has been a much more stable market for chartering as supported by LNG projects. As we have large-size, DNV-class vessels capable to operate in deep water, Otto Marine is one of the very few Asian operators working for the North Sea market, where we still maintain a reasonably healthy utilization rate. At the same time, Latin America and Africa markets are performing much more steadily than Asia. We retain good flexibility in managing our fleet size. While we enjoy better profit from our own vessels, we can return chartered-in vessels at expiration, and charter in additional, more technologically advanced vessels that bring in immediate contracts. With our pragmatic strategy and sheer diligence, we remain confident that together with our team, we will work through the difficult times, and embrace better performance when market starts to recover.”

(Press Release)

‘FUGRO SYNERGY’ WINS GOM WORK

Fugro and Cross Group Inc have been awarded a multi well intervention campaign contract which recently started in the Gulf of Mexico, using Fugro’s dynamically positioned multi-purpose drilling, well intervention and geotechnical vessel, **Fugro Synergy**. The well intervention campaign involves utilisation of a top tensioned 6 5/8” riser and coiled tubing, and fieldwork for the contract is being undertaken jointly by the Cross Group Inc and Fugro.



“The tower on **Fugro Synergy** allows us to run pipe, as opposed to either using a crane over the side, or running riser-less well intervention equipment,” explained Kevin Bosley, Managing Director at Fugro Drilling and Well Services. “In the current industry climate ‘added value’ is of paramount importance, and **Fugro Synergy** certainly adds significant value to such client operations, together with our ability to deliver a flexible contracting strategy,” he continued. “The Cross Group’s 7-inch work-over riser packages are being run from **Fugro Synergy**, with both of our organisations focused on providing joint capabilities for a total light well intervention solution.” According to Fugro, Built in 2009 **Fugro Synergy** has a successful track record that includes a 2013 well abandonment campaign for Cairn Energy in Greenland where four exploration wells were permanently plugged and abandoned; and a deep water well de-risking campaign in 2014 which involved geotechnical and associated pilot hole (drilling and logging) services at drilling locations and field developments offshore Mexico. *(Source: Offshore Energy Today)*

NORTHERN OFFSHORE GOES EAST, ACQUIRED BY SHANDONG OFFSHORE INTERNATIONAL

John Fredriksen’s Northern Offshore has been sold to Shandong Offshore International Company for



a cash total of approximately NOK1.3b (\$164.4m). Shandong Offshore International Company is based in Qingdao and its subsidiary Blue Ocean Drilling, based in Houston, has two Gusto MSC CJ46 design deep water jack-up rigs on order at Shanghai Waigaoqiao Shipbuilding with a further two options. The acquisition will be implemented by way of an amalgamation under Bermuda law at NOK 7.59 (\$0.96) per share, payable in cash and will be financed from Shandong

Offshore International's existing cash resources. The deal is subject to approval of Northern Offshore shareholders at a special general meeting to be held in around two weeks time. It expected to be approved with 65% shareholder approval already agreed. Yu Bing, a director of Shandong Offshore International Company, and Dr. Sun Yuanhui, chairman of Blue Ocean Drilling Limited, commented: "The acquisition of Northern Offshore Ltd. is a positive step in our vision of building a high-performing offshore drilling organization to meet the current and future needs of the Global E&P sector. By retaining the NOF leadership team, when combined with our Blue Ocean Drilling leadership, we will have assembled a highly skilled and experienced team to direct and execute on our strategies as the new Northern Offshore Ltd. going forward." Gary W. Casswell, president and CEO of Northern Offshore said: "This transaction represents a major milestone in Northern Offshore's previously stated strategy to transform our company to a niche, premium jackup drilling contractor with new, state of the art assets. With the exception of the Norwegian continental shelf, NOF will be able to operate in all major petroleum resource regions around the world. Combining the four under construction high spec jackups of Blue Ocean Drilling with Northern Offshore's two under construction state of the art jackups with deliveries in 2016 thru early 2018, we will realize organizational synergies and have the opportunity to build additional critical mass in our current operations in the North Sea and Asia Pacific as well as position us to pursue new clients in new areas. The acquisition is expected to become effective during the first half of August. (*Source: Splash24/7*)

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DB AZERBAIJAN ENTERING BAKU



Derrick barge Azerbaijan entering Baku Deepwater Jacket Factory after successful completion of here CSS (Crossing support structures) and CTZ (Current transfer zone) which a milestone target at the prestige's Shah Deniz 2 Project of behalf of BP AGT (Azerbaijan – Georgia – Turkey) consortium. DBA towed by AHTV [Lankaran](#) and assist by AHTV [Caspian Supporter](#) during their Cannel approach later assist by MC CMS 3 and SB Igid. DBA will go into Dry dock and Up-grade for the next phase of the Project. *(Source & Photo: Gerard Majntz)*

POLARCUS SELLS SEISMIC PROJECTS TO TGS

TGS-NOPEC Geophysical Company (TGS) has signed a letter of intent with Oslo-listed seismic vessel operator Polarcus to acquire multi-client seismic projects in Northwest Europe and West Africa for a cash consideration of \$27.5m, plus a future revenue share agreement. Dubai-based Polarcus said the agreement includes an upfront cash payment, a tiered revenue share from future sales of the divested MC Projects and further



cash payments for costs deferred under existing contractual agreements. The transaction will result in a non-cash impairment of the multi-client library of approximately \$65. Rod Starr, CEO of Polarcus, commented: "The decision to sell a portion of the library provides Polarcus with additional liquidity to navigate the current challenging market environment by monetizing a portion of the asset value while retaining revenue upside from future late sales achieved by TGS. It should be noted that Polarcus is fully committed to continue developing its multi-client business going forward with

a disciplined approach.” Robert Hobbs, CEO, of TGS, added: “We are pleased to announce a Letter of Intent to acquire a high-quality multi-client library in key areas of future growth for TGS. This acquisition significantly strengthens our 3D-position in established areas in UK, Norway and West Africa and is very complimentary to our existing database with minimal overlap.” The deal is subject to due diligence with a target closing date before July 31. *(Source: Splash24/7)*

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SETTLEMENT OF CLAIM AGAINST PDV MARINA S.A. AND ASTILLEROS DE VENEZUELA C.A.



Reference is made to the Company’s legal proceedings in London against PDV Marina S.A. (“PDV Marina”) and Astilleros De Venezuela C.A. (“Astivenca”) for a claim relating to outstanding charter hire in respect of the charter of the vessels the “Amethyst” and the “Turquoise” (the “Claim”). The Board of Directors of the Company is pleased to announce that the Company and PDV Marina have

reached a settlement in respect of the Claim. PDV Marina has made payment of US\$60 million to the Company in full and final settlement of the Claim without admission of liability. The Company has assigned to PDV Marina any claims it may have related to the Claim against Astivenca. *(Press Release)*

SUBJECTS LIFTED FOR ISLAND NAVIGATOR CONTRACT

Island Offshore has today lifted the remaining subjects in the shipbuilding contract with Kawasaki Heavy Industries for delivery of the **Island Navigator**. The vessel is a combined well intervention- and tophole drilling vessel with equipment and capacity to perform a series of complicated subsea- and well operations. “This is yet another milestone for Island Offshore. We have worked on the design of this vessel for three years; a project that benefit from our experience and competence

within well intervention operations through the last nine years,” says Managing Director of Island Offshore Management AS Håvard Ulstein. **Island Navigator** will be 169 metres long, with significant operational regularity due to the specific design of the vessel. The helicopter deck is moved towards



the middle of the vessel to secure optimal landing conditions in rough weather, in such a way that crew changes are performed as planned and the operation is continued. Island Navigator will also be equipped with a built-in handling tower which secures a safe working environment during operations in harsh conditions. In addition the vessels holds the highest dynamic positioning class, ice class (ICE-1B) as well as the highest possible comfort class. “This vessel will be a significant contribution to our service range and to Island Offshore as a company. We have great confidence in this project,” says Ulstein. **Island Navigator** is designed by Rolls-Royce and is of design type UT 777. It will be built according to Mobile Offshore Unit regulations and is per definition a mobile installation. The vessel is fully financed through Japanese finance institutions, with expected delivery in 2018/2019. *(Press Release)*

AETHRA EX-POLAR PRINCE UNDERWAY TO DELIVERY AFTER BOUGHT



The 1999 built Cyprus registered with call sign 5BHH4 offshore support vessel **Aethra** (Imo 9181481) was seen underway offshore Malta during her delivery maiden voyage to new owners on Tuesday 23rd June , 2015 . She’s the former **Polar Prince**. The vessel is owned by Astrea Navigation Co. Ltd. – Elefsina; Greece and managed by S&O Ship Management Ltd. – Elefsina; Greece. She has a

grt of 6,951 a dwt of 4,500 and is classed Det Norske Veritas. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

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'GIGANTE' SEISMIC SURVEY KICKS OFF

SeaBird Exploration Plc has announced receiving all the necessary permits to start with the Gigante survey for TGS Nopec. After TGS in May announced it was granted a permit to acquire 181,500 km regional 2D seismic in Mexico, SeaBird said the same day it was expecting instructions to begin operations for the survey with four vessels in the project. The company has Tuesday informed that the vessels [Osprey Explorer](#), built in 1985, and [Hawk Explorer](#), built in 1984, have started the seismic acquisition campaign. It added that its Northern Explorer is currently mobilizing to Mexico. The vessel's AIS data shows it is currently located in the Bahamas. *(Source: Offshore Energy Today)*



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DAYA SHAREHOLDERS APPROVE VESSEL ACQUISITION



Malaysia's Daya Offshore Construction is a step closer to acquiring a subsea construction vessel from Norway's Siem Offshore. According to the Norwegian shipowner, Daya has today secured approval from its shareholders to proceed with the purchase of "[Siem Daya 1](#)" vessel. [Siem Daya 1](#) is already on a long term charter with Daya Offshore Construction, as well as its sister vessel [Siem Daya 2](#).

The parties have agreed on extending the deadline for payment of the deposit for “**Siem Daya 1**” until July 15, 2015. To remind, in April 2015, Siem Offshore Inc agreed to sell **Siem Daya 1** to Daya for \$120 million, with Siem Offshore entitled to a 60/40 profit share in its favor based on the profit Daya makes on the vessel. A deposit of USD 10 million was to be paid by Daya by June 30 2015. The **Siem Daya 1** is designed for subsea operation duties such as construction and installation work, inspection and maintenance. Also, in April the parties agreed to reduce the charter rate for **Siem Daya 2** to USD 55,000 per day with a day rate of USD 45,000 being applicable in the event the vessel is in lay-up and a catch up rate which would secure a day rate of up to USD 60,000 per day provided the vessel operates profitably for Daya. The charter party for **Siem Daya 2** has further been extended with one year. *(Source: Offshore Energy Today)*

REACH SUBSEA AND MMT IN SURVEY SERVICES JV

Reach Subsea and MMT have established a Joint Venture agreement primarily for survey services, as the two parties have performed a charter restructuring arrangement, in order to achieve more flexibility to the business model and strengthen the companies’ combined market reach. Included in the Joint Venture agreement is the shared commitment of the two



survey vessels, **Edda Fonn** on charter to Reach until December 2017 and **Stril Explorer** on charter to MMT until April 2016. The two vessels will now be operated in a pool arrangement where risk and reward will be shared 50/50 between Reach and MMT. According to the agreement, in case of not renewing the charter on Stril Explorer beyond the current period, Reach will consequently have a reduced charter commitment of approximately NOK 70 million (\$8.925M), which be re-invested by adding vessel capacity to the pool with MMT, Reach says. CEO of Reach Subsea, Jostein Alendal, said: “The co-operation between Reach and MMT on development and operation of the Surveyor Interceptor, our high-speed survey ROV, has worked out very well. While Reach derives the majority of its revenues from the Oil & Gas sector, MMT has the majority of its revenues from clients in the renewable and telecom sectors. Thus, the two companies are highly complementary on the client side, which both parties stand to mutually benefit from.” CEO of MMT, Stefan Eliasson said: “The co-operation will strengthen our strategy to become a major player within oil and gas and be a step forward for further marketing our excellent methods and technology in the market. Together with Reach we can offer high standard technology and cost effective services which is aligned with our Clients expectations.” *(Source: Offshore Energy Today)*

AMPELMANN’S ACCESS SOLUTION FOR PREMIER’S SOLAN FIELD

Ampelmann will provide one of its offshore access solutions to enable “walk to work” for a



commissioning campaign on Premier Oil's Solan field, West of Shetland in the UK. Ampelmann's E-type system will enable workers to walk onto the Solan platform from **Siem Spearfish**, the multi-purpose service vessel chartered by Harkand, the company hired by Premier Oil to support the activities on the Solan field development. The E-type provides a stable transfer platform in conditions of up to 4.5 meters wave height. It is

based on the same self-stabilizing technology as the A-Type, but with cylinders sized up 1.5 times. "Contributing to a commissioning project in this challenging area is a significant milestone for Ampelmann and further reinforces our position as the global leader in motion controlled offshore access", said Wiebe Emsbroek, Area Manager Europe at Ampelmann. "This safe and efficient way of transferring personnel offshore has become a viable and effective alternative to other transfer methods and Ampelmann is extremely pleased to set the standard in safety again in this landmark project." (Source: *Offshore Energy Today*)

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SEAZIP TO SUPPORT HEEREMA IN NORTH SEA

Harlingen-based SeaZip Offshore Service has entered into a partnership agreement with Heerema Marine Contractors (HMC). HMC, the world's market leader in transporting, installing and dismantling offshore oil and gas installations, has contracted service vessel **SeaZip 4** for its annual project activities in the North Sea for the coming summer months. SeaZip Offshore Service is thus getting off to a successful start in the international oil and gas industry. Delivered early this year, **SeaZip 4** is the fourth Damen Fast Crew Supplier 2610 in the SeaZip Offshore Service fleet. She is one of the first 'Twin Axe Bow' service vessels to be deployed in the offshore oil and gas industry. All other vessels of this type provide services for the offshore wind industry. *Robust audits passed Thialf*. HMC praise the performances of both the vessel and its well-trained crew. Mr Jan Reier Arends, Managing Director of SeaZip Offshore Service, said: 'In the build-up to this project we passed all the audits that were required. I am proud to learn that a leading market participant such as HCM has indicated that we have also managed to perform the practical test in 24/7 services

properly'. Since late May, [SeaZip 4](#), which was designed for the transport of passengers and small freight, has provided logistic services to support operations in the North Sea, which HMC carries out for various international clients. The leading part is played by SSCV Thialf, the largest crane vessel in the world, which is fitted with two 95-meter high cranes. SeaZip 4 performs logistic services for Thialf and various HMC vessels. *Highest*



conceivable quality and safety requirements HMC are committing themselves to the most feasible operational quality and safety and, thus, they place high demands on their partners. 'Our compliance with the international oil and gas industry standards brings about considerable opportunities for our organisation. This first assignment fits well with our ambition to add value to the innovative offshore energy industry with the help of excellent vessels and management services', said SeaZip Managing Director Mr Arends. *About SeaZip Offshore Service* SeaZip Offshore Service, founded in 2010, focuses on providing logistic services to support Operations & Maintenance required for offshore wind farms and offshore oil and gas installations. The company is connected with JR Shipping Group's ISM & ISPS-certified ship management organization. SeaZip Offshore Service provides customized maritime services which vary from ship development and financing to operational management and include supervision and the provision of specially trained crew members. *(Source: Offshore)*

TERO MARINE SECURES BOA OFFSHORE CONTRACT



Tero Marine informs it has secured a multimillion (NOK) contract for delivery of fleet management software to Norwegian shipping company Boa Offshore. The Bergen-based tech company will install its TM Master suite on 14 vessels. TM Master will thus be the preferred fleet management solution for most of the offshore vessels in the Boa fleet, among them the newly named construction vessel [Boa Jarl](#). "We have been

reviewing TM Master for a while now, and are impressed by the vast possibilities in this system," said Helge Kvalvik, CEO in Boa Offshore. "The software is easy to use, easily scalable to fit our specific workflow, with a seamless information flow between the different work areas and locations."

We are convinced that TM Master will play an important role in optimizing our operations." Founded in 1975, Boa Offshore is a global shipping company with nearly 400 employees and 1.8 billion NOK in revenue (2014). The company operates a fleet of 41 units worldwide, of which 38 are owned by Boa Offshore. The fleet consist of construction vessels, offshore support vessels, modern tugs and large flat-top- and semi-submersible barges. Jan Erik Haarvei, CEO at Tero Marine, said, "It's a great privilege for us to be able to work with a visionary company like Boa Offshore. They have been very clear on how they want to integrate TM Master in their fleet operations, which provides us with exciting development challenges. For us, this is also an encouraging act of trust in a time of uncertainty for the whole shipping industry." Tero Marine has developed software solutions for the shipping industry for three decades. The TM Master software suite fleet management brand is licensed to more than 2,000 ships worldwide. Bergen-headquartered Tero Marine also has offices Oslo, Newcastle, St. Petersburg, Singapore and Rio de Janeiro. The company has 55 employees, and saw revenues in 2014 increase by 30 percent compared to the previous year, passing 54 million NOK. *(Source: Maritime Global News)*

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WINDFARM NEWS - RENEWABLES

SUSIE S SAILS TO MEERWIND OST/SUD SUBSTATION



Susie S has mobilised to Cuxhaven to start a new role providing 24hr support for Alstom. The vessel will be supporting a team of Alstom engineers who are working on the Meerwind Ost/Sud Substation. The offshore wind farms Meerwind Süd and Meerwind Ost are a 288 MW project located in the German Bight in the North Sea 23 km north of the island of Helgoland. The wind farm consists of 80 wind turbines with a

power output of 3,6 MW each. All turbines are connected to a farm internal transformer platform to which the grid connection has been installed. Since it is a 45 nautical mile sail from Cuxhaven to the Meerwind wind park, it will be one of the longest daily transits undertaken by Windwave. *(Source: Offshore Wind)*

BOSKALIS AWARDED CONTRACT FOR VEJA MATE OFFSHORE WIND FARM

Royal Boskalis Westminster N.V. (Boskalis) in partnership with VolkerWessels (Volker Stevin International) has been awarded a contract by Veja Mate Offshore Project GmbH for the design, procurement, fabrication, supply, transportation, installation and testing of sixty seven (67) foundations for the Veja Mate Offshore Wind Farm in the German section of the North Sea. The contract carries a value of approximately EUR 500



million, in which Boskalis has a 50 per cent share. The Veja Mate Offshore Wind Farm is located 130 kilometers north of Eemshaven and will generate a total capacity of 400 MW. The project will commence at the end of 2015 and completion of the project is expected in the fourth quarter of 2016. Boskalis' strategy is aimed at benefitting from key macro-economic factors which drive worldwide demand in our markets: expansion of the global economy, increase in energy consumption, global population growth and the challenges that go hand in hand with climate change. This project is related to the development of generating renewable energy due to climate change and increasing energy consumption. *(Press Release)*

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YARD NEWS

CONTAINER TUG B.V. RELEASES TWO NEW MODELS

Young Dutch ship design, engineering and construction company ContainerTug B.V. follows on the introduction of the ContainerTug 600S early last year with the release of two new containerized workboat models, the ContainerBarge 1200D and the ContainerBarge 1200P. Both models include the company's standard feature: they can be transported as a standard 40 foot container. The ContainerBarge 1200D concerns a dual diesel engine propelled small cargo support boat providing



optimum flexibility for workboat operators. The boat is equipped with two Volvo D5A TA engines that both deliver 121 HP at 1,900 rpm and offer a bollard pull of 1.8 tons and a speed of 8 knots. With 18 tons load capability, ample diesel and fresh water storage tanks, 45 m² deck space and high-maneuverability the ContainerBarge is an all-round cargo support vessel able to transport general cargo, fuel, and fresh water. Due to its relatively high propulsion output the ContainerBarge is further able to also push an non-propelled ContainerBarge (CB1200P) thus doubling its capacity making it economically and able to follow you wherever work is to be done, the designer said. The ContainerBarge 1200P pontoon is propelled by the multifunctional workboats of ContainerTug B.V. like the designer's CT 600S or the CB 1200D, providing 20-24 tons load capability per pontoon. A large deck space and a modular coupling system enable the pontoons to be coupled head on or sideways. The ContainerBarge is an all-round cargo pontoon able to transport general cargo, rolling equipment, etc. Due to its simple transport and installation system, the ContainerBarge can be installed on a project site in less than 2 hours so deployment will be swift and economically. ContainerTug B.V. says its idea is as simple as it is innovative, responding to the desire to increase area of operation in a cost-efficient manner. Ben de Vries , director of ContainerTug B.V. explains, "Transportability is becoming increasingly important in a market where companies are forced to be flexible. Despite the tight constraints of the (ISO) container sizes, we again succeeded in developing a versatile workboat set up." He added, "The sizes of these all-round work boat and pontoons is identical to that of a standard 40-foot container. The ContainerBarge features integrated container fittings at all corners and is therefore stackable. The hull is solidly constructed out of Grade A steel and can, if desired, be delivered with a class certificate." (Source

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TUCO REVEALS NEW PROZERO NAVAL INTERCEPTOR VESSEL

Following last weeks Seawork. The leading exhibition on workboats and small military and security vessels, Tuco Marine of Denmark reveals its newest vessel in the ProZero line. The ProZero 12m



Interceptor. The interceptor is an advanced high-speed craft, extremely well suited for fast response interdiction, surveillance, patrol, law enforcement, counter-piracy efforts, search- and rescue, or medical evacuations. Designed by a team of skilled engineers, through collaboration with multiple world leading naval experts, the Interceptor is a covert, very high-speed craft. The ProZero 12m Interceptor is therefore capable of delivering valued human resources

fast and safely over a long range in extreme environments. Tuco has been working closely with highly experienced military and law enforcement customers to secure that the interceptor will fit the demands from this specific market. End users have therefore been closely involved in the design and layout of the interceptor. Tuco Marine Group's ProZero range of boats offers high performance deep V hull forms designed specifically for the demanding military and coastguard sector. ProZero boats are available in a multitude of variations that are carefully tuned to suit each individual user's particular requirements. Cockpit layout in the Interceptors are typically arranged to maximize the use of modern day battlefield management and situational awareness electronic aids. The ProZero interceptor is powered by a pair of inboard electronic turbo-diesel engines giving the vessel a +60 knot top speed. And the high performance deep V hull secures the boats capabilities to go fast, also in rough seas, where most vessels must give up. Interceptor missions at high speed in rough seas are mainly limited by the human factor of shock mitigation. And therefore the Prozero 12m Interceptor has been developed around our design team's shock mitigation strategy which means the design of the vessel has had the highest focus on minimizing effects of shock mitigation in all parts of the vessels. The core idea is, to secure that the ProZero vessels outperform the current market in reliability and also in easy service. The ProZero 12m Interceptor can be rapidly reconfigured to meet different roles and requirements, which can include boarding variants, fire support variants and command platform variants. Parameters like delivery time and customization according to customer demands are, during the design phase, a focal point. This is why the complete construction system behind the series is module based. The module-based system allows for easy adjusting and customizing. *(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 orders two more ASD 3212 tugboats for large vessel towing operations
- Tai Pari and Tai Timu delivered to the Port of Tauranga
- TOS mobilizes five Smit Lamnalco RAstar 3400 tugs
- Naming ceremony ART80-32 Hybrid Rotortug RT Emotion in Bremerhaven
- HMC's SafeTOW guards your safety
- JonRie Marine Winches has been issued a US Patent for A Staple Torque Aligning Winch System for Escort Tugs
- Damen coordinating European innovation project "Leanships"

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