Tugs Towing & Offshore Newsletter

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

TUGS & TOWING NEWS

UNION PRINCESS

Last week the 2002 built Belgium registered with call sign ORQU Offshore Tug Supply Vessel **Union Princess** (Imo 9242766). The former **Anglian Princess**, was brought to the shipyard for an extended overhaul and a fresh coat of grey paint. The vessel is owned Smit Shipping Singapore Pte Ltd - Singapore and managed by Unie van Redding & Sleepdienst – Antwerp; Belgium. The tug was built by Yantai Raffles Shipyard Co Ltd. – Yantai; China under number YRF2000-109 for Klyne Marine Services Ltd; Lowestoft and managed by Klyne Tugs (Lowestoft) Ltd, - Lowestoft. In 2012 sold to Smit. She has a length of 67.40 mtrs a beam of 1.50 mtrs and a draught of 5.20 mtrs. The two Wärtsilä type 16V-32LND main engines develop a tot output of 12,000 kW (16,314 bhp). She has a free sailing speed up to 17 knots and a bollard pull of 180 tons. Her grt is 2,258 tons dwt 1890 tons and is classed Lloyds Register of Shipping. *(Photo: Hans Hofman)*

SCHOTTEL EQUIPS FAIRPLAY TUGS WITH HYBRID PROPULSION

The Fairplay fleet in Rotterdam welcomes two new members: The hybrid tractor tugs **Fairplay IX**

and **Fairplay XI**. Each of the vessels is equipped with a Schottel hybrid propulsion system. It includes two Schottel Rudderpropellers SRP 4000 with hybrid gearboxes, two electric motors and an integrated steering control system, specialized for hybrid propulsion. Tugs are required to fulfil a variety of daily tasks - covering the full power spectrum, from stand by periods to towing operations. The installed hybrid propulsion concept enables the Fairplay tugs to operate always with an optimal power output. At part load, the electric motors (600 kW each) suffice while the two MTU diesel engines (2240 kW each) are employed for operation at full load. Here, the electric motor can be switched on to provide additional power. The 29 meter long tractor tugs have a bollard pull of 90 t and travel at a maximum speed of 13.5 knots. *Hybrid propulsion for flexible use* The Schottel hybrid propulsion concept is suitable for Rudderpropellers with power input ratings of up to 4200 kW. It offers a flexible combination of diesel engine and electric motor power due to the hybrid gearbox. The power output of the electric motor is variable according to the applied diesel engine performance and rotation speed. "That is why we are able to offer to our customers individual solutions for every vessel." explains Eric Steffens, Mechanical Engineering and Design department at Schottel. "Additionally, we see a clear advantage in offering our customers a one-stop-shop for hybrid propulsion. The joint delivery of thruster, gearbox, electric motor and steering control system reduces the interfaces with other component suppliers significantly and thus equips the customer with one point of contact for the whole system." *Space saving, long lasting, best controlled* Hybrid drive systems reduce pollutant emissions and fuel consumption, since the electric motor diminishes the operating hours of the diesel. This increases the mean time between overhauls (MTBO) and reduces maintenance costs. Another important feature of the Schottel one-stop-shop hybrid propulsion solution is the included steering control which is optimized for the flexible operation with two different motor types and integrated in the vessel's control panel from the outset. "It is a pleasure for us to see the two Fairplay vessels in operation. While we equipped quite a lot of tugs from the Fairplay fleet, these two are the first with our hybrid propulsion solution." explains Eric Steffens from Schottel. "We greatly enjoyed the co-operation with Astilleros Armon

shipyard and Fairplay and are already looking forward to share future projects." *(Press Release)*

BOUCHARD TRANSPORTATION CO., INC CELEBRATES NAMING TWO NEW VESSELS M/V KIM M. BOUCHARD ANS BOUCHARD NO. B 270

Bouchard Transportation Co., the nation's largest independently owned oceangoing petroleum barge company, proudly celebrated the christening of The M/V **Kim M. Bouchard** and the *B. No. 270* ,on Tuesday July 14, 2015 in New Orleans, LA. The ceremony was honored by the Monsignor James Vlaun who blessed the vessels, and Mrs. Marie Romais, wife of Dimitri Romais, Chartering Manager of SeaRiver Maritime and was attended by executives from Bouchard, VT Halter Marine and several of Bouchard Transportation Co., Inc. customers, business partners, and regulatory agencies The *B. No. 270* was launched at VT Halter Shipyard Operations in Pascagoula, Mississippi, on Friday, May 1st, 2015. The tug, **Kim M. Bouchard**, , was launched at the Moss Point Marine facility in Escatawpa, Mississippi, on February 26, 2015, and is named after the older sister of Morton S. Bouchard III, President/Ceo of Bouchard Transportation Co Inc. Constructed independently of each other, and now paired, the M/V **Kim M. Bouchard** and *B. No. 270* are the largest vessels to date in Bouchard's ongoing fleet expansion program. These are the first of two Articulated Tug Barge (ATB) units being constructed by VT Halter Marine, Inc., the second sister ship is the M/V **Donna J. Bouchard** & *B.No.272*, which is on schedule for a January 2016 delivery. The *B. No. 270* measures 628 feet by 91 feet by 47 feet, has a 260,000-barrel capacity, and is ABS and USCG certified for Jones Act service. The *B.No.270* is a fully manned and equipped with a crude oil washing system, inert gas system; clean water ballast system, 4 cargo pumps, two ballast pumps, two anchors. The **Kim M. Bouchard** is a 10,000hp twin screw, single wheel house Tug and is classed by ABS as A1 Towing Vessel, Dual Mode ATB, USCG Subchapter M, and is equipped with

an Intercon Coupler System. Paired with Barge *B. No. 270*, the unit will be used to transport liquid petroleum for Bouchard Transportation Co., Inc. The sister unit, M/V **Donna J. Bouchard** and *B. No. 272* are also currently under construction at VTHM, will be delivered later this year. "The delivery of the M/V **Kim M Bouchard** and the Barge *B. No 270*, continues with our founding fathers and 4 generations of Bouchard's philosophy of investing our profits in new, modern equipment to service our customers in the most efficient and environmentally safest manner possible. We are very confident that the M/V **Kim M Bouchard** & *B.No.270* will provide our customers with the safest and highest quality of service that they have come to expect from Bouchard Transportation, for close to 100 years " said Morton S. Bouchard III, President and CEO of Bouchard Transportation Co., Inc. "The **Kim M Bouchard** and *B. No. 270* will be Bouchard's eighteenth ATB unit and the safest and most technologically advanced unit of its kind. I would also like to thank the hard working employees of VT Halter for the for the delivery of another well-built tug & barge unit, and wish the crew of the M/V **Kim M Bouchard** & *B.NO.270* safe and smooth sailings for years to come. *(Press Release)*

BISSO ORDERS "SAME AGAIN" AT MAIN IRON WORKS

Bisso Towboat Co., Inc., Luling, LA, has signed a contract with the Main Iron Works, LLC, shipyard in Houma, LA, to begin construction of another 4,480 HP ASD Tractor Tug. The new tug, a carbon copy of the recently delivered **Becky S**.(see earlier story), will measure 100' x 38' x 18.0' and will be powered by two Caterpillar 3516C Tier 3 main engines producing 2,240 HP each at 1600 RPM. Propulsion will be provided by two Rolls-Royce US 205 FP Z-drives featuring 90.4" diameter x 82.4" pitch four bladed stainless steel propellers set in stainless steel nozzles. Electrical service will be provided by two 99 kW Marathon generators powered by John Deere Model4045AFM85 Tier 3 engines. The tug will be equipped with a JonRie Intertech Series 230 Hydraulic Bow Winch equipped with 500' of 8" circumference synthetic hawser. Bollard Pull is estimated to be 60 tons. Tankage includes capacities for 30,163 gallons of diesel fuel, 1,826 gallons each of lube and hydraulic oil and 10,938 gallons of potable water. Construction is expected to begin immediately with delivery in the fall of 2016. This will be the sixth new ASD tractor tug constructed by Main Iron Works for Bisso, which operates the largest fleet of ASD Tractor Tugs on the Mississippi River, and the tenth new tug constructed in the past 25 years for Bisso by Main Iron Works. The new tug will bring the total number of tugs in the Bisso fleet to thirteen. Founded in 1890, Bisso is the oldest continuously operating tugboat company on the Mississippi River. *(Source: MarineLog)*

DELTA MULTI CRAFT 1050 (DMC1050)

The **DMC (Delta Multi Craft) 1050** is a compact multi-purpose heavy duty work boat that has been designed to optimise the operation of IHC's Beaver® Cutter Suction Dredgers. The DMC range is renowned for its durability, reliability and performance. The **DMC 1050** can be transported by road and comes supplied with the added versatility of a deck crane and other advanced equipment as standard. It can perform a wide range of dredging support activities in shallow inland waters, including pushing and towing, buoy handling and the transportation of fuel, goods and personnel. To date, IHC Merwede has supplied more than 500 standard and custom-built work boats worldwide. The DMC range is available for immediate delivery and every work boat is tested thoroughly before delivery. The DMC 1050 is propelled by a single marine-type turbocharged and after-cooled diesel engine, which drives a fixed pitch propeller through a reduction gearbox. The engine and gearbox are flexibly mounted and

connected to the propulsion shaft by a homokinetic C-coupling and thrust bearing. The environmentally friendly water-cooled/lubricated propeller shaft system delivers a high level of operational safety and manoeuvrability. Due to the flexible mounting of the engine and wheelhouse, the operating noise from the work boat is incredibly quiet. The hydraulic deck crane is positioned off-centre portside to the fore of the

ship to create maximum crane load capacity and free deck space. The wheelhouse is placed portside aft, and like the hull, is a welded steel construction. The top of the wheelhouse can also be dismantled easily to reduce the height of the work boat for transportation. The hull is divided into three watertight compartments: aft peak; engine room; and fore peak. The engine cooling water system is closed with an inboard box cooler. The underwater body and arrangement of the propeller allow the vessel to rest on a flat surface. *Principal characteristics:* Length overall: 10.40 mtrs; Breadth overall: 4.13 mtrs; Transport height: 1.80 mtrs; Average draught (with full tanks): 0.90 mtrs. Total installed power: 153kW; Free sailing speed: 7.0 knots. *(Source: IHC; Photo's Arie Boer)*

TUG "ALIOT" ARRESTED FOR VIOLATIING CRIMEA SANCTIONS

The port tender "*Katran*" and the tug "**Aliot**" (Imo 8847492) were detained by the Ukrainian Coast Guard near the Tendrovskaya shoal in the Kherson region on July 11/12, 2015. Both vessels were anchored with AIS being turned off. They were inspected and strong evidence found that the vessels were violating sanctions imposed on Crimean shipping, by regular calls to Crimean ports. Both vessels were detained. The 1978 built Moldavia registered tug with call sign ERPF is owned and managed by Sonic Star NavigationCo. – Marshall Islands. She has a grt of 179 tons and a dwt of 46 tons. *(Source: Vesseltracker; Photo: Vladimir T)*

THRUSTMASTER EQUIPS Z-DRIVES WITH MECHANICAL FUSES

Thrustmaster has been building brown water propulsion equipment for more than 30 years. Now the company's American-made Z-Drive thrusters for *inland waterway towboats* are the first thruster in the industry to include a built-in mechanical fuse or quick release coupling. The incorporation of a quick release coupling at the input shaft of the Z-drive gives operators the added protection from the inevitable debris that can line the riverbed. The quick release coupling acts as a mechanical fuse whenever the drive line is blocked, for example should the propeller ingest a log, a tire or other river waste that is typical during daily operations. After the obstruction is removed from the propeller, the mechanical fuse can quickly be reset manually. The mechanical fuse, also called a torque limiting coupling, is a component installed

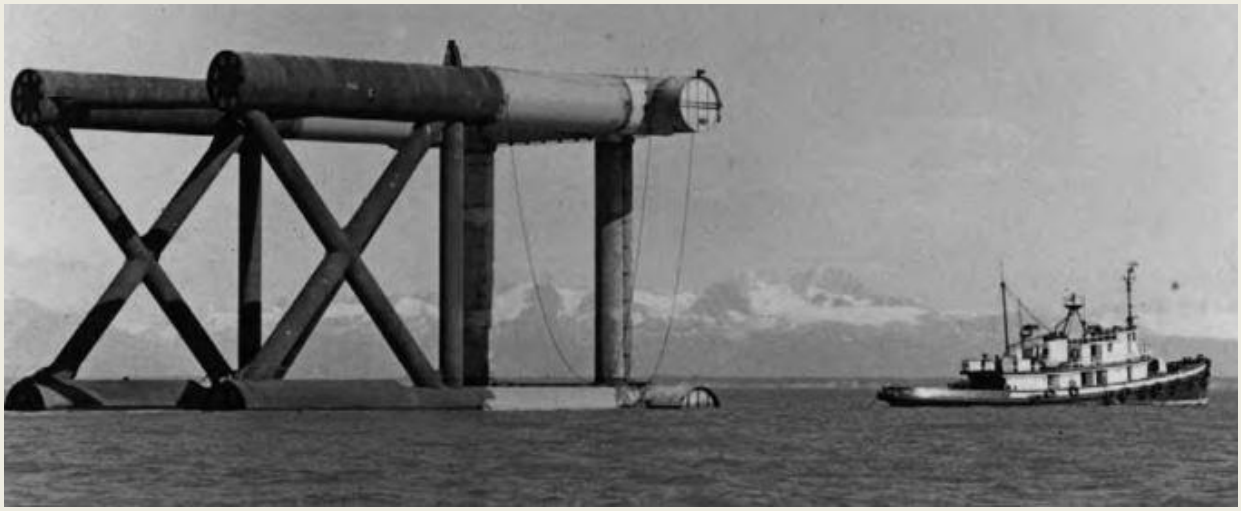
on the horizontal input shaft of the Z-drive and connects to the cardan shaft driven off of the engine or electric motor. Thrustmaster explained the concept behind the quick release coupling: when the propeller or gear set and/or drive line sees any spike in torque above the set limit for the coupling, the coupling instantaneously breaks free allowing the cardan shaft and engine to spin freely without driving the thruster. The propeller and gear set are instantaneously disconnected from the engine saving the propeller, gear sets and bearings, from damage or complete failure. Therefore, not only avoiding the damage, but also operational downtime, unnecessary dry-docking, and crippling cost of repairs typically associated with the competitions' thruster run-ins with the inevitable debris, the manufacturer noted. The quick release coupling is a standard component on Thrustmaster's line of Z drives. According to the manufacturer, benefits include maximum driveline protection: damaging inertias disengage at once; set torque remains constant over time and quick resetting for maximum uptime. Thrustmaster Z-drives are designed based on conservative American standards observing ample safety margins. Thrustmaster has built a reputation on designing and manufacturing each Z-drive with a stalwart stainless steel propeller turning in a Kort nozzle with all stainless steel internals. Bolstering the thruster design by fully welding the nozzle to the lower housing for added strength, reducing vibration, and insuring the nozzle is not lost in grounding. Much praise has been given to the generous sizing of the gears, transmission shafts and precision bearings. *(Source: MarineLink)*

4,653NM TOW SUCCESSFULLY COMPLETED

Rebonave's 53mt bollard pull, twin screw deep-sea / anchor handling tug "**Monte da Luz**" successfully completed a 4,653nm trans-Atlantic tow of a 289' x 90' ocean work barge in ballast from Malta to the Caribbean. The 38.0m x 10.8m x 5.0m depth, Portuguese flagged tug is powered by a pair of 1,641kW Cummins QSK60-M diesels developing a total of 4,400HP through Reintjes WAF 773 6.44:1 gears to fixed pitch props. Towing gear consists of a double drum tow winch with a capacity for two 750m 48mm wires, gob-eye, tugger, capstan, stern roller, guide pins and shark jaws. Tug was built in 2013 by Yong Choo Kui of Sibu, Malaysia and classed BV R1 +Hull, +Mach,

Unrestricted, AUT-UMS. Marcon acted as sole broker in the fixing the tow. *(Source: Marcon)*

'KITCHEN LIGHTS' RECALLS 1960S DEVELOPMENT IN COOK INLET; NUMEROUS FOSS VESSELS PARTICIPATED IN OIL INDUSTRY BONANZA



Fifty years ago Foss Maritime, then called Foss Launch & Tug Co was heavily involved in support activities in both oil exploration and construction of numerous offshore oil platforms in the Middle Ground area of Cook Inlet. In 1962 oil exploration began at the Middle Ground Shoal area, just West of the town of Kenai in Central Cook Inlet. Foss rebuilt two former US Navy landing craft into cargo carrying beaching vessels capable of hauling oil exploration supplies from loading terminals in Kenai and Nikiski to both beaching sides on the Western shores of Cook Inlet near Tyonek and the exploration sites at Middle ground shoals. The Alaska Roughneck entered service in 1962 as the first commercial vessel under U.S. Coast Guard inspection with an ABS load line certificate to be granted the right to make regular landings and discharge cargo on open beaches. Its near sister-ship, the Alaska Constructor entered service the following season. With the successful oil exploration from the early sixties, the major oil companies began the process of building offshore oil platforms. These platforms were constructed on shore in California and Japan and towed to Cook Inlet, sunk and driven in place. The majority of the Cook Inlet platforms consisted of a steel jacket with four legs, each 14 feet in diameter fastened to the seabed 75 feet below, seven miles offshore. The living quarters for the crew and equipment necessary for producing oil and gas were constructed on the top of the platforms. The production facility on each platform consisted of several production wells spaced 10 feet apart. A separation facility removed the water and gas from the produced crude and underwater pipelines were constructed to carry the crude from the platforms to refineries and tank farms at Nikiski and Kenai. Due to the extreme tides and winter ice floes, each jacket was built to withstand 2 million pounds of side thrust. The primary contractors for constructing the offshore platforms and the miles of underwater pipelines for the oil companies were J. Ray McDermott Company and Brown & Root. Foss supplied the tugs and barges to McDermott. Foss tugs towed the first jacket in 1964 from California for the first platform, designated as Shell "A." In 1965 a second platform, named "Baker" was constructed for Pan American Petroleum, a subsidiary of Standard Oil of Indiana. The busiest years for offshore activity occurred in 1966 and 1967 when a total of nine additional platforms and over sixty miles of underwater pipelines were constructed. Other oil companies involved in the Cook Inlet oil bonanza were Atlantic-Richfield and Union-Marathon. Foss' activity reached an all-time high in these years with seven harbor-class tugs and the two supply/beaching vessels stationed in Cook Inlet during the ice-free seasons. In addition to these vessels, numerous ocean-class tugs were busy towing barges loaded with coated pipe from the

Columbia River and California to Cook Inlet. The largest of the Foss tugs, the 5,000 horsepower sisterships **Arthur Foss** and **Henry Foss** were employed towing support barges, derrick barges and numerous drill jackets from California and Hiroshima, Japan, to Cook Inlet. In 1968 three additional platforms were constructed with the final jacket for Phillips Petroleum towed from Japan to Cook Inlet by the **Henry Foss**. Two fully loaded barges of pipe to connect the rig to shore were towed out of Hiroshima by the 64-year-old, 1,500 horsepower, **Agnes Foss**, having just recently been overhauled after a lengthy tour of duty in Vietnam. Harbor class tugs involved in the peak seasons activity of 1966-1967 were the "D" class tugs, **Deborah Foss, Delores Foss, Diane Foss,** and **Dorothy Foss** tending the pipe lay barges and the "J" class tugs, **Jenny Foss, Josie Foss** and **Julia Foss** tending and towing supply barges between the terminals and the construction sites. (Source: Foss Maritime by Mike Skalley; Editor's Note: Mike Skalley is the Foss historian and the author of two books about the company).

BUGSIER PLACE FIRST TIME ORDER WITH DAMEN FOR ASD 2411

Bugsier Reederei can look back on a history that spans over a century. The company, with the largest tug fleet under German flag, will celebrate their 150th anniversary in 2016, and will also mark the delivery of the newly purchased Damen ASD 2411. The tug, to be delivered from Damen Shipyards Sharjah, will be named **Bugsier 22** and serve as a harbour tug in German ports. *A basic balance* With a strong tug fleet, Bugsier has been catering to the offshore oil and gas industry for decades as well as the thriving offshore wind energy market. "We operate tugs, which are commonly known to work in both ports and offshore – consequently we enjoy a high degree of utilisation. However, in an effort to decrease our daily balancing act of what tug to assign to which job and strengthen our port operation, we decided to order a standard harbour tug," states Bugsier Business Development Manager Sven Schroeder. This brought them to Damen. "We had previously delivered four ASD 2411 units to Hamburg, so we could quickly fulfil their requirements. This, in

combination with the proven performance and efficiency of the ASD 2411, solidified the purchase," states Damen Sales Director Frank de Lange. *Purchase premier* This will be the first purchase agreement between Bugsier and Damen. Mr Schroeder explains the reasons behind the contract: "Value for money was one determining factor," he says. "We were on the lookout for a swift fleet addition for harbour towage and, from our point of view, the Damen ASD 2411 is a logical addition to our fleet of highly sophisticated and manoeuvrable vessels and meets all our requirements." The ASD 2411 incorporates a state-of-the-art hull and skeg design with recent developments in fender, fairlead and winch design, as well as excellent sea-keeping features and towing characteristics. *The truth is in the numbers* Complying with Bugsier requirements, the **Bugsier 22** will be 98% standard with minor modifications and specific German flag requirements. Damen having already delivered 90 vessels of the ASD 2411 design was an additional benefit. "One simply cannot ignore the fact that Damen builds many tug boats – thereby gaining competitive advantage over other shipyards with respect to design and operability," states Mr Schroeder. "We are looking forward to serve our harbour clients with our first Damen product in the future." *(Press Release Damen)*

JEDDAH 45 DELIVERED TO HER OWNERS

Tor Marine has built an additional 25m ASD tug a repeat of the previous 25m vessel designs, named "**Jeddah 45**" she has completed trials and is away to her owners. The **Jeddah 45**, the second of two 25m ASD tugs for ATCO in Saudi Arabia is a versatile vessel designed by Macduff Ship Design and built By Torgem Shipyard. The vessel is classed to Bureau Veritas BV-I HULL MACH TUG AUT-UMS Unrestricted Navigation and designed for a wide range of tasks, including fire-fighting, although Fi-Fi is not included in her class notation. The vessel's twin Schottel ASD units give her excellent manoeuverability, essential for her day-to-day operations in the busy ports of Saudi Arabia. The increasing need for greater overall functionality and higher bollard pull in line with global demand helped to drive the design for this multi-purpose workhorse. *(Press Release Macduff)*

MAKAIRA RENAMED

It is reported by Kees Bustraan that the, in the last Tugs Towing & Offshore Newsletter issue 56 article regarding the tug **Makaira**, is renamed in **Bimimi Makaira** by Bimimii SuperFast td. Miami the owners of Ferry Bimimi SuperFast and operate by Miami-Bimimi. *(Source: Kees Bustraan)*

YESTERYEAR TUGS AT WORK NEWARK, JERSEY CENTRAL AND FREEHOLD

This photograph was used by the Columbia Rope Company to illustrate the wonders of Tow-Ro line – "Neither cold nor heat will effect it." The **Newark** is putting a head line on a New York-New

Jersey ferry, which is stuck in her slip, undoubtedly because of the ice. Because the **Newark** will slew to starboard from the torque of her propeller when she backs down, another tug, the **Jersey Central**, has a check line from her quarter bitt to the **Newark**'s quarter bitt. This keep the **Newark** pulling straight back as the ferry comes out of the slip. The tug in the background is the **Freehold**, which will come alongside the ferry once it is free and assist it through the ice. Note the grooves worn into the stempost of the **Newark**, a monument to the miles of line that have been handled by this hard-working tug. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

MARINE LOG & ASA PRESENT MARITIME SALVAGE 2015

The evolution of casualty response. Marine Log and the American Salvage Association present a program, 22-24 September 2015, created by experts for shipowners, regulators, insurers, attorneys, and salvage professionals, focused on real-world lessons and practices of salvage, wreck removal, fire-fighting, and environmental response. *(Press Release)*

PRACTICAL STEPS TAKEN IN SAR OPERATION

The Standard P&I Club has issued bulletin regarding refugees/ migrants at sea to advice on the practical steps that should be taken in a Search and Rescue (SAR) operation. The current unrest in large areas of Africa, Asia and the Middle East has led to a recent and marked increase in the number of people attempting to cross the Mediterranean Sea in search of better opportunities.

According to the UN High Commission for Refugees, it is estimated that 90,000 refugees/migrants have crossed the Mediterranean so far in 2015 and up to 1,850 are feared to have died trying to do so this year alone. The following steps are a guide only and the master should always respond in a safe and sensible manner, considering the specific circumstances: - Urgently contact the nearest or responsible maritime authority/coast guard and, if needed, nearby ships that may also be able to assist. - Establish a clear plan for the safe rescue of the distressed persons prior to its commencement. - Provide assistance and rescue the distressed persons. - Note the number of distressed persons rescued. Specify name, gender, age and nationality. - Identify whether any of the rescued persons have any special medical needs. - Maintain open dialogue with the responsible maritime authority/coast guard at all times. Maintain good internal communication among the crew. - Inform all the interested parties, including managers, charterers, as well as the club, of the situation as soon as possible. In particular, appointment of the club's local correspondent at the designated port of disembarkation can assist in minimising disruption and delay to the ship. - Keep a very careful and detailed record of the entire event (the use of photographs, videos and written reports can assist) *(Source: The Standard P&I)*

SOUTH KOREA CHOOSES CHINA CONSORTIUM TO LIFT SEWOL FERRY

South Korea has chosen a consortium led by China's state-run Shanghai Salvage Co. as the preferred bidder to raise the **Sewol** passenger ferry which sank off Jindo Island on April 16, 2014, the country's Ministry of Oceans and Fisheries (MOF) said in a statement. The consortium of Shanghai Salvage and an unnamed South Korean company beat six other consortia competing for the contract. The 6,825-ton ferry sank in 44 meters of water, killing 304 people, 250 of whom were high school students. MOF said that the selection process focused mostly on the bidders' ability to safely raise the ferry without any further damages to the ship, which is believed to hold the bodies of the last nine passengers still unaccounted for. The salvage operations are expected to start in September. Once started, the salvage is expected to last for about one year. MOF initially estimated the salvage costs to be around USD 139 million, however, Shanghai Salvage reportedly offered to raise the ferry for around USD 75 million. China Yantai Salvage has been

selected as a back-up should further negotiations with Shanghai Salvage fail, MOF said. South Korea announced plans to salvage the sunken ferry back in April, following public protests that marked the first anniversary of the tragedy, and increasing demands from the families of the victims for the ferry to be raised. *(Source: World Maritime News)*

FATAL ACCIDENT ON AHTS SKANDI PACIFIC OFFSHORE AUSTRALIA

DOF Management has confirmed there has been a fatal incident on board the **Skandi Pacific** today, July 14, 2015, 175 kilometers off the West Australian Coast. The company said the incident occurred at 5.30 am AWST. According to DOF, operations were suspended immediately, the emergency response team was mobilised and the vessel is now on its way back to port. DOF said that the authorities have been notified and added that an investigation will start immediately. DOF did not provide details about the accident, but said: "People's safety and the welfare of their families is our priority. We are doing everything we can to support the families and other crew members. The **Skandi Pacific** will be met by DOF and Programmed representatives and a team of professional counsellors will be on-hand to offer support and care for the crew on-board." Offshore Energy Today reached out to DOF seeking more info about the accident. Should there be any additional information, the article will be updated accordingly. **Skandi Pacific** is an Anchor Handling Tug and Supply (AHTS) vessel built in 2011. The vessel can accommodate 27 persons. *Update:* The Australian Transport and Safety Bureau (ATSB) is investigating a fatal accident on board anchor handling tug supply (AHTS) vessel **Skandi Pacific**, 166 km NW of Karartha, WA (on the Northwest Shelf). To remind, the accident occurred yesterday on the 2011-built AHTS **Skandi Pacific** owned by DOF. According to ATSB, during the early hours of July 14, **Skandi Pacific** stopped working cargo with the drilling platform Atwood Osprey due to heavy weather. The ATSB further explained that, while attempting to shelter from the weather and secure cargo, a wave came over the back deck of the vessel and shifted cargo. A crew member was attempting to secure cargo when he was crushed between a moving mini-container and a cargo skip. He was removed to the nearby drill platform to receive medical

assistance, but died of his injuries. As part of the investigation, the ATSB said it will collect evidence from relevant parties on the ship and ashore. The evidence will be used to prepare a draft investigation report for comment before the completion and release of the final report. According to the Maritime Union of Australia (MUA), the worker's name was Andrew Kelly. He was 39. "The offshore industry is an inherently high safety risk environment, the highest in the country and the world" MUA added that Kelly leaves behind a wife and four children, all under the age of ten, including a six-month-old baby. The union has arranged for Hunterlink Recovery Services to provide counseling for those who were onboard at the time. MUA National Secretary Paddy Crumlin said it was a "sad and tragic day". "My and all the MUA's thoughts are with the Kelly family in particular along with his workmates on this unfortunate day," Crumlin said. "The offshore industry is an inherently high safety risk environment, the highest in the country and the world, due to the isolated and unstable nature of seagoing work and the 24/7 requirements placed on seafarers. "It is unfortunate this area of essential national regulation has been treated as a political football by the Federal Government and Australian Mines and Metals Association (AMMA) in advocating the open-slather use of unregulated overseas labour, working outside of Australian workplace standards and jurisdiction," he said referring to the Abbott Government's attempts at allowing foreign workers without a visa access to offshore projects. According to MUA, the Government has twice, through Assistant Immigration Minister Michaelia Cash, bypassed the Senate and ignored the determination of the Federal Court in issuing obscure legislative instruments to allow the offshore workers into the industry without a visa. *Seafarers under pressure* "This situation places unconscionable additional pressure on those Australian seafarers currently working in this high-risk, but essential national industry," Crumlin said. "This tragedy should be a timely punctuation for pause for those advocating the deregulation of the industry through legislative and other contested avenues and return to policies of good governance, ensuring long term confidence in Australia as an offshore hydrocarbon producer. "The MUA will be working with the employer and workplace regulators to ensure the causes of the incident are fully identified and rectified as required. "Again, our deepest sympathies are extended to the Andrews family, and pledge any support that may assist them in their deep grief." Offshore Energy Today reached out to the vessel owner yesterday seeking more info; however, we are yet to receive a response. *(Source: Offshore Energy Today)*

OFFSHORE NEWS

NEW CHARTER FOR VOS PROMINENCE

After a period of supply duties for the Southern North Sea (SNS) Pool the platform supply vessel **VOS Prominence**, owned by Vroon Offshore Services, has been chartered by Vestas Offshore. For this charter the vessel is fitted out with a daughter craft. The photograph was taken in the seaport of Den Helder. *(Source and Photo Paul Schaap)*

MEERCAT LAUNCHES TEDWORTH DIVE BOAT FOR BAE SYSTEMS

A specialist dive support vessel built by UK-based Meercat Workboats has been launched at Portsmouth Naval Base. Meercat, which is based at Trafalgar Wharf in Portchester, near Portsmouth, completed the dive boat for BAE Systems Ltd with funding from the Ministry of Defence. Specialist divers from BAE Systems will use the bespoke 15-metre craft at the base – the home of Great Britain's Royal Navy – for underwater maintenance, repairs and inspections on Royal Navy vessels and installations, including waterfront jetties, Meercat wrote. Carmen Greenlees, wife of the naval base's Head of Infrastructure Captain Iain Greenlees, officially named the Tedworth dive support boat. James Lewis, from Meercat, said: "We are proud to be associated with such an esteemed project in partnership with BAE Systems and the Royal Navy. "The **Tedworth** was a very special build for us. Being located on the same stretch of water with a local workforce gave this project great synergy. "Being located on the same stretch of water with a local workforce, the Tedworth was a very special build for us. "We are grateful that BAE Systems recognised the quality of our multi-purpose workboats which can be adapted for many uses within the industry." The **Tedworth** replaces the 30-year-old **Hamble Guardian**.

Measuring 15m by 5.8m, she is a twin screw multi role workboat with a draft of about 0.8m with a displacement of 42 tonnes. Her deck cargo capacity is 16 tonnes. She has twin Doorsan L136Ti engines with a 33Kva generator and a three-phase compressor, achieving 460hp in total with a free running speed of 9.5 knots, Meercat noted. **Tedworth**'s AMCO-VEBA crane is capable of lifting 790kg at 14.1 metres, whilst its full hydraulic hand tool capability is provided by a separate JCB hydraulic engine. With a fully integrated HP Surface Supplied high pressure diving system supplied by Portchester-based Divex, she is capable of supporting three divers in the water at any one time. The vessel also has full digital communications capabilities and video compatibility. Nigel Pierce, from BAE Systems, said: "The commissioning of the **Tedworth** was the culmination of a very successful project with Meercat Workboats. "It demonstrates the high quality of marine related businesses in the area and our commitment as a company to utilising those services whenever we can." Divers from BAE Systems also gave the new boat their seal of approval. Steve Coleman said: "The difference is huge – it is like going from budget car to a BMW. "**Tedworth** is far more stable, there is far better vision from the wheelhouse and there is so much more room." The original HMS **Tedworth** was launched as a minesweeper in 1917 and refitted as a dive vessel in 1923 before serving throughout the Second World War. She served as a trials vessel for divers testing a new, safer procedure of surface decompression which became known as the Tedworth Method and is still used today. Commodore Rigby said: "Today is further evidence of some incredibly exciting activity taking place in the base. With the arrival of the Queen Elizabeth aircraft carriers we have a secure and exciting future. "It is great news that the name **Tedworth** is associated with the Royal Navy again and the vessel is vital to allow our divers in the base to be able to do their work to the highest standards." The dive support vessel will be the second to be delivered by Meercat after it was bought by Burgess Marine in September 2014. It is the 23rd vessel built by Meercat since it was formed in 2006. Financial details of the deal were not disclosed. *(Source: Subsea World News)*

COMFORT, EFFICIENCY THE FOCUS FOR NEW OFFSHORE VESSEL CONCEPT

HEAVYLIFT@SEA and SeaRenergy Offshore present the new offshore assistance vessel (OAV) SR1 concept. Dedicated ship design office HEAVYLIFT@SEA has partnered with service provider to the offshore industry SeaRenergy to produce a new vessel design that is poised to benefit from best practice from both worlds: ship design and offshore experience. According to the designers, the new 72-meter vessel targets both efficiency and comfort, developed with a focus on minimizing losses during operation but still with a cost efficient propulsion arrangement (ERN 99,99,99,95) with low fuel consumption and maintenance cost. The vessel is designed to reduce motion and increase

comfort for technicians in order to mitigate risk of sea sickness and weather downtime, especially in the harsh conditions of the North Sea. It accommodates up to 60 persons in single cabins, embedded in a true passenger ship class vessel including two day rooms, auditorium and a fitness room. Maximized utilization of vessel and technicians was also a focus for the designers as the new vessel concept strives to achieve efficiency in O&M and is therefore designed to be able to stay on location for several weeks, offering more working time and less time in transit. The configuration enables an efficient flow of people and spare parts around the vessel. The motion compensated gangway, which is accessible directly from the elevator grants direct access to wind turbines and offshore platforms in significant wave heights of up to 2.5 meters, arranged for workability at water levels of +/- 4.0 m around MSL. With the cargo transfer system, a barrier-free handling of spare parts and components of is possible up to 300 kg without using a crane. The vessel is equipped with a daughter craft in its own hangar at the stern to be utilized as a second means for access to the boat landing of offshore structures. The hangar increases the safety of operation, especially in rough weather conditions. According to the vessel's developers, the new vessel class also holds an attractive outlook also for investors. Analysts estimate that the SOV market has a potential of 25 - 40 SOVs until 2020 whereas Offshore Wind is expected to grow to 23.5 GW, tripling current installed capacity by 2020. "Our new design already reflects the new requirements regarding seakeeping behavior and comfort for technicians combined with cost reductions will lead to increasing demand in SOVs," said Hendrik Groene, Managing Director of Heavylift@Sea. "We see already, that this new vessel class replaces older units coming from the oil and gas segment." "The O&M market is only starting, and therefore demand for SOVs will grow with commissioned wind farms," said Dr. Benjamin Vordemfelde, Managing Director of SeaRenergy. "SOVs are an attractive market segment with an excellent perspective offering stable growth and attractive charters. Therefore we see the market entry into the SOV segment as the logical next step to develop our company further and also meet the growing demand for this new vessel class." *About the vessel* • Vessel length: 72 m, consideration of wave lengths in the North Sea; • Passenger ship class (requirement of MLC 2006 is full filled); • Less failure probability of the components; • Cost efficient arrangement; • Lowest possible maintenance costs; • DP (requirement of ERN 99,99,99,95 is full filled); • Gangway, arranged for workability at Hs = 2.5 m and water levels of +/- 4.0 m around MSL; • Direct access from elevator to gangway; • Handling of larger components (ca. 300 kg), independent from the crane; • Equipped with a cargo hold for the dry and save storage; • The hatch covers can be operated with the vessels own crane autonomy; • All containers can be placed at their designated stowage position; • All containers can be loaded and unloaded independently by crane; • Direct access from the cargo hold to the working zone; • Storage of the daughter craft in a hangar; • Safe boarding to the daughter craft; • Safe launching and recovering of the daughter craft also during the SOV is moving; • Flexible arrangement for different kinds of daughter crafts. *(Source: MarineLink)*

VANE BROTHERS WELCOMES THE COMPANY'S FIRST NEW BUILD ASPHALTBARGE

The Vane Brothers Company, a leading marine transportation provider headquartered in Baltimore, Maryland, has taken delivery of the Double Skin 509A, the company's first new-build barge designed specifically for moving asphalt. Constructed at Conrad Shipyard's Amelia, Louisiana, facility, the DS-509A boasts a 53,222-barrel cargo capacity and operates at a pumping rate of 8,000 barrels per hour (bph) with a loading rate of 10,000 bph. The double-hull tank barge utilizes a sophisticated thermal heating system that keeps asphalt at approximately 300 degrees Fahrenheit so that the highly viscous liquid remains relatively thin and flows more easily. "The DS-509A is an exciting addition to Vane Brothers' expanded fleet of safe, ruggedly built, hard-working barges," says Vane Brothers Company President C. Duff Hughes. "We are thrilled to increase our involvement in the area of asphalt transportation. We look forward to delving even deeper into this important niche market." Vane's DS-509A has an overall length of 361 feet (110.03m) with a 62-foot (18.9m) beam. Along with transporting asphalt, which is primarily used for road construction, roofing and other building applications, the barge is generally suited for moving heavy oil products. The DS-509A is one of several new-build barges delivered recently for Vane. Earlier this year, the company welcomed the DS-501 and DS-503 into its fleet. Both 50,000-barrel barges were constructed at Jeffboat Shipyard, headquartered in Jeffersonville, Indiana. Delivery of two more 50,000-barrel barges via Jeffboat is expected later this year. Vane has also taken delivery of the DS-311, which is the fourth in an initial order of five 35,000-barrel barges from Conrad Shipyard's Orange, Texas, facility. In addition, the DS-313 is due this fall, followed by the DS-315 and DS-317 anticipated in 2016. *(Press Rellease)*

WINDFARM NEWS - RENEWABLES

FUGRO SALTIRE ENABLED FOR BOTH TRENCHING AND CABLE LAYING

Fugro has equipped its trenching vessel **Fugro Saltire** with a compact, custom-made, cable-lay spread that comprises a reel drive system to store the cables, a tensioner to lay them, twin winches and a quadrant deployment system on rails. The equipment is fitted to the rear deck of the vessel alongside the existing trenching equipment. In operation the cables are initially pulled into the base of wind turbines and then laid along the seabed using **Fugro Saltire**'s dynamic positioning system to line them up accurately with the destination wind turbine. They are then pulled in using the quadrant system to manage the cable during over-boarding and pull-in. The quadrant's compact design and

deployment allows Fugro to control the cable very precisely while pulling in the second end. An important additional innovation introduced to the system is new 3D sonar technology to supplement ROV support, and monitor precisely, onsite, cable touch down during the cable-lay and pull-in operations, where the daily hazard of very high currents can limit the use of an ROV, Fugro pointed out. The initial concept for the new cable-lay capability was developed during trenching operations at the Humber Gateway Offshore Wind Farm, when E.ON asked Fugro to investigate laying some cables from the **Fugro Saltire**. Fugro's engineers fitted the cable-lay equipment in only six weeks, ahead of E.ON's deadlines, and cable-laying was completed by February 2015. "The mobilisation of the cable-lay spread on the **Fugro Saltire** has widened our successful working relationship with E.ON on the Humber Gateway project. As well as trenching 77 array cables, we installed eight array cables along with second end pull-ins of cables already laid by other contractors," said Mike Daniel, Trenching Business Line Manager at Fugro Subsea Services. "We can now offer clients simultaneous cable-laying and burial from a single vessel, or alternatively our larger subsea construction vessel Fugro Symphony can be laying cables, while the Fugro Saltire is trenching them, speeding up operations and saving time for our customers." *(Source: Offshore Wind; Photo: Fugro)*

PRYSMIAN SCOOPS EUR 550 MLN NSN LINK PRIZE

Prysmian has been awarded a new contract worth around €550 million, for an HVDC (High Voltage Direct Current) submarine interconnector that will link Norway and the UK, by Statnett SF and National Grid NSN Link. "This important milestone reconfirms our prominent role in the submarine cables sector, as well as acknowledging our reputation and the trust invested by the market in our know-how and execution capabilities." states Massimo Battaini Senior Vice President Energy Projects at Prysmian Group. "We are very pleased and proud of having been chosen to undertake

this challenging project by reputed and long standing customers." The contract awarded to Prysmian involves the turn-key supply and installation of a total of around 950 km of submarine and land cables in two sections (over 470 km route length in total) of the overall NSN Link route length. The interconnection comprises of an HVDC bipole, using single core cables with Mass Impregnated (M.I.) paper insulation, that will operate at the voltage level of ±525 kV with a rating of 1400 MW. All cables will be produced in the Arco Felice factory (Naples, Italy). The main marine cable laying will be performed by the Group's owned "Giulio Verne" cable-laying vessel. The delivery and commissioning of the system is scheduled to be completed within September 2021. *(Source Subsea World News)*

TURBINE TRANSFERS SUPPORTS ROBIN RIGG, GEMINI

Turbine Transfers has supplied a further vessel to support E.On at the Robin Rigg Wind Farm in the Solway Firth. The company's 19m CTV **Aberdaron Bay** is the fifth Turbine Transfer vessel now working at the site. Meanwhile, in the Netherlands, Turbine Transfers has commenced work for Van Oord on project Gemini, one of the world's largest offshore windfarms, also supplying five CTVs to assist with the construction phase. Two of the vessels lined up for this exciting project are the new 21m **Holyhead Bay**, built on Anglesey by Turbine Transfers' sister company Holyhead Marine Services and the 21m Trearddur Bay. Turbine Transfers' Managing Director J Mark Meade said, "I am delighted both E.ON and Van Oord have shown their confidence in Turbine Transfers' ability to support major projects. Indeed, we have been working with E.ON at Robin Rigg for nearly two years now, which demonstrates our consistency and effectiveness in providing reliable CTV support." *(Source: Offshore Wind; Photo: Holyhead)*

DONG HIRES SEAJACKS SCYLLA FOR WALNEY EXTENSION

Seajacks UK has entered into contract with DONG Energy for the transportation and installation of all 87 wind turbines at the Walney Extension offshore wind farm. The Walney Extension offshore wind farm is made up of two 330MW phases and located in the Irish Sea, around 19km from the

UK's West Coast. Seajacks' largest wind farm installation vessel, Seajacks **Scylla**, will be deployed on the project. The **Scylla** is currently under construction at Samsung Heavy Industries at the Geoje shipyard in South Korea. The vessel will mobilise in early summer 2017, installation will consist of 40 of the MHI Vestas V164 8.2MW and then a further 47 Siemens SWP-7.0-154 units. Blair Ainslie, CEO for Seajacks UK, said: "We are delighted to provide our specialist purpose-built offshore installation vessel Scylla to DONG Energy for the Walney Extension offshore wind farm. DONG Energy are a world leader in the offshore wind market and committed to bringing down the cost of offshore wind power. Installing larger capacity turbines in high wind locations is absolutely key to achieving this goal. With Scylla, DONG Energy have chartered the largest and most capable vessel in the market which will enable them to transport and install the largest most powerful of new turbines at the deepest and most demanding of high wind locations." Peter Rom Poulsen, DONG Energy's EPC Director for the Walney Extension Project, added: "The contract is subject to our final investment decision, however we are very happy to have taken this step with another major contract. Seajacks has proved that they are a strong partner, and we have a shared view on the importance of safety and quality. Both companies are also committed to develop the local supply chain and reduce the cost of electricity from offshore wind." The plan is to fit the Scylla with an adaptable blade rack and seafastening solution which is quickly interchangeable between the MHI Vestas and the Siemens turbines. This will reduce mobilisation costs not only on the Walney Extension project but also on future turbine installation projects after 2018. Walney Extension has already been awarded a contract for difference under the EMR FID-enabling regime and, in November 2014, the project was granted consent by the British Secretary of State for Energy and Climate Change. *(Source: Offshore Wind; Photo: Seajacks)*

VBMS CONNECTS LAST CABLE AT WESTERMEERWIND

Dutch subsea cable specialist, VBMS, has installed the last cable at the Westermeerwind offshore

wind farm. "In total, we have installed 48 inter array cables between the wind turbines and six export cables that connect the offshore wind farm to the mainland," said the VBMS spokesperson. Now, the company is doing the terminations, connecting the cable to the turbine, which should be completed early August. Nico Verburg, project manager VBMS said: "Despite the exceptionally bad weather during the cable installation period, we completed the cable installation without causing any delay for the project." The wind farm will be built in the IJsselmeer (Lake IJssel), between Urk and Lemmer (the province of Friesland), the Netherlands. Each of the 48 turbines has a capacity of 3MW while the entire project is scheduled to go online by mid-February 2016. *(Source: VMBS)*

YARD NEWS

ROYSTON SUPPORTS PSV ENGINE PARTS OVERHAUL FOR BABCOCK AT ROSYTH

Diesel engines specialist Royston has supported and successfully completed the overhaul and maintenance of a range of engine components for a platform supply vessel undergoing a scheduled service at Babcock's Rosyth facility. A change in operating schedules for the **E.R. Georgina** required a fast four day turnaround of 24 sets of cylinder heads, piston and connector rod assemblies, and bottom end bearing bocks that had been removed from the vessel as part of the maintenance of its Rolls Royce Bergen engines. The on board engine service work was carried out by the ship's crew alongside Rolls Royce and Babcock engineers. The parts requiring maintenance and repair were delivered to the specialist Royston diesel engineering workshops in Newcastle, where the engineering team carried out the comprehensive inspection, service and maintenance of all the components. The work specifically involved the inspection and pressure testing of 18

cylinder heads and the complete overhaul, cleaning, measurement and re-building of a further six. Full cleaning, inspection and crack detection was carried out on the piston and con rod assemblies, and the bottom end blocks, before all parts were fully re-calibrated to the required specifications. The experienced Royston workshop team who completed the **E.R. Georgina** work was headed by a former Rolls Royce engineer who had been factory trained on its marine engines. In the circumstances, this specialist expertise and knowledge helped to ensure that the delivery deadline was successfully met. Simon Richardson, operations manager at Royston, said: "Platform supply vessels are specialised high tech ships and command valuable day rates. In the event we were able to complete all the work in four days and return the fully renewed parts to enable the vessel so that it was ready to resume operations." *(Press Releae)*

HEEREMA SEMI-SUBMERSIBLE CRANE VESSEL ORDER AT JURONG SHIPYARD CONFIRMED

Having put pen to paper on an LOI in March, Sembcorp Marine has confirmed the $1bn contract with Heerema Offshore Services to build a DP3 semisubmersible crane vessel at Jurong shipyard. The "world's biggest" semi-submersible crane vessel, designed by Netherlands-based Huisman Equipment, is scheduled for delivery in the last quarter of 2018. Jan Pieter Klaver, CEO of Heerema Marine Contractors, said: "We strongly believe in the successful cooperation between Sembcorp Marine and Heerema to build the world's largest semi-submersible crane vessel. The new vessel's two Tub Mounted Cranes and dual fuel engines will enable Heerema Marine Contractors to offer unparalleled installation and decommissioning services. This will meet our longterm strategy of delivering the best possible services to the global offshore oil and gas industry." Heerema Marine Contractors, part of the Netherlands-based Heerema Group, currently already owns four of the world's largest crane vessels, plus a fleet of anchor handling tugs and modern transportation barges including the world's largest barge, H-851. *(Source: Splash24/7)*

SINOPACIFIC TO BUILD 9 AHTS VESSELS FOR ADNOC

Sinopacific Shipbuilding Group has recently won the bid for the construction of nine anchor handling tug and supply (AHTS) vessels for Abu Dhabi National Oil Company (ADNOC) and its subsidiary, ESNAAD. As stated in Sinopacific's press release, ADNOC firstly launched bids for this new-building project in 2013 and then handed it over to ESNAAD for follow up. Sinopacific says that the contract was signed by both parties in Abu Dhabi, without revealing financial terms. According to the agreement, the delivery of all 9 vessels will take place in 2017. The design that won the bid is the **SPA80A**, which is an AHTS with electric propulsion system and a bollard pull of 80mt designed by Shanghai Design Associates (SDA), the Sinopacific OSV design team. The vessel's basic design has been tailored to ADNOC's specific requirements and has been designed according to the standards in similar types of vessels ensuring the delivery of reliable performances under the complex conditions of shallow water, high salinity, high temperatures and high humidity in the Persian Gulf. Sinopacific notes that the **SPA80A** is to be constructed on the basis of the original SPA80 design, the company's own brand design. *(Press Release)*

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

   - Bisso orders "same again" at Main Iron Works
   - Bugsier-, Reederei- & Bergungs-Gesellschaft GmbH & Co. KG extends its tug fleet
   - Substantial expansion Seacontractors with 6 workboats
   - Svitzer orders two more ASD 3212 tugboats for large vessel towing operations
   - Tai Pari and Tai Timu delivered to the Port of Tauranga

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