Tugs Towing & Offshore Newsletter

16th Volume, No. 63 *1963 – "52 years tugboatman" – 2015* Dated 09 August 2015

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

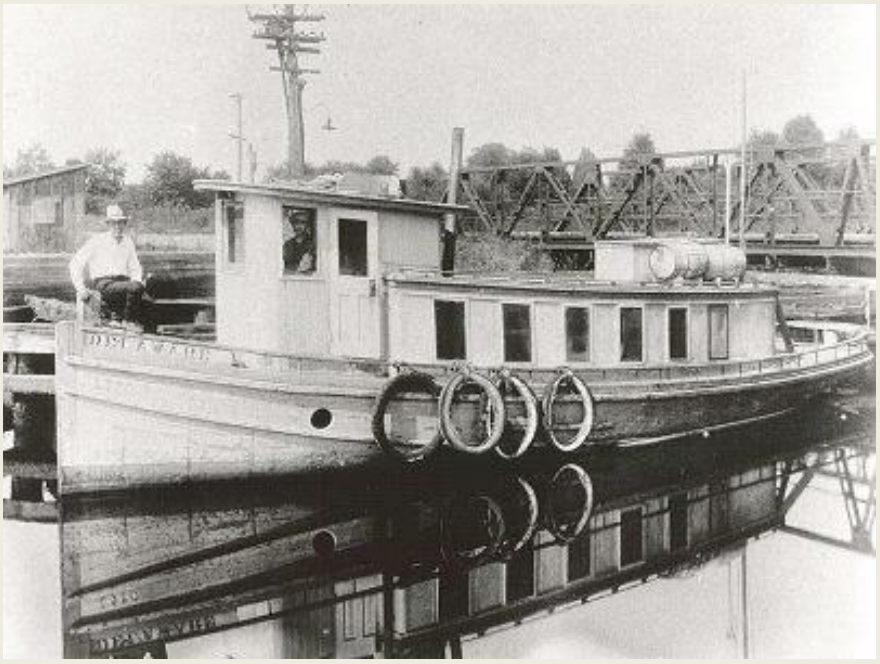
TUGS & TOWING NEWS

FINALLY RENAMED

In Ridderkerk; Netherlands was seen the former Belgium tugs **Evergem** (Imo 9035008) and **Zelzate** (Imo 9034999). Both tugs recently belonging to the Unie van Redding- en Sleepdienst – Antwerp. The tug were sold a few months ago and now finally renamed in **Samsun Tug** and **Trabzon Tug** respectively both with homeport Freetown. The **Evergem** was built in 1993 by NV Scheepswerf van Rupelmonde – Rupelmonde; Belgium under number 472 as **Thomas Letzer**.

The sistership **Zelzate** also in 1993 on the same shipyard under number 471 as the **Nathalie Letzer**. The vessels have a length of 31.99 mtrs a beam of 9.04 mtrs and a depth of 4.65 mtrs. They have a 8 cylinder ABC 8MDZC diesel engine with an output of 2,000 kW (2,719 bhp) and develops a free sailing speed of 13.5 knots and a bollard pull of 32 tons. *(Photo's: Ruud Zegwaard)*

MUSEUM ANNOUNCES A BROAD REACH ONLINE EXHIBITION & CATALOGUE



The Chesapeake Bay Maritime Museum has just released the commemorative catalogue and online exhibition of A Broad Reach: 50 Years of Collecting. Featuring 50 significant objects that have been accessioned into the museum's collection over the past 50 years, the physical exhibition is presented on both floors of the museum's Steamboat Building, and continues through February 28, 2016. The online exhibition—at www.abroadreach.cbmm.org —includes images with interpretive text of the 50 objects in the exhibition, many of which were photographed by noted Chesapeake photographer David Harp. "We are grateful to David Harp for his excellent photographs," said CBMM President Kristen Greenaway. "David is a lifelong Marylander and well-known for his works capturing the people, flora, and fauna of the Chesapeake Bay region." "CBMM is the repository for the maritime history of the entire Chesapeake Bay," commented Harp. "It's a great museum. And to be able to pick through some of the best stuff—the best paintings, objects and figureheads—and photographing them was great fun. I loved working on this project." The works featured in the exhibition and its catalogue range from gilded eagles to a sailmaker's sewing machine, a log-built bugeye to an intimate scene of crabpickers, A Broad Reach opened to the public on Saturday, May 23, 2015 to kick off CBMM's year-long 50th anniversary celebration, which concludes next spring with the opening of the community curated exhibition, Snapshots to Selfies: 50 Years of Chesapeake Summers. The commemorative catalogue for A Broad Reach is now available for purchase through the Museum Store and at shop.cbmm.org. Edited by CBMM Chief Curator Pete Lesher, the full color, hard copy book was designed by Reneé Cagnina Haynes, with copy editing by Katie Adkins. The limited edition catalogue retails for $47.17—$50.00 when Maryland sales tax is included. Supporters who helped make the exhibition and catalogue possible include PNC Financial Services Group, The Academy for Lifelong Learning, American Cruise Lines, Benson & Mangold Real Estate, Ellen & Richard Bodorff, Chesapeake Shipbuilding, Joan & Jim Darby, Fairfield Inn & Suites Easton, Guilford & Company, Graul's Market St. Michaels, Hambleton Inn, Pam & Jim Harris, Higgins & Spencer, Laurie & Rick Johnson, Karen & Richard Kimberly, Alice & Peter Kreindler, Mariana & Pete Lesher, Drs. Sherry & Charles Manning, Carol & Bill May, Juliette C. McLennan, Maxine & Bill Millar, Patrice & Herbert Miller, Elizabeth C. Moose, Pembroke & John Noble, Kay & Bob Perkins, Lelde & Heinrich Schmitz, Alexa & Tom Seip, Karen & Langley Shook, Katie & Dick Snowdon, Judy & Henry Stansbury, René & Tom Stevenson, Peter Stifel, Tidewater Inn, Beverly & Richard Tilghman, The Vane Brothers Company, Joan & Clifton West, and Carolyn Williams & Colin Walsh. Additional supporters include Patricia & Michael Batza, Amy & Paul Berry, Cleo Braver & Alfred Tyler, Easton Utilities, Jane & Frank Hopkinson, Paula Johnson & Carl Fleischhauer, Beth Loker & Donald Rice, Robin & John Marrah,

Mary Lou McAllister, Patriot Cruises, and several anonymous donors. "Our dedicated volunteers Ellen and Norman Plummer were also instrumental in researching the works included in the exhibition," said Chief Curator Pete Lesher, "and they gave sound counsel to the exhibition's planning committee." "Our staff's dedication and hard work has resulted in a world-class exhibition and catalogue," commented Greenaway, who came from The Nasher Museum of Art at Duke University to begin her tenure as CBMM"s President in July, 2014. "Once coming on board at CBMM, I immediately appreciated what a wonderful opportunity we had to commemorate the Museum's 50th anniversary in a wide variety of fresh and inspiring ways. As a staff team we very quickly devised the concept of originating an exhibition that would help launch our year of celebration, as well as honor the wonderful and amazing works found in the Museum's permanent collection. I feel the effort has really paid off with an exceptional presentation of those objects we hold closest to our hearts." "A Broad Reach reflects on the rich collections of the first half-century of this museum's history," commented CBMM Chief Curator Pete Lesher, who curated the exhibition and edited the catalogue. "In selecting these objects, we looked for those that not only have the richest stories to tell, but also those that are beautiful. Any list is a compromise, leaving out favorite items for some. The gaps in such a list further suggest that our work as a collecting institution is far from done; there are so many more stories out there to collect. And as the coming years unfold, new stories will emerge that we will need to preserve for the next generation who will come to appreciate the Chesapeake Bay and its vibrant heritage." Established in 1965, the Chesapeake Bay Maritime Museum is a world-class maritime museum, serving more than 70,000 guests each year. CBMM is the only maritime museum in the world dedicated to preserving and exploring the history, environment and people of the entire Chesapeake Bay, in a meaningful and authentic way. For more information, follow CBMM on Facebook or visit www.cbmm.org.

PELLA SHIPYARD (LENINGRAD REGION) TO LAUNCH RESCUE TUGBOAT SB-736 ON AUGUST 8

Pella shipyard (Leningrad Region) has completed preparatory operations on moving the multipurpose rescue tugboat **SB-736** of Project 02980 (PS - 45), building No 803, to the launching position. According to the Company's press center, the launching is scheduled for August 8, 2015. The ceremony will be attended by the representatives of Navy, Kirovsk district authorities and Company management. Transportation of the vessel to the launching platform was performed with application of innovative technology developed specially for Pella's new shipbuilding yard. Leningrad Shipyard Pella was founded in 1950 and privatized in 1992. The holding incorporates a head company and a number of subsidiaries. The shipyard specializes in construction of tug boats for Russian customers. *(Source: PortNews)*

TAK 10 AND TAK 11

At the Damen Shipyard Galati – Romania were seen two new building type ASD 2810 tugs the **Tak 10** (Imo 9751999) and **Tak 11** (Imo 9752008). The tug are built for the Port of Klaipeda – Lithuania. The standard ASD 2810 tugs has a length of 28.67 mtrs a beam of 10.43 mtrs . The total engine output of the ASD 2810 is 3.680 bkW with a free sailng speed of 13.4 knots and a bollard pull of 60 tons. *(Photo: Paul Ionescu)*

PICTURE ALP FUTURE NEW BUILDING PROGRESS

The first vessel, **ALP Striker** (Hull 0081) is being built at Niigata Shipbuilding and Repair in Niigata, Japan. The second and third vessels, **ALP Defender** (Hull 0082) and **ALP Sweeper** (Hull 0082) are partly being built at the Dea-Il shipyard in Busan, South-Korea. The **Alp defender** has been towed recently to Niigata for completion. The Last vessel, **ALP Keeper** (Hull 0084) is partly being built at the Kanrei shipyard in Naruto, Japan and will also be towed to Niigata for completion. Delivery of the **ALP Striker** is planned for beginning of 2016. Pictures made in Niigata are made by Ernest Timmermans, the Busan Pictures are from Rob Strijland, Project Manager of the ALP Future project. The pictures above are the building pictures of the **ALP Stricker** at the Niiagata Shipbuilding and Repair in Niiagata. Below we see the pictures of the launching and tow away of the **ALP Defender** from the Dea-Il shipyard in Busan, South-Korea *(Source: Ernest Timmermans)*

ANOTHER HOT SUMMERDAY

Another hot sunny day in Holland, with some arrivals on the river. In the morning of the 6th August 2015, the OSV **Mare Verde** arrived for drydocking. Later in the afternoon the **Egesund** arrived with the new built hull of a Multicat for Damen yard number 571673. About one hour later the PSV **Normand Flipper** returned to the North Sea from Burgas, where the South Stream project was cancelled, releasing 9 PSV's and several AHTS's. The **Saipem 7000** and **Castoro Sei** have also left the Black Sea. *(Source & Photo: R&F van der Hoek-Lekko)*

YESTERYEAR TUGS AT WORK TRANSFER NO. 24

An Excellent photograph of a railroad tug making up a tow sometime in the 1950's Two deckhands secure the starboard car float as the master watches from the wheelhouse of the **Transfer No. 24**, owned by the New York, New Haven and Hartford Railroad. The spring line has already been made fast, and the head line has been passed from the stempost of the tug to the barge and then back to the tug's forward forward H-bitts, where it will be secured. Car floats are angled in forward when being side towed, making a wedge with the tug between

them, so the head line will probably be shortened before it is made fast. At the time of this photograph, the **Transfer No. 24** – built in 1953, 100 foot long, 1350 horsepower diesel – shuttled an average of 600 cars on floats per day, seven days a week, across the New York Harbor between New Jersey and New York. Note the ready-made spring (towing strap) and head lines hung on the cabin side for easy access, and the loadspeakers on the wheelhouse roof, used by the skipper to give orders to the deckhands and dockside crew. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

COLLISION OFF WARNEMÜNDE

On Aug 5, 2015, at 5.30 a.m. the ferry "*Mecklenburg-Vorpommern*" was in collision with the "**Wind Express**" off Warnemünde which had just sailed from Rostock bound to the Baltic 2 Windfarm. When approaching the sea canal, the ferry, coming from Trelleborg, was hit by the "**Wind Express**" which had suffered rudder gear damage and was disabled until geting back under control with the aid of the emergency rudder. However, the collision could not be avoided, and the hull was dented. The "*Mecklenburg-Vorpommern*" suffered only scratches and was operating again at 9 a.m. The "**Wind Express**" returned to berth 34 in Rostock. *(Source: vesseltracker)*

TUG TOWED LISTING JACK UP BARGE TO CALAIS

On Aug 5, 2015, the "**Chambon Suroit**" towed a listing jackup platform into the port of Calais. At 3:40 p.m., the barge of the company Combi Flotte (PB) which was working at the expansion of the port of Calais, was about to capsize due to a malfunction of one of its legs. The CROSS Gris-Nez and the Operational Centre of the Navy (COM) in Cherbourg, were immediately alerted and dispatched the surveillance vessel "*Scarpe*", the liefeboat "*SNS077 - Notre Dame de Risban*" of the SNSM-station Calais

and the "**Chambon Suroit**". The five worker aboard the barge were rescued by the "**Celtic Wind**" which is usually responsible for the transfer of personnel. When the barge listed, a tank containing 1000 liters of gas oil which was, however, sealed ended up in the water. It was taken in tow and secured in the port of Calais. At 5 p.m. the COM Cherbourg decided to call the emergency tug "**Abeille Languedoc**" from Boulogne-sur-Mer. At the same time, two technicians of Combi Flotte were taken to the barge aboard the "*Scarpe*" and managed to keep it afloat. At 5:45 p.m. it was decided to tow the barge into the port of Calais. The "**Chambon Suroit**" took her in tow and arrived in port at 7:30 p.m. where she could be righted. *(Source: vesseltracker)*

COSTA CONCORDIA DISMANTLING UPDATE – DEMOLITION BEGINNING ON UPPER DECKS

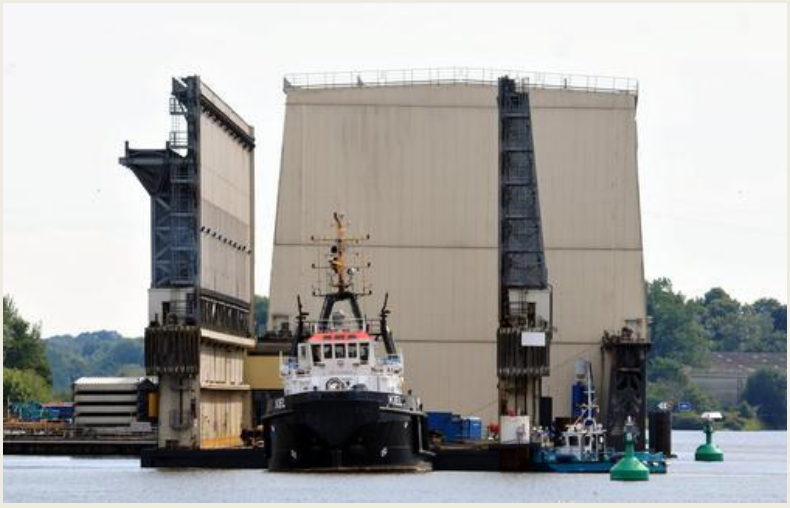
Just over one year since the **Costa Concordia** arrived in Genoa following its successful salvage, the consortium tasked with dismantling the infamous cruise ship have updated that the $87 million project is moving along just as planned. The last update from the consortium came in May when the **Costa Concordia** hit the open ocean for one final time, moving 10 miles under tow from the Prà Voltri breakwater to a new dock at the Port of Genoa where the final phases of the dismantling project will take place. The project, which includes the full scrapping and recycling of the cruise ship, is currently in Phase 2, kicked off with the transfer and now involves the demolition of structures from decks 14 to 2. The project is being carried out by the Ship Recycling Consortium, made up of the Italian company Saipem (51%) and San Giorgia del Porto (49%). In this most recent update, the Ship Recycling Consortium says that all stripping work has been completed on the upper

decks from deck 6 to deck 14. The stripping is now concentrated on decks 3, 4 and 5 and will be commencing on deck 2. In order to carry out cutting operations, crews began removing the buoyancy systems, made up of the giant sponsons and strand jacks. The cutting operations involve slicing the ship into pieces a maximum size of 2.2 meters by 8 meters so that they can be transported by road to nearby recycling facilities. The Ship Recycling Consortium says that deck 14 has already been demolished and work is continuing underway on deck 12, with an average of 6 to 8 trucks leaving the yard per day with parts of the ship. The 30 sponsons, which played an integral role in the parbuckling, refloating, and towing phases of the salvage project, are being dismantled in the same way. Currently, operations are in progress to dismantle the upper compartments of the eight 'long' sponsons because, due to the stripping, less buoyancy is required to keep the vessel afloat. Removal of the sponsors is actually part of phase 3 of the project, which involves the preparation of the wreck ahead of its transfer to dry dock. The strand jacks, the hydraulic jacks used in the parbuckling and to help hold the sponsons in position, have also been removed from the ship. What remains of the ship will be fully dismantled in dry dock during Phase 4. The Ship Recycling Consortium says that the stripping and demolition of the ship is expected to be completed by the end of 2015, and the consortium still estimates that the full dismantling project will last about two years, although speed is not a top priority. The consortium added that there are currently 170 personnel currently deployed on the project and crews has so far removed over 6,530 tonnes of material. About 80% of the material is sent for recycling, it said. *(Source: gCaptain; Photo: The Ship Recycling Consortium)*

FALMOUTH RNLI RESCUES FISHING VESSEL FROM CHANNEL SHIPPING LANES

RNLI volunteers from Falmouth worked late into the night to rescue a Devon trawler after its propeller became fouled 17 miles out into the English Channel on Friday. The all-weather lifeboat launched at around 8.45pm to help the five crew on the 29 metre MFV **Jacomina**, from Brixham, which had run into trouble in shipping lanes south east of Falmouth. The boat had been recovering its gear when a discarded trawl which had been brought up on the scallop dredge was drawn into the engine and stopped the propeller, damaging the gearbox. When the lifeboat arrived, a tow line was passed to the vessel, and the crew began the tow back to Falmouth passing St Anthony lighthouse around 1am, when the tow was shortened up, reaching Governor Buoy 15 minutes later, where the tow was dropped and the lifeboat was secured alongside the **Jacomina**. The lifeboat then manoeuvred the trawler into a berth at Fal Fish in Falmouth Docks, where it was safely secured, and arrangements were made for divers to help freeing the propeller, allowing the boat to leave Falmouth and head back towards Brixham by early afternoon. *(Source: The Packet)*

COLLISION OFF WISMAR



On Aug 1, 2015, at 3.40 p.m. a convoy consisting of the tugs "Kiel", "Stein" and a floating dock which had been overhauled at Nordic Yards in Wismar was in collision with a fairway buoy off the port. The buoy suffered damage. The convoy continued to Rendsburg where the dock was delivered at the Lürssen Yard. *(Source: Vesseltracker)*

OFFSHORE NEWS

VROON SELECTS NEW VSAT SUPPLIER FOR ONBOARD CLIENT INTERNET

SpeedCast International Limited (SpeedCast), a leading global telecommunications service provider, today announced that it has been awarded a multi-year communications contract by international shipping company, Vroon. The new Ku-band satellite service will facilitate high-performance broadband connectivity with multi-megabit speeds, providing “hotel experience” Internet facilities for Vroon clients aboard specific categories of vessels. These include subsea-support vessels (10-25 passengers), walk-to-work vessels (with up to 60 passengers) and wind turbine installation/maintenance vessels (up to 110 passengers). Vroon operates and manages a diverse fleet of approximately 170 vessels, with more than 400 shore-based staff and around 4,000 marine personnel worldwide. Vroon’s modern vessels are active in livestock transportation, offshore support, offshore wind tubine installation and maintenance, dry cargo, container and other segments, including product/chemical tankers, asphalt/bitumen tankers and car carriers. Vroon conducted a competitive tender process to find a new VSAT supplier for client Internet access on board the “hotel experience” vessels. SpeedCast was selected for its ability to meet a stringent set of requirements, which will enable Vroon to deliver future-proof, high-capacity and scalable VSAT internet services

to accommodate clients' demanding Internet requirements. "With an ever-increasing demand for Internet services from our clients, we selected SpeedCast to deliver these services in order to fulfil our clients' current and future needs," said Rob Frenks, Vroon Group ICT Manager. SpeedCast's solution will provide seamless connectivity, enabling high-speed Internet access and voice services for the "hotel experience" vessels. The always-on 24x7 broadband communications platform will support a wide range of services, including Internet, voice and video streaming, with real-time connectivity at sea. "With our global infrastructure and innovative technology we can deliver a solution that will meet Vroon's needs today, and for many years to come," said Piers Cunningham, VP of Maritime Services, SpeedCast. "Looking forward, by delivering our satellite communications solution, we can help Vroon to deliver a future-proof and scalable Internet service that will meet the needs of their clients today and in the future." This announcement follows SpeedCast's recent acquisitions of Hermes Datacomms and Geolink Satellite Services, as well as select NewSat assets, which further enhanced SpeedCast's products and services tailored for the energy and maritime sectors. *(Source: Vroon)*

BOURBON SEES REVENUE RISE 13 PCT

French vessel owner and provider of marine and subsea services, Bourbon, has seen its half-year revenue rise to a record $824.2 million (€759 million) on favorable foreign exchange rate impact. However, the company noted that oil price drop has significantly impacted the market environment in the oil services industry which has led its clients to further CAPEX cuts. To adapt to these market conditions Bourbon said it will focus on cost control by, among other measures, temporarily stacking certain vessels which have no anticipated activity for 3

months. Up to this date the company reported that 26 supply vessels are stacked. As for the subsea services, Bourbon stacked as many as 5 vessels during the period but also took delivery of the 9th Bourbon Evolution 800 series MPSV on June 30, 2015, with the final vessel in the investment program expected to be delivered in the 2nd half 2015. Compared with the same period a year ago, subsea revenues of €138 million in the 1st half of 2015 increased 24.5 % primarily as a result of both an increase in the average daily rate and stronger US dollar. Average daily rates increased due to the mix effect of new, larger vessels that joined the fleet. The stacking of several vessels had the primary impact on the decline in utilization rates. Christian Lefèvre, Chief Executive Officer of Bourbon, commented: "The first half of 2015 was highlighted by a continued slowdown in activity in most regions and negotiations with clients on commercial terms. Throughout this difficult period, BOURBON has demonstrated resilience, evidenced by the revenue progression, thanks to our strategy of operating a safe, modern and efficient fleet. "While the duration of this downturn is uncertain, BOURBON is constantly adapting to the market and is unwavering in its focus on excellence in service execution and reducing its costs. This focus will not only improve the group's resilience in the current cycle but will make it even stronger going forward." *(Source: Subsea World News)*

RED7 TONJER

It has been reported that the 1983 built Isle of Man registered with call sign 2BEC9 diving support vessel **Red7 Tonjer** (Imo 8205620) has been sold by Red7 Marine to Atlantic Marine Lowestoft, going to be renamed this August to **Atlantic Tonjer** taken at Great Yarmouth. The vessel has a grt of 3,349 tons and a dwt of 3,191 tons and is classed Registro Italiano Navale *(Source & Photo: Paul Gowen)*

DOF SUBSEA GETS IMR GIG FROM FREEPORT MCMORAN

DOF Subsea North America, a subsidiary of DOF ASA, has been awarded an inspection, maintenance, and repair (IMR) contract with Freeport McMoran, a natural resource company with headquarters in Phoenix, Arizona. According to DOF, the contract is for a period of 6 months firm and it includes 2 x 6 months options. The company added that the operations will start immediately and the vessel **Harvey Deep Sea** will be utilized under the contract. DOF took delivery of the **Harvey Deep Sea** in August 2013 under a 4-year long term charter agreement with Harvey Gulf International Marine. The **Harvey Deep Sea** is a DPII multi-purpose construction vessel built in 2013. The vessel is 92.0 m long, 19.5 m wide and it can accommodate 67 persons. The company did not reveal any financial details of the contract, nor the location of the project. *(Source: Offshore Energy Today)*

BOURBON TO LAY-UP MORE VESSELS

Despite the release of a positive set of results for the first half, French offshore vessel owner Bourbon says it will maintain its focus on cost control which will see the company continue to stack vessels during the second half of the year. In the first half of the year, Bourbon said it had stacked 26 supply vessels and 5 subsea vessels, and would continue to lay-up vessels in the fleet which have no anticipated activity for 3 months. The majority of the supply vessels stacked were in the shallow water segment. Christian Lefèvre, CEO of Bourbon, commented: "While the duration of this downturn is uncertain, Bourbon is constantly adapting to the market and is unwavering in its focus on excellence in service execution and reducing its costs. This focus will not only improve the group's resilience in the current cycle but will make it even stronger going forward." The company posted first half adjusted revenues of €758.8m, up 13.1% on last year's result. *(Source: Slash24/7)*

CHINESE ACQUISITION OF NORTHERN OFFSHORE COMPLETED

The sale of Northern Offshore to Chinese firm Shandong Offshore International Company is to be completed today, 5th August 2015. The completion of the acquisition, via an amalgamation, will be implemented after the close of trading on the Oslo Bors this afternoon. Northern Offshore will then be delisted from the exchange. Shandong Offshore International is forking out NOK 7.59 ($0.96) per share, payable in cash, with a total transaction valued around the NOK1.3b ($164.4m) mark. Shandong Offshore International Company is based in Qingdao and its subsidiary Blue Ocean Drilling, based in Houston, has a number of deep water jack-up rigs on order with further options. "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," commented Yu Bing, a director of Shandong Offshore International Company, and Dr. Sun Yuanhui, chairman of Blue Ocean Drilling Limited, when announcing the acquisition in July. *(Source: Splash24/7)*

SEABIRD CUTTING COSTS. STACKS 'MUNIN EXPLORER'

SeaBird Exploration has made a decision to stack **Munin Explorer** following its completion of the long-term time charter contract with SeaBed Geosolutions in August 2015. SeaBird is a global provider of marine acquisition for 2D/3D and 4D seismic data, and associated products and services to the oil and gas industry. SeaBird specializes in high quality operations within the high end of the source vessel and 2D market, as well as in the shallow/deep water 2D/3D and 4D market. Main focus for the company is proprietary seismic surveys (contract seismic). Main success criteria for the company are an unrelenting focus on Health, Safety, Security, Environment and Quality (HSSEQ),

combined with efficient collection of high quality seismic data. All statements in this press release other than statements of historical fact are forward-looking statements and are subject to a number of risks, uncertainties and assumptions that are difficult to predict, and are based upon assumptions as to future events that may not prove accurate. These factors include SeaBird`s reliance on a cyclical industry and the utilization of the company's vessels. Actual results may differ substantially from those expected or projected in the forward-looking statements. *(Press Release)*

KROONBORG NOMINATED 'SHIP OF THE YEAR 2015'

As every year, the KNVTS awards the 'Ship of the Year' title to a ship built in the Netherlands, which distinguishes itself in the field of design, economy, durability, safety and construction. The '**Kroonborg**" has been nominated for this prestigious award, which will be awarded in November 2015. A motion compensated Ampelmann gangway system, world's first fully motion compensated Barge Master T40 crane, DP2 system, Voith Schneider Propellers (incorporating an anti roll system) and super silent Voith Inline (bow-)Thrusters, chemicals storage and pumping systems and cold start-up unit, 500m2 free deck space, maintenance workshops, a fast rescue craft plus daughter craft and accommodation facilities for 60 people on board. One by one essential features which are pretty common for an offshore vessel. But by combining these specs in one single design– like a kind of Swiss knife – you will get a unique vessel the world has not seen before. *(Press Release Wagenborg)*

MAERSK TAKES DELIVERY OF NEW AHTS MAERSK CUTTER

Maersk Supply Service has taken delivery of anchor handling tug supply vessel (AHTS) the **Maersk Cutter**. The company says that the vessel, delivered on August 5, is the last anchor handling tug supply vessel in a series of two delivered from Asenav in Chile. Maersk notes that like its sister vessel, the **Maersk Clipper**, the new AHTS is able to pull more than 180 tons, and the ample propeller power keeps it in position even in harsh weather conditions. The **Maersk Clipper** was delivered from the shipyard in August 2014 and went directly on contract in Canada. According to the company, the vessel is expected to arrive from Puerto Montt, Chile to homeport of St John's, Newfoundland, in early September. *(Source: Offshore Energy Today)*

KING DAVID DELIVERED

The new building Italian registered Offshore Supply Vessel **King David** (Imo 9781061) was delivered to the owner and managers Vremar Shipping Holding SrL – Gorizia; Italy. She was built by the MMGI SHIPYARD Monfalcone (GO); Italy.She has a grt of 296 tons and a dwt of 160 tons. The vessel will be used for the connection and the supply of oil platforms. *(Source: Fleetmon)*

WELCOMING 5 PSV'S TO THE FLEET

OSM Maritime Group's reputation as a key player in the offshore sector has been further strengthened through the securing of a contract with Viking Supply Ships to manage five Platform Supply Vessels for global use. OSM has been appointed as the technical and crewing manager for Viking Supply Ships: **Frigg Viking, Nanna Viking, Sol Viking, Freyja Viking**, and the **Idun Viking**.

Geir Sekkesæter, Head of Ship Management, said: "OSM's Ship Management's focus on the offshore and oil & gas market is going from strength to strength and I'm pleased that our reputation for delivering excellence is being recognised. The Frigg Viking, Nanna Viking, Sol Viking, Freyja Viking came into our full management earlier this year and the Idun Viking will follow at the end of the month. This is a great achievement for the team and we are looking forward to continuing to work in partnership with Viking Supply Ships." *(Press Release OSM)*

EMGS IN 3D SURVEY WITH 'BOA THALASSA' IN MALAYSIA

Electromagnetic Geoservices ASA (EMGS) has received a letter of award for a contract from an oil company for 3D electromagnetic data acquisition over its operated area in Malaysia. EMGS did not disclose the name of the oil company; however, it did reveal that the two parties have entered into a two-year contract worth approximately $4.2 million, of which this LOA constitutes the commitment for the first and initial phase. The parties have also designed a survey for an optional second phase in 2016. "We are very pleased to announce this letter of award with a repeat customer in Malaysia. It is also important to us that it is a two-year agreement, with expectations for more work next year," says CEO of EMGS, Bjarte Bruheim. According to EGMS, the survey will be done using the vessel **BOA Thalassa**, which is expected to start acquisition as soon as possible. The company has added that the duration of the work is expected to be around one month. *(Source: Offshore Energy Today)*

WINDFARM NEWS - RENEWABLES

LITHUANIAN MARINE RESEARCH CENTRE ACQUIRES NEW VESSEL

Open Access Centre for Marine Research, a subdivision of Lithuanian Klaipėda University, has introduced its new marine research vessel capable of carrying out multipurpose marine investigations, including those for offshore renewable energy. In March 2015, the new R/V **Mintis** was built in Klaipeda and is now operated by the Centre's Fleet and Field Research Laboratory. The laboratory provides services in geological, geophysical and hydrological investigations, as well as sea bottom morphology and marine biodiversity surveys. *(Source: Offshore Wind; Photo: Fleet and Field Research Laboratory)*

MPI WORKBOATS SECURES LONG-TERM CONTRACT WITH SIEMENS' WESTERMEERWIND WINDFARM

2015 has been a busy year so far for MPI Workboats (MPIW), with good utilisation across the fleet and some notable contract awards, involving new locations and unique projects. Among the new contracts, the company has secured what we believe to be a first in the industry - a 15-year service charter for **MPI Dorothea** on the Westermeerwind Nearshore Windfarm. The Westermeerwind Windfarm is located on the Dutch IJsselmeer, and will have 48 3MW Siemens WTGs installed along the shore edge. **MPI Dorothea** will work out of Lemmer, Friesland (NL). For this charter, we developed a long-term service strategy, having designed a light-weight access platform to be mounted on the foredeck which will allow service technicians to step directly on to the turbine platform, located 5m above sea level. Securing this important contract was largely due to MPIW's credibility, our reliable, innovative and flexible project team and the company's proven track record. We wish our vessel and her crew safe and successful operations! Vroon's activities in the wind offshore-support sector operate under the MPI banner. MPI is active in the offshore wind-turbine-installation and -maintenance markets with a range of vessels, equipment and service offerings. MPI

Offshore, based in Stokesley (UK) and Breskens (the Netherlands), has been pioneering the offshore wind-turbine-installation business since 2003, when the first dedicated wind-turbine-installation vessel, MPI Resolution, was delivered. During the past 12 years MPI has been involved in numerous windfarm construction projects in nearly all countries around the North and Baltic Seas. MPI operates four dedicated wind-turbine-installation vessels, as well as a fleet of 14 workboats. In addition, MPI provides a range of engineering, consulting, manpower and equipment rental services. MPI Workboats Ltd., located in Stokesley (UK), operates a fleet of 14 specialised workboats in various sizes, configured for crew transfers and survey duties, including subsea-support duties. *(Press Release Vroon)*

RIX SEA SHUTTLE EXPANDS ITS FLEET WITH NEW CTV

Rix Sea Shuttle is expanding its fleet of crew transfer vessels. The company – part of J.R. Rix & Sons Ltd – will take delivery of a 27.4 metre ship made by French company Piriou in April, 2016. The boat will be the largest in Rix Sea Shuttle's fleet with the capacity to carry a crew of 24 seafarers and sleep up to eight, enabling it to stay offshore longer than the company's other vessels. It is specifically designed to operate in shallow waters which exist around many UK and European wind farms and will use jet engines instead of a traditional prop and propeller configuration, making it more manoeuvrable, the company said. Currently all the company's other boats – the **Rix Cheetah**, **Rix Panther, Rix Tiger** and the **Rix Lion** – are working at wind farms in UK and European waters. James Doyle, managing director of Rix Sea Shuttle said: "Demand for crew transfer vessels has increased significantly this year and is forecast to grow exponentially in 2016. With all our current boats chartered, we need more capacity. "We have ordered this boat at precisely the right time. As the UK and European offshore market has begun to mature, the industry has got a much better understanding of what vessels are needed to do what jobs. In effect, it is becoming more specialised.

"Our strategy has always been to develop a varied fleet of crew transfer vessels to give us the ability to work across all aspects of the sector and the new boat builds on that. It will enable us to operate in shallow waters, which a number of offshore wind farms require, so broadens the range of work we can carry out." The vessel – due to be named the Rix Leopard – has been designed by leading naval architect Nigel Gee and is currently under construction in Vietnam. It has a top speed of 27.5 knots, a maximum cargo capacity of 20 tonnes and features an 8.5 tonne crane as standard. The boat will be certified to work in Germany. Doyle said: "We chose Piriou specifically because they have significant history in ship building and the necessary experience to deliver a quality crew transfer vessel. "The **Rix Leopard** will be the most versatile crew transfer vessel in our fleet and I'm confident it will be in great demand by the industry." *(Source: Offshore Wind)*

DELTA MARINE'S DAMEN 2611 MULTICAT EXCEEDS EXPECTATIONS

Shetland based operator Delta Marine has reported that its vessel **Whalsa Lass** (Damen 2611 Multicat) demonstrated its versatility during recently completed works on a large wind farm off the coast of Grimsby, UK, for one of the 'Big 6' energy contractors. Even though Delta Marine has not named the wind farm or its client, it said the wind farm in question consists of 73 Vestas V112 3MW turbines located in water depths of some 15m and is now providing electricity sufficient to power up to 170,000 homes. Based on the information, Offshore WIND came to a conclusion that the vessel was working on E.ON's Humber Gateway offshore wind farm. The 26m **Whalsa Lass** features an 11.5m beam and a shallow 2.25m draft. Three Caterpillar C32 TTA main engines generate 1,902 bkW to provide a powerful 37 tonne bollard pull and a speed of 10 knots. A 100 tonne winch and twin Heila3 SL 230t/m knuckleboom cranes further add to a specification which informed client and operator alike that the vessel was capable of making a broader contribution to the project than was first envisioned, Delta Marine said. Work started with **Whalsa Lass** handling a six by 7.5 tonne delta flipper anchor spread for the cable lay vessel, with the anchors pre-laid and the Multicat hooking up to cable lay vessel wires in up to 3 knots of tide. Soon, **Whalsa Lass** was

delivering water and provisions to other project vessels within the 25sq/km work area. She was then conducting cardinal buoy inspections, retrieving and returning them to shore for maintenance and subsequently re-deploying them. She was called upon for the delivery of cable protection systems and the deployment of rock bags over cables in shallow water, deploying a 4 tonne bag every 14 minutes. She could be equipped as a dive support platform, with a full dive spread encompassing decompression chamber, welfare, quads, a dive shack and three point mooring, all whilst still conducting anchor handling duties with the dive spread onboard. This allowed her to work with the divers moving boulders clear of the cable lay route. A full ROV spread was also brought onboard, with a 20' ROV container, control shack, provision of 120A power from ship's generators and three point mooring, again whilst concurrently still anchor handling. Also performed were PLGR works, dragging a grapple train along the cable route checking for other obstructions which could affect the subsequent cable lay. The company added that **Whalsa Lass** was even called upon to salvage containers lost overboard from a passing cargo vessel which were drifting and posed a collision risk to the wind farm, then transporting them ashore. Delta Marine said that it created method statements, risk assessments and storyboards for all the above tasks, reducing the workload for the client's management and minimising delay to works proceeding. The company sourced all rigging and anchors, replaced all worn or damaged components and provided a weekly inventory to the client detailing the location and condition of each individual component. Delta also extended the push knees at **Whalsa Lass**'s bow, allowing crew transfer vessels to push on for optimised safe passage of project personnel whilst on site. The client's cable package manager told Delta: "All your efforts have been successful and executed safely and professionally. It was a pleasure having you and your team involved in mobilisation and execution meetings to gain your advice and input. Your team's positive attitude and ambitious nature have prevented vessel and project down time on a number of occasions. We always knew that the task would be executed professionally when given to **Whalsa Lass**. "From the entire construction team we would like to thank you and your team for all your hard work and efforts over the past year." *(Source: Offshore Wind; Photo's Sue Stevens Media Ltd)*

YARD NEWS

ZNT YARD LAUNCHES NONSELFPROPELLED PONTOON WHARF FOR RESCUE SERVICE OF ROSMORRECHFLOT

On August 4, ZNT Yard OJSC launched nonselfpropelled pontoon wharf of project SB02 built for Rescue Service of Rosmorrechflot. According to the shipyard's press center, the pontoon will be

dispatched to port Azov. Novorossiysk will be the facility's port of registration. The contract for construction was signed on March 31, 2015. The laying down ceremony was held on May 5, 2015, says the press center of the project developer Marine Engineering Bureau. The construction is being supervised by the Nizhny Novgorod branch of Russian Maritime Register of Shipping (RS). The head complex of project SB02 is to be placed within the area of responsibility of Azov-Black Sea Branch of Rosmorrechflot's Rescue Service. The complex is intended for the following purposes: lay-up and maintenance of different vessels (displacement of up to 5,000 t, draught of up to 6 m) within the protected water area; supply of electricity/water/fuel etc to vessels; repair and maintenance of mechanisms/systems/equipment. RS class notation - K Berth-connected ship Pontoon. Characteristics: length – 73.00 м; length of cross-structure - 5.00 m; width - 8.60 m; depth – 2.20 m; draught max – 0.98 m; effective area of the deck - 414 sqm.

NIBULON LAUNCHES ITS FIRST NON-SELF-PROPELLED VESSEL OF NBL-91 PROJECT

On July 31, 2015, the company launched its first non-self-propelled vessel (NBL-91 project) at NIBULON shipbuilding and repair yard. According to NIBULON press center, the specialists will start outfitting after the vessel is moved from the slipway to the pier. Main dimensions: length – 90 m; breadth – 16 m; breadth overall – 16.22 m; depth – 4.2 m; draught loaded – 2.7 m; displacement – 3,750 tons; cargo hold capacity – 5,050 cubic meters. The vessel with such dimensions was launched for the first time in the shipyard's history. The company plans to construct at its shipyard 12 non-self-propelled vessels (NBL-91 project) with the total deadweight of 36 thousand tons. The vessels are designed for operating on shallow rivers. Their construction will promote the implementation of NIBULON's

investment program to develop new logistics system in Ukraine, and namely to revive navigation along the Southern Bug. The Southern Bug depth was up to 3 meters 20 years ago. Today its average depth is 1.65 m and in some areas - up to 1 m. The company plans to revive navigation and passenger transportation along this river. 340 Ukrainian shipbuilders are involved in constructing the NBL-91 project vessels, and every shipbuilder can be proud of them. "It is very pleasant to realize that you have put your whole soul into important work", shares Igor Sheremeta, a ship's assembler (4th grade). "Today NIBULON is doing a lot to develop shipbuilding that helps both the country and people." Natalya Sinchenko, a painter and the vessel's godmother, who has been engaged in shipbuilding since 1982, says, "Every new vessel is like a child. You are creating it from the very beginning. We have a well-coordinated team; impressions are very pleasant." NIBULON's General Director Oleksiy Vadaturskyy and his deputies congratulated the employees. Oleksiy Vadaturskyy and shipbuilders talked over topical issues and future prospects of development; in particular, they discussed activities performed to improve labour conditions taking into account working peculiarities in summer. They also discussed bicycle parking at the shipyard and construction plans for the future. These meetings with the participation of NIBULON's management are held regularly at the shipyard. Andriy Volik, deputy general director of fleet construction, fleet operation and navigation safety, Larysa Buryk, deputy general director of personnel, Sergiy Besedin, deputy general director of construction, and Oleksandr Grygorenko, deputy general director of trade and logistics, were present at the meeting. At present the company is constructing at its shipyard two non-self-propelled vessels (NBL-91 project) and the C14938 project pontoon (manufacturing order 10006). The latter will be used to install a mobile transshipment crane with a capacity of 5 thousand tons per day. The crane will perform loading and unloading operations in the roads and at the transshipment terminal. NIBULON has developed and successfully implements its production program with a one hundred percent shipyard's workload for the next five years. *(Source: PortNews)*

EXPORTS FUEL HEADHUNTER'S GROWTH

Headhunter Inc. of Fort Lauderdale has witnessed significant growth recently through exports of its technologically advanced wastewater treatment systems and plumbing products for the marine industry. Following a technical meeting with Jack-Up Barge in 2014, which is a Dutch shipbuilder and operator of liftboats for oil and gas platforms and windfarm structures, Headhunter contracted for six portable treatment systems worth nearly $1 million. The performance of these sewage treatment plants were required to meet the strictest international effluent standards. Additionally the electrical design and construction of these sewage treatment plants was reviewed and approved by MET, a Nationally Recognized Testing Lab, for installation in a Class 1 Division 2 Hazardous

Location. These qualifications will allow Jack-Up Barge to complete contracts in the redevelopment of Natural Gas platforms worldwide. "Our company's specialty is adapting our proven range of products to a customer's unique requirements. The contract with Jack-Up barge is a perfect example. Their installation requirements stipulated that our products would be installed in a hazardous area, on the open deck of a vessel that could be operating in the North Sea or the Arabian Gulf. We love a challenge." said Mark Mellinger, Headhunter's President. Headhunter now derives more than forty percent of its annual sales from exports. About sixty percent of its business is in the commercial and military sectors with the remaining forty percent in the recreational market. *(Press Release)*

ICEBREAKERS INTENDED FOR NOVOPORTOVSKOYE FIELD SUCCEED AT MODEL TEST IN ICE BASIN

The project of the multi-functional diesel-electric icebreaker of the new generation, Aker **Arc130A**, intended for operation at the Arctic terminal under Gazprom Neft's Novy Port project (Ob Bay, Yamal - Nenets Autonomous Region), has successfully undergone the model test in the ice basin, press center of Gazprom Neft says. The concept design has been developed by Aker Arctic Technology (Finland). The construction will be performed by Vyborg Shipyard to the order of Gazprom Neft Novy Port. The test results show that the propulsion concept consisting of three azimuth thrusters – two in the stern and one in the bow of the vessel allows for the most efficient operation in severe conditions of the supposed district of operation. Testing of Aker **Arc130A** prototype in ice basin has proved that the 22 MW vessel will retain the maximum maneuverability in 2-meter thick ice, which is a requirement of the Icebreaker8 class. During the test the prototype model has preserved the practical ability of running in consolidated 3-meters thick ice with 30-pct increase of design capacity of the power and propulsion plant. This result allows for considering application of the modified Aker **Arc130A** in the most adverse Arctic regions. The new icebreakers of Aker **ARC 130 A** design are about 121.7 m long overall and have a main deck of 26 m in breadth (including fendering structures) and design draft of 8m. The vessels have a diesel-electric power plant and the combined propulsion power of the three azimuth thrusters is 21.5 MW (2 x 7,500 kW (stern) and 1 x 6,500 kW(bow)). The new icebreakers will fly

the flag of the Russian Federation. Gazprom Neft Group consists of more than 70 production, refining and sales subsidiaries in Russia, neighbouring countries and further afield. Gazprom Neft operates in Russia's major oil and gas regions: in the Khanty-Mansi and Yamalo-Nenets Autonomous Districts and in the Tomsk, Omsk and Orenburg regions. Gazprom Neft Novy Port, subsidiary of Gazprom Neft, operator of Novy Port project is run by Gazpromneft-Razvitie LLC. Vyborg Shipyard JSC (VSY) is a corporate member of United Shipbuilding Corporation having a vast experience in construction of icebreaking and ice-going vessels, offshore support vessels of various purposes, semisubmersible drilling platforms, topside modules for fixed offshore platforms and big-size grand blocks for onshore facilities. From the date of its foundation in 1948 the Shipyard has built more than 200 different vessels with total displacement over 1,550,000 t. VSY head office is located in Vyborg, Russia. *(Source: PortNews)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

   - Tug 'En Avant 9' put into service by Muller Dordrecht – Netherlands
   - Fratelli Neri orders first Damen ASD 3212 Tug with Render Recovery winch in Mediterranean
   - IRSHAD receives Damen Shoalbuster 2308 for SPM buoy maintenance
   - South African Navy's second Damen ATD 2909 Tug in production
   - Three more vessels head for Jordan

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