Tugs Towing & Offshore Newsletter

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

TUGS & TOWING NEWS

SALE OF " 3 UNITS OF 16M NEW BUILDING PUSH BOAT AND 1 UNIT OF 22M NEW BUILDING SHALLOW DRAFT HARBOUR TUG

Arena Offshore Shipyard.-Istanbul is pleased to announce the construction & delivery of their 3 units of 16m new building Push boats, **Nyonie, Acondjo, Bikele** and 1 unit of 22m new building shallow draft harbour tug, **Dorade** (Imo: 9756030) to their West African Buyers. The push boats have a length of 16.00 mtrs. a beam of 6.00 mtrs. and a draft of 1.45 mtrs. The two Caterpillar C.12 main engine develops a total output of 908 bhp at 2,100 rpm. They have accommodation for four persons. The free sailng speed is 11 knots and the bollard pull 11 tons. They are classed Bureau Veritas +Hull & +Machinery ,Tug Coastal Area. They have pushing knives and a towing hook, a second control station on flybridge. The tug has a length of 22.00 mtrs a beam of 7.70 mtrs and a draft of 2.00 mtrs. The two Caterpillar main engines C18 develops a total output of 1,200 bhp at 1,800 rpm. She has an accommodation for 6 persons a free sailing speed of 12 knots and a bollard pull of 15 tons. The tug is classed Bureau Veritas Hull & Machinery, Tug Coastal Area. *(Press Release Arena)*

DAMEN DELIVERS ASD TUG 2810 ICE TO KLASCO, LITHUANIA

The Damen Shipyards Group has delivered an ASD Tug 2810 ICE to Klasco Towage Assistance, an

affiliate of Klaipeda Stevedoring Company (KLASCO). The largest tugboat service provider in the Port of Klaipeda (Lithuania), this is the company's first purchase of a Damen tug, although it also currently charters a Damen 3110 from the Klaipeda State Seaport Authority. Named the **Klasco-3**, the ASD Tug 2810 ICE will be based in Klaipeda and participate in day-to-day port towage operations there. She will have the distinction of being the first tug in Klaipeda with an ARC4 ice class and escort notation approved by the Russian Maritime Register of Shipping, together with a top of the range firefighting system and other modern equipment. Mr. Gediminas Rubys, the Director of Klasco Towage Assistance, commented: "**Klasco-3** was purchased as part of our ongoing capacity improvement strategy. We initiated an international open tender in March 2015 for the purchase of a new modern ASD tug that would meet our specific requirements. After a two month process of discussions and negotiations with a number of shipyards, Damen was declared the winner. The decision was based on its competitive pricing, outstanding technical specification, short delivery time and the after-sales service package including maintenance. We believe that Klasco-3 will fully satisfy the needs of our current and future clients and make the port of Klaipeda more competitive and safe for visiting vessels." Although Klaipeda is ice free all year round, floating ice can come down the river, hence the requirement for an ICE class tug. With the air temperature capable of reaching -25 degrees C, winterisation was also a necessity, involving the fitting of additional insulation to the engine room decks and sides, and to the RP room, plus heated windows, good thermal insulation of the accommodation area, and heating systems capable of managing the winter cold. The vessel was available from stock at Damen Shipyards Galati, with the additional fitting out and commissioning being completed in just three months. *(Press Release)*

SVITZER SIGNS CONTRACT WITH SANMAR TO BUILD SIX TUGS

Svitzer has signed a newbuilding contract with Sanmar Shipyard in Turkey for the construction of six vessels, with delivery of the first one to be expected in Q4 2016. The vessels are being built to fulfil for Svitzer's commitment to current and upcoming new contracts in various terminal towage markets. The new fleet will be 70 Tonne bollard pull **RAstar 2800-E Class ASD tugs**,

which are terminal tugs with escort capability and accommodation space for eight crew members. The tugs are equipped with double drum DMT render winch, 2000 KW MTU 16V4000M63 engines, Schottel SRP 1515 thrusters and central cooling system. They are purpose-built for hot climates and are fully prepared for FiFi1 notation with water spray. "We have placed an order for six ASD tugs to fulfil Svitzer's current and upcoming new contracts. These new tugs are key elements in fulfilling our profitable growth strategy", says Kristian Brauner, Chief Technical Officer of Svitzer. He continues, "Sanmar was selected due to their outstanding safety performance and construction quality, and a competitive price. We are very much looking forward to the tugs being completed and deployed in our fleet." "The vessels will support our ambitious growth strategy by delivering versatile, quality tugs that will give us an edge when competing for contracts particularly in the growth markets where we have several opportunities in the pipeline", says Kasper Friis Nilaus, Chief Commercial Officer of Svitzer. "We are proud to be the winner of this tender which required hard work, commitment and dedication of all our team. We are very much looking forward to utilising Sanmar's expertise with Svitzer's experience. This project is a good example of building and delivering high quality tugs with top level health and safety standards but with competitive prices; but still built in Europe." says Ali Gürün, Member of Board of Sanmar. *(Press Release)*

TUGBOAT RB-366 OF PROJECT 90600 BUILT BY PELLA SHIPYARD FOR RF NAVY DELIVERED TO CUSTOMER

Acceptance/deliver certificate has been signed for tugboat **RB-366** of project 90600 (hull No 943) built by Pella Shipyard (Leningrad Region) for RF Navy. The boat has been delivered to the customer at her basing site in Lomonosov. In the nearest time the vessel will join the Baltic Fleet of RF Navy. The ship was launched on February 26, 2015. The tugboat is intended for towing and berthing operations in harbor, roadsteads and coastal areas which comply with R3 navigation area, refloating of ships and vessels, fire fighting operations at floating and shore objects, oil spill response activities, cargo transportation, ice breaking and

erosion operations. *Technical information:* Length max: 25,4 m; Width max: 8,8 m; Draught: 4,2 m; Speed: 11,8 knots. *Classification* KM Arc4 R3 Aut3 Tug by Russian Register of shipping. *Propulsion system* BPK US 155, Rolls-Royce, FPP into nozzles Powerplant 2*746 kW at 1800 r/min, Caterpillar C32. *Deck equipment:* bow electro-hydraulic anchor-towing-mooring winch Fluidmecanica providing 10 t of bollard pull and 847 kN of brake holding force; 23 t towing hook SWL with quick release device. The tugboat is equipped with cargo crane PC 2300, Palfinger with lifting capacity of 150 kilos at the boom of 5m. In order to fulfill fire-fighting operations the tugboat is equipped with external fire fighting system made by FFS (capacity is 800 m3/h, 2 water monitors, water curtains system). JSC Pella Shipyard based in Russia's Leningrad region was founded in 1950. In 1992 Pella was privatized as Pella Holding Co. comprising the head office and several subsidiaries. The shipbuilding firm specializes in building tractor tugs with rated power of 1,000hp to 5,000hp, push boats, escort tugs, pilot boats and SAR boats for Russian customers and for export. *(Press Release)*

GREAT LAKES SHIPYARD SIGNS CONTRACT FOR CONSTRUCTION OF HARBOR TUG FOR PUERTO QUETZAL, GUATEMALA

Great Lakes Shipyard, a division of *The Great Lakes Towing Company*, Cleveland, Ohio, celebrated the signing of a construction contract to build another of its **HandySize Class, 3,400 HP twin-screw tugboat** for harbor towing operations in Puerto Quetzal; a growing principal commercial cargo, container, and cruise port located on the Pacific coast of Guatemala in Central America. The buyer, Regimen de Pensiones y Jubilaciones del Personal de la Empresa Portuaria, is a Pension Benefits Plan for Port employees and retirees who operate a commercial tugboat service in the port under a Port Authority franchise for the purpose of ensuring future retirement benefits. The HandySize Class tug was designed by Jensen Naval Architects & Marine Engineers, Seattle, Washington. The new tug will be built by Great Lakes Shipyard with delivery next year. It is specifically designed for harbor work and coastal towing. It is 74-feet long with a beam of 30 feet, and a design draft of 11.5 feet. It is to be built to American Bureau of Shipping (ABS) standards and its Cummins QSK-50 main diesel propulsion engines, each rated at 1700 BHP@ 1600 rpm meet US EPA Tier III emission regulations delivering superior fuel economy, durability, and reliability. Evidencing the significance of the sale and trade between both countries, the Ceremony and reception was held in the US Embassy, Guatemala City, and hosted by the Embassy's Senior Trade Specialist, Antonio Prieto of the International Trade Administration, US Department of Commerce. Prieto was instrumental in facilitating the sale. Nicole DeSilvis, the Embassy's Senior Commercial Officer in her remarks, on behalf of the US Government and US Ambassador Todd Robinson, welcomed the Pension Plan's officers represented by Eduardo De Jesus Lemus, the Regimen's Presidente Junta Administradora who signed the Contract, and Juan Rodolfo Archila, the Regimen's

Administrador General and the Board of Directors acknowledging their "work ethic" and the "clear and transparent manner" of the negotiations and the contract process. She pledged to continue to collaborate and assist in the Pension Plan's new endeavours. At the Ceremony, Carlos Antonio Lainfiesta, Chairman of the Board of Puerto Quetzal was presented with a plaque from the Regimen in recognition of his efforts in support of the Regimen's acquisition of the new tugboat. *(Press Release)*

BOGAZICI 20 LAUNCHED

The major Tug builder "*BOGAZICI*" of Turkey has recently announced that they have successfully launched their Cintranaval-Defcar design, 70 Tbp ASD Tug "**Bogazici 20**" (tbr **Adler**) Hull Nr.NB 58 on 26th August 2015 in Tuzla / Istanbul. The tug boat is being prepared to be delivered to her new owner "*OCEAN KOPER D.O.O.*" located in Slovenia who are a "young and flexible" towage company established in 2005 and is one of worldwide known "*OCEAN TEAM* (Italy)" companies. The contract of the vessel was signed by Mr. Radko Malacic (General Manager) on behalf of Ocean Koper D.o.o. *Main Particulars of "**BOGAZICI 20**" (tbr **ADLER**):* L.o.a.: 32.50 m; Breadth: 11.70 m; Bollard pull: 70 Tbp; Free running speed: 13.0 Knots. *Services / capabilities:* Berthing and unberthing of vessels at harbour premises, Towing services, Pull and push during vessels mooring manoeuvrings, Escort services, Open sea and harbour Tug services from the stern, Fire Fighting Services, Salvage Services. Classification (BV): I XHULL XMACH, ESCORT TUG; SALVAGE TUG; FIRE FIGHTING SHIP 1; WATER SPRAYING, UNRESTRICTED NAVIGATION XAUT-UMS ; IWS *(Press Release)*

RUSSIAN CUSTOMERS GOT 159 TUGBOATS OVER 15-YEAR PERIOD

From 2000 through 2015 Russian customers took the delivery of 159 sea and river going push and tug boats from 3 to 5 MW, escort tugboats of up to 110 kW and small tugboats, IAA PortNews learnt from Gennady Yegorov, Director General of Marine Engineering Bureau, who will be a moderator at the Conference "Advanced port fleet - the basis of safety". He noted that many of those vessel can be deployed for icebreaking and rescue operations, firefighting, delivery of pilots and passengers, transportation of some cargoes. "We are concerned about absence of further plans on construction of such vessels – Yegorov explained. – Berths and warehouses alone cannot ensure the operation of ports. Lack of port fleet will sooner or later become a bottleneck in the country's foreign trade." At the same time, Yegorov calls attention to the activities of *Pella Shipyard* which built 43 tugboats of standard designs (27% of total number) starting from 2003. Over the same period, Russian seaports acquired 38 tugboats from *Damen* - leading global manufacturer of special vessels (24% of all new tugboats). Additional 16 vessels of this type were built for private Russian clients by *Craneship*. The above three leaders supplied 97, or 61%, of the total number. More information on the development of Russia's port fleet will be provided at the Conference "Advanced port fleet - the basis of safety" which is to be held in Saint-Petersburg on September 21, 2015. Full article Port Fleet XXI will be published in the journal "PortNews. Port Service. First half of 2015." in September 2015. *(Source: PortNews; Photo: Pella)*

DAMEN NEW BUILDING COMMENCED TRAILS

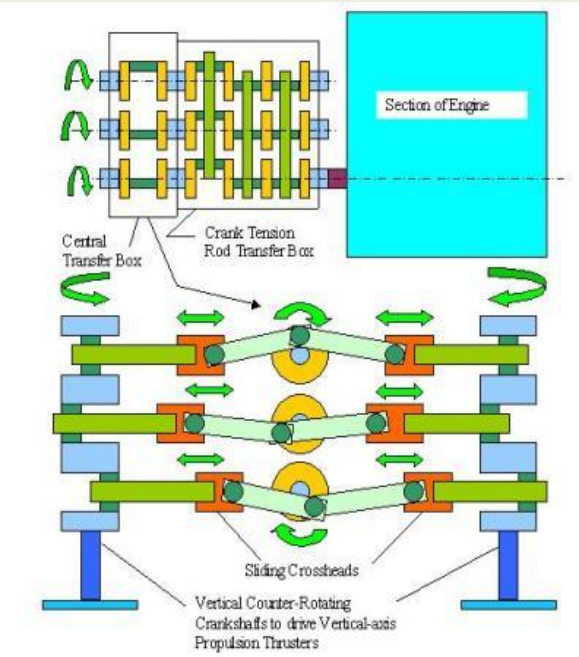
Last week another Damen Hardinxveld new building with **yard number 571705** commenced technical trails and bollard pull test in the Rotterdam Europoort. The new building is a Shoalbuster 2709 type with Imo number 9787950 and call sign PDNE. The standard type 2709 shoalbuster has a length of 27.19 mtrs a draft of 2.6 mtrs. The total power output is 2,238 kW with a

free sailing speed of 11 knots and a bollard pull of 38 tons. *(Photo: R&F van der Hoek-LEKKO)*

SUPER-SIZE TUGS FOR SUPER-SIZE BARGES

The ongoing development of ocean-capable integrated and articulated tug barges has produced ITBs and ATBs that carry bulk freight along the East, south and West coasts of the United States. Crowley Maritime operates a barge of 650 feet (198 meters) length by 105 feet (32 meters) beam with a U-shaped notch that resembles a short navigation lock built into its stern. The tug couples to the barge in this notch using a mega-size transverse coupling hinge that allows for relative pitching between barge and tug. Earlier tug barges used a V-notch stern and even a river barge bow-to-stern transverse hinge. While the Crowley design allows pitching freedom between barge and tug, the coupling results in the tug rolling with the barge. The combination requires a short tug built to a fraction of the length of the barge. A barge offers the economic advantage of being able to operate both as a freight carrier and as a storage-warehouse when in port while the major investment of the engine and propulsion system is productively applied to moving another barge to a different port. Increasing the barge size increases its operational economics and its attractiveness as a temporary floating bulk storage facility. In many locations around the world, a large barge on the ocean and a coupled assembly of barges on a navigable river move bulk freight between ports within the same

country at much lower cost than a fleet of railway trains. Basic transportation economics suggests that ocean barge technology could develop well beyond the length of Crowley's 650-ft length of ocean barge for bulk freight and possibly even container freight transportation. Future research would need to focus on the coupling between barge and tug to combine propulsion and directional control with greater relative pitch and relative roll. *Engine Power* Such future research could provide the basis for developing a barge the length of an oil tanker, bulk ore carrier or mega-size container carrier and a tug powered by a piston engine over 50,000hp. The efficiency loss of some 4,000 to 6,000hp in an electrical transmission to activate azipod propulsion units could prompt maritime operators to consider a mechanical transmission between the engine and propulsion units. A marine gas turbine engine that delivers 50,000hp at 6,000 RPM will transmit some 44,000 lb/ft of torque into a reduction gearbox the size of a house.



Super Tug Gearless Power Transmission Concept

Gearless Transmission

A maritime piston engine that delivers 50,000hp at 80 RPM will produce 3,300,000 lb/ft of torque – beyond the capability of any known gearbox. However, a gearless transmission based on cranks, bearings, connecting rods and sliding crossheads may be able to transmit such levels of torque through an angle of 90 degrees to a pair of counter-rotating vertical-axis propulsion units of Voith design. While such units are presently restricted to a maximum of 5,000hp each, there may be scope to double or triple the diameter and height of each unit using a central rotating tube and a lower disc to provide structural strength. The design of the tug would require a structural truss built below the hull to function as structural support to the vertical-axis propulsion units that would be driven by vertical-axis (six-throw) crankshafts. To provide power transmission, the engine would drive an independent crankshaft that would in turn drive up to six parallel crankshafts mounted above it through connecting rods operating in tension mode. Each crankshaft would drive a single throw that would drive a transverse-horizontal sliding crosshead via a tension rod, with each crosshead driving a tension rod connected to a vertical axis crankshaft. *Weight and Efficiency* While a gearless transmission would incur considerable weight, it would operate at much greater efficiency than an electrical transmission. The tug's added weight resulting from its transmission would in no way affect barge payload capacity and would sail in the barge's hydraulic shadow. While the added weight would increase fuel consumption during acceleration at the start of a voyage, the fuel consumption at steady sailing speed should be little different than that of existing self-powered vessels. On board a barge, additional payload would occupy the space of engine and fuel tanks aboard a self-powered ship. *Research and Design Challenge* Given that a gearless transmission would be heavily based on existing maritime engine technology, research and design staff at a maritime engine manufacturer would need to evaluate the capability of a gearless transmission concept. Research staff at Voith, for example, would need to explore the possibility of mega-size vertical-axis propulsion technology while research and design staff at shipbuilding companies would need to explore the possibility of a mega-size oceanic barge and the type of coupling system required between tug and barge. Maritime marketing departments would need to identify potential market applications for mega-size ocean-going tug-barges. Precedent on North America's Great Lakes has

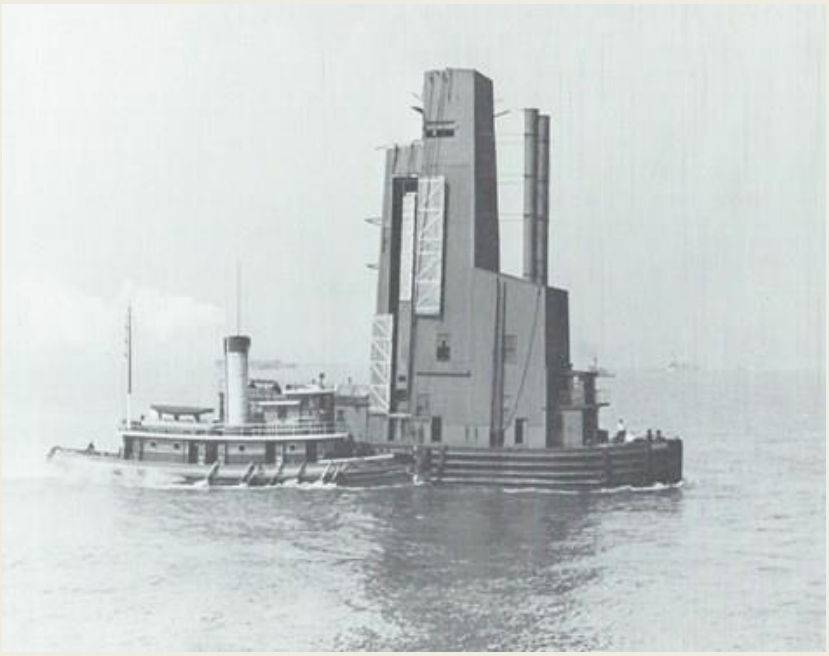
shown markets for short-distance bulk freight transportation where maritime mode is cost competitive with the railways. Similar short-distance markets would likely exist internationally, including domestic coastal service. The added payload capacity of a barge would likely earn enough additional revenue to exceed the additional fuel cost incurred by operating the combination of tug and barge. While potential market applications for mega-size oceanic barges already exist, the findings of technical research staff at shipbuilders, propulsion system manufacturers and maritime engine manufacturers would determine the likelihood of future mega-size oceanic tug barges. *(Source: Marex By Harry Valentine)*

THE MARITIME PERSON OF THE YEAR

The Massachusetts Maritime Academy's annual salute to 'the person of the year' this year spotlights *McAllister Towing and Transportation Co*. and its leadership team. Set for September 10, 2015, MMA's Salute to the Maritime Person of the Year – benefiting the MMA Cadet Scholarship Fund – most fittingly highlights the McAllister family, specifically **Buckley McAllister** , **Brian McAllister** and **Eric McAllister**.*(On the picture from left to right)* Fresh off its celebration of 150 years in business, McAllister Towing & Transportation's marine transportation group collectively operates a fleet of more than 75 tugboats, crew boats and barges in 17 locations along the U.S. East Coast from Portland, ME to San Juan, PR. In terms of the firm's impact on the maritime industry, they represent much more than that. *More than 150 Years Young* In 1864 Abraham Lincoln was president, and the U.S. was embroiled in the midst of civil war. In 1864, McAllister Towing was established in New York City. McAllister Towing has persevered, and at times, served, through nine wars, 28 presidents, at least three catastrophic stock market crashes; collapsing oil prices, generations of advances in ship technology

and vessel construction and design; and an explosion in maritime regulation. The company has had its fair share of high tides and low, but through it all, 150 years later, the McAllister flag still flies high. McAllister today is led by Captain Brian A. McAllister, a great-grandson of the founder, who serves as Chairman. The firm's President is B. Buckley McAllister, Esq., representing the fifth generation of McAllisters, and the son of Brian McAllister. They are joined in the c-suite by Chief Financial Officer Eric M. McAllister, also a member of the fifth generation and Brian A. McAllister's son. Together, they impressively represent this year's MMA Persons of the Year. *(Source: MarineLink)*

YESTERYEAR TUGS AT WORK WALTER L. MESECK



The **Walter L. Meseck** side towing the *Hudson*, a floating grain elevator. The *Hudson* was brought alongside an anchored ship and used to suck grain out of the ship's hold and discharge it into waiting barges. Undoubtedly, the Meseck would have handled the barges as well. Unlike the *Hudson*, many floating grain elevators were self-propelled and had limited need for tug assistance. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

DSV CREWMEMBERS HURT AFTER PIPELINE FIRE OUTBREAK

An offshore gas pipeline in New Orleans caught fire on Wednesday, injuring two workers aboard a Dive Support Vessel. According to the U.S. Coast Guard, the incident happened 25 miles south of Marsh Island. Watchstanders at Coast Guard Sector New Orleans received notification at 8:30 p.m. that a natural gas pipeline had ruptured and was on fire. Sector New Orleans directed the launch of a HC-144 Ocean Sentry fixed-wing aircraft crew from Aviation Training Center Mobile to monitor the situation. According to a

statement by the Coast Guard, the dive operation vessel **Ms. Kerci** was working on the pipeline at the time of the rupture. Two crew members aboard the vessel were injured and are being escorted to Houma. The pipeline fire is reported to be extinguished. The pipeline's owner, Boardwalk/Gulf South Pipeline Co., is sending out a second vessel to repair the ruptured pipeline. The cause of the incident is under investigation, Coast Guard said. *(Source: Offshore Energy Today)*

NATHALIE GROUNDED

General cargo vessel **Nathalie** ran aground on Westerschelde at Bath at around 0500 UTC Aug 28 shortly after leaving Antwerp en route to Ghent. Several hours later vessel was refloated and at 1330 UTC was sailing under own power approaching Terneuzen. No report on damages, though presumably hull may be damaged, because vessel grounded on stony embankment. Tugs from Multratug and a vessel from Rijkswaterstaat were stand-by. *(Source: Fleetmon; Photo: J. Wally)*

NTSB: CAPTAIN OF TUG THAT SANK GOT UNDERWAY WITH INSUFFICIENT FREEBOARD

Nalani began taking on water while on sea trials off Oahu. The following is a marine accident brief

from the National Transportation Safety Board (NTSB): *Executive summary* About 1510 local time on Jan. 22, 2015, the uninspected towing vessel **Nalani** began taking on water and sank in 2,200 feet of water while conducting sea trials off the southwest coast of Oahu, Hawaii. All 11 people on board were rescued after abandoning the vessel. No one was injured. An oil sheen was observed by responders and crewmembers. The vessel was not salvaged due to the water depth and was declared a total constructive loss. *Probable cause* The National Transportation Safety Board determines that the probable cause of the flooding and eventual sinking of the **Nalani** was the captain's decision to get underway without sufficient freeboard at the stern and without ensuring proper watertight integrity. Click HERE to read the complete report.

MSC BOXSHIP TOWED AFTER LOSING POWER OFF SPAIN

Spanish maritime salvage and rescue organisation Salvamento Maritimo was called in yesterday to tow the 9,400 TEU container ship *MSC Ajaccio* after it suffered problems with an oil pump west of Cape Finisterre and was drifting towards Cape Touriñán. The crew of the disabled 300-metre boxship were unsuccessful in their attempts to fix the faulty oil pump, and issued a distress call to Salvamento Maritimo at around 4 pm local time yesterday. Salvage vessels **Don Inda** and **Sebastian Ocampo** were dispatched to aid the 2013-built *MSC Ajaccio* and its crew of 28. The two tugs towed the vessel in pretty rough weather conditions, and reached Punta Langosteira at around 2 pm local time today. *MSC Ajaccio* was en route from Las Palmas to Rotterdam when it suffered the oil pump malfunction. *(Source: World Maritime News; Photo: Salvamento Maritimo)*

SUNKEN TOWBOAT LIFTED FROM NECHES RIVER

A towboat that sank in Texas' Neches River August 21, and caused a temporary closure of the waterway, was lifted out of the water Wednesday Evening. T&T Marine, a contractor hired by the towboat company, refloated and towed the vessel Louise to Bolivar Barge Cleaning Service. The vessel was dry-docked and is awaiting inspection and potential repairs. A small amount of residual oil on the water was removed by oil spill responders using oil spill containment and absorbent booms. According to the U.S. Coast Guard, Louise was laden with 6,000 gallons of fuel oil, 70 gallons of lubricant oil, and 30 gallons of hydraulic fluid. The Coast Guard fully reopened the waterway without restrictions. Four crew members were rescued by a Good Samaritan tug operator when **Louise** capsized near mile marker 284 early August 21. No injuries were reported. Coast Guard personnel continue to investigate the incident. *(Source: MarineLink)*

EIGHT KILLED IN COLLISION

Eight people are dead after a ferry capsized and sank after a collision with a fishing boat near India's port city of Kochi. The ferry was transporting about 30 passengers from Vypin, a Kochi island to Fort Kochi. The Coast Guard, Navy and Marine police were dispatched for the rescue operation. The

survivors are being treated at a nearby hospital, but at least three of the rescued passengers are in serious condition. The status of fishing vessel and its operators is unknown. *(Source: Marex)*

OFFSHORE NEWS

RECORD VESSEL LAUNCHED

On Tuesday night, yard number 302, **Island Ventue**, an offshore construction vessel for Island Offshore/Edison Chouest Offshore, was launched from the dock hall at Ulstein Verft. Currently, the heli deck is being mounted. Measuring close to 160 m in length, and with at beam of 30 m, she is the largest offshore vessel so far from Ulstein Verft. The vessel is jointly owned by Norway-based Island Offshore and US-based Edison Chouest Offshore, the latter will be managing the vessel. Thus, the vessel carries the Edison Chouest colours and logo. Watch film from launching click HERE *(Press Release)*

SIEM DAYA 1 SAGA CONTINUES

Malaysian Daya Offshore Construction and Norway's Siem Offshore have once again prolonged the sale completion of the Offshore Subsea Construction Vessel (OSCV) **Siem Daya 1**, this time until September 30, 2015, Siem Offshore said Wednesday. **Siem Daya 1** is already on a long-term charter with Daya Offshore Construction. When Daya shareholders approved the purchase of '**Siem Daya 1**' in June, for $120 million, the parties agreed on extending the deadline for payment of the $10 million deposit until July 15, 2015. The original deadline was June 30, 2015. On July 17, Siem Offshore announced that the Malaysian company paid-up the deposit and that the sale transaction completion date was set for August 31. The parties have now agreed to delay the delivery, as the vessel is currently engaged in a project. Also, October 15 was set as cancelling date. The Norwegian company added that all other terms and conditions would remain valid and in full force and effect. The **Siem Daya 1** is designed for subsea operation duties such as construction and installation work, inspection

and maintenance. *(Source: Offshore Energy Today)*

VOS PACE ON TEMPORARY CHARTER

Southern North Sea (SNS) Pool Fleet Manager Peterson Den Helder has chartered the brand-new platform supply vessel VOS Pace for a special project for one of the Pool partners. The VOS Pace, managed by Vroon Offshore Services from Den Helder, the Netherlands, is the first of the six Ulstein-designed PX121-type platform supply vessels being built at COSCO Guangdong Shipyard in China. The vessels will be delivered during 2015 and 2016 and are intended for operation in European waters. They all will be managed by Vroon Offshore Services in Den Helder. The VOS Pace was delivered on Thursday 5 February 2015 and made her first portcall in Den Helder at the end of March. *(Source and Photo Paul Schaap)*

EZRA, CHIYODA ENTER SUBSEA JV

Singapore's oilfield services provider Ezra Holdings Limited has entered into a joint venture deal with Japan's Chiyoda Corporation. Under the agreement, the two firms will establish a new entity named, Emas Chiyoda Subsea, through Chiyoda investing into Ezra's subsea services business, Emas AMC. The new company will be jointly (50:50) controlled by the two partners. The transaction implies an aggregate deal value for Emas Chiyoda Subsea of approximately $1.25 billion. Providing rationale for the transaction, the companies said that the new firm Emas Chiyoda Subsea, will be able

to carry out larger and more complex offshore EPCI projects through a combination of capabilities and resources. Shogo Shibuya, President and CEO of Chiyoda, said, "This is a very important milestone for us. It has been Chiyoda's corporate strategy to strengthen the offshore upstream portfolio as Chiyoda's next core business. "With the establishment of EMAS CHIYODA Subsea, we are in a position to provide comprehensive services to our clients, from early phase concept study to EPCI, throughout the lifecycle of any offshore oil and gas project. Chiyoda is excited about this new opportunity and glad that we can jointly work with an excellent subsea player, EMAS AMC." Lionel Lee, Group CEO and Managing Director of Ezra, said, "This JV will allow us to realise our vision of being a trusted partner and leader in the subsea construction business. It will enable us to undertake large complex EPCI projects, as well as full field developments, which combine onshore and offshore facilities. Chiyoda will be able to lend tremendous support in many areas of our business operations." *(Source: Offshore Energy Today)*

WORLD WIDE SUPPLY LAYS UP TWO PSVS DUE TO POOR NORTH SEA MARKET

Norwegian medium size platform supply vessel operator *World Wide Supply* (WWS) has revealed today that it has decided to lay up two vessels effective September 1. WWS has a fleet of six vessels in total, with four on charter to Petrobras in Brazil. The two vessels to head for lay-up have been trading on the spot market in the North Sea, which the company described as a very poor market. In its 2nd quarter interim report published today, WWS said that the cash flow generated by the four working vessels covers its financial expenses and the lay up costs of the two unemployed vessels, although did also say it was looking at potential strategic alternatives based on the contracts it currently has with Petrobras which are through to June 2018. The company reported an operating income of $8.8m for the quarter, with a net loss of $9m before tax, compared to a $1m profit in the previous quarter. *(Source: Splash24/7)*

DOF WINS CANADA JOB

Norwegian offshore specialist DOF has won its third contract this month, announcing today a new contract offshore Canada for PSV **Skandi Flora**. The contract commences in September and is for a one year period with further options. The client was not revealed. Earlier this month DOF was awarded a 9 month deal by Total Argentina for AHTS **Skandi Pacific** and DOF Subsea North America was awarded a new inspection, maintain and repair contract with Pheonix-based Freeport McMoran. *(Source: Splash24/7)*

KB DYKK WINS LONG-TERM CONTRACT WITH CERMAQ

Norway's KB Dykk, a subsidiary of NTS ASA, has signed an agreement with Cermaq Norway for the rental of service vessels and provision of diving services in Finnmark region. According to NTS, the agreement will start on September 1 this year with a duration of three years and nine months, and involves

KB Dykk's recently delivered, FMV-build, 14.99 meters long vessel. This is the second long-term agreement that NTS' subsidiary has signed this year. KB Dykk operates seven service vessels, primarily serving breeders in central and northern Norway. In addition, the company recently contracted a new 14.99-meter vessel from FMV, scheduled for delivery in February 2016 and will additionally acquire a new 24-meter vessel in July 2016. *(Source: Subsea World News)*

ICON OFFSHORE SUBSIDIARY FORMS JOINT VENTURE WITH VESSEL SALE

Icon Kayra (L) has sold an offshore workboat, **Icon Kayra** (3,501 dwt, built 2014) for $32m to Icon Bahtera (B), another subsidiary of Malaysia-listed Icon Offshore. The sale consideration is based on an independent market valuation performed on the asset, an exchange filing said today. When the ship management contract for the **Icon Kayra** commences, Icon Bahtera will become a joint-venture company between Icon Fleet and Brunei-based Zell Transportation. The two companies on Wednesday entered into a conditional joint-venture agreement to operate the JV company, which is incorporated in Brunei. Icon Kayra has an annual management fee of BND 300,000 to BND 360,000 ($213,000 to $256,000). Icon Bahtera invests, acquires, owns and leases offshore support vessel to the oil and gas industries, and handles contracts and operations in Brunei Darussalam. Zell Transportation mainly handles vessel chartering and is registered with Brunei Shell Petroleum. *(Source: Splash24/7)*

ENI IN GOLIAT VESSEL PACT

Eni is making available four vessels working at its Goliat oilfield in Norway's Barents Sea for emergency response in the area under a mutual assistance pact with the Norwegian Coastal Administration (NCA). The agreement will involve sharing of oil spill protection resources, with Eni to make use of the NCA's emergency towing vessels at the field, and is the first of its kind off Norway, according to the Italian operator. "Our goal is mutual utilisation of vessel

capacity permanently stationed in the area in the event of unforeseen incidents and suspensions in operations," said the NCA's emergency response director Johan Marius Ly. Two emergency support vessels, Esvagt Aurora and Stril Barents, as well as a pair of supply vessels, Njord Viking and Troms Pollux, will be available for response work under the pact. An Eni spokesman said the tie-up would strengthen capacity in oil spill protection, towing and search-and-rescue operations off the coast of Finnmark county in northern Norway. Goliat – the first oilfield in Norway's sector of the Barents – is set to be brought on stream later this year from a Sevan Marine-designed cylindrical floating production, storage and offloading vessel after a delay of nearly two years. *(Source: Upstream; Photo: Esvagt)*

PACIFIC DOLPHIN

In the South African port of Cape Town was seen the 2013 built Singapore registered with call sign 9V9508 Offshore Tug Supply Vessel **Pacific Dolphin** (Imo 9631400) preparing for her next assignment. The OTSV is owned and commercial managed by Swire Pacific Offshore OPS – Singapore. The vessel has a grt of 6,641 tons a dwt of 4,547 tons and is classed American Bureau of Shipping. *(Photo: Aad Noorland)*

ANOTHER SWIRE PACIFIC VESSEL IN CAPE TOWN

At the same time as the Pacific Dolphin another vessel the 1999 built Singapore registered with call sign 9V5734 the Offshore Tug Supply Vessel *Pacific Supporter* (Imo 9196503) from the same owner and manager Swire Pacific Offshore – Singapore visit the South African port of Cape Town. This vessel has a grt of 1,368 tons and a dwt of 1,324 tons and classed Det Norske Veritas. She was spotted at Quay 501 CPT. *(Photo: Aad Noorland)*

STATOIL EXTENDS OLYMPIC PSV CHARTER

Norway's Olympic Shipping has reached an agreement with Statoil for the extension to the charter of PSV Olympic Energy. The deal, which Olympic said was at market terms, is until March 2017. Olympic has a fleet of 22 vessels, four of which are PSVs. *(Source: Splash24/7)*

WINDFARM NEWS - RENEWABLES

LEEDCO TESTS LAKE ERIE SOIL FOR MONO BUCKET FOUNDATIONS

The Lake Erie Energy Development Corporation (LEEDCo) yesterday began a comprehensive geotechnical investigation of the soils under Lake Erie, where six Mono Bucket foundations will be installed for the Icebreaker offshore wind project. LEEDCo will test the soil and collect samples at each of the six locations, the same type of tests that are done for constructing structures on land. Pennsylvania-based company Donjon has provided a large crane barge, the Farrell 256, along with the support from its shipyard as the team prepared the barge and other equipment for the work. Gardline Geosurvey, a UK-based firm that recently completed similar work for the Maryland offshore wind project, and DOSECC Exploration Services, a Utah-based firm that conducted the

geotechnical survey for the Block Island wind farm project, will perform the soil tests and collect the soil core samples. The Holiday, a vessel operated by Cleveland-based Trident Marine Corp., will transfer crew between the Port of Cleveland and the project site, 7 miles from Cleveland, twice per day, as the work onboard the Farrell 256 will be continuous, 24 hours per day, 7 days per week. Torgeir Ramstad, head of Universal Foundation, the firm that created and developed the Mono Bucket foundation, said that the company is actively supporting the on-site team performing the tests to ensure high quality results. *(Source: Offshore Wind; Photo: Donjon (Farrell 256))*

OUTER MORAY FIRTH CRAWLS WITH OFFSHORE WIND ACTIVITY

The 664MW Beatrice offshore wind project site is crawling with activity. According to Kingfisher Fortnightly Bulletin, two companies are conducting surveys in the Outer Moray Firth. Brown and May Marine Ltd has been contracted by SSE to conduct marine survey operations that include larval sampling at 25 locations. Around the same time this last year, the company conducted the identical survey, thus calling the current one a "replica survey of the last

year." Brown and May Marine has recruited **FV Antaries** and **FV Pleiades** vessels for the job. Furthermore, MMT is carrying out a geophysical and geotechnical survey within the Beatrice offshore wind farm site and cable corridor in the outer Moray Firth. The Swedish survey specialist is using its Franklin and Ice Beam at the site. Started at the beginning of this month, both jobs are scheduled do last up to eight weeks. Owned by SSE Renewables (50%), Repsol Nuevas Energias UK (25%) and Copenhagen Infrastructure Partners (25%), the wind farm is planned for construction in 2016. *(Source: Offshore WIND; Photo: MMT)*

YARD NEWS

ICE CLASS WORKBOAT FOR ROSMORPORT LAID DOWN AT ONEZHSKY SHIPYARD

Ice-reinforced working motorboat of **ST23WI-M project** has been laid down today, August 26, 2015, at Onezhsky shipyard in Petrozavodsk press center of FSUE "Rosmorport" says. FSUE "Rosmorport" intends to use the motorboat in southern seaports of the country. Navigability of the new vessel will allow it to operate in severe weather conditions and on high seas with the rise and fall of the waves of 3.5 m. The motorboat is the second vessel laid down at Onezhsky shipyard after the yard had restored its activities in June 2015. The stock of orders for 2015 – 2016 implies also construction of three dump scows, two boyage vessels and three working motorboats. *(Source: PortNews)*

MACGREGOR SWINGS AXE IN GERMANY PUSHED BY LOW OIL PRICE

MacGregor, part of Cargotec, plans to reduce its workforce by 100 in MacGregor Uetersen site in Germany in order to restructure the operations to the weak market demand. In a press release issued Thursday, MacGregor said that the market situation had deteriorated due to the low oil price and low number of new merchant ship orders. "Ensuring competitiveness in the long-term over the current market cycle requires constant development of MacGregor's operations globally," the company said. MacGregor is planning to start capacity adjustment measures which are estimated to have an impact on approximately 100 employees at MacGregor Hatlapa GmbH & Co. KG in Uetersen by the end of 2015. The company says that the target is to reach annual savings of EUR 7 million ($7.9 million) as of 2016. The initiated measures are estimated to create restructuring costs of EUR 5 million in 2015. MacGregor Hatlapa delivers winches, steering gear and compressors. *(Source: Offshore Energy Today)*

ASL BOOKS TUG AND BARGE CONTRACTS WORTH US$100 MILLION

Singapore listed ASL Marine Holdings Ltd. reports that its wholly-owned subsidiary, ASL Shipyard Pte Ltd, has secured new shipbuilding contracts worth approximately Singapore $140 million (about US$100 million) for the construction of **a series of tugs and barges**. It says that all of these vessels are "specially designed and built for overseas customers who are engaged in the mining and marine infrastructure industries." The vessels will be built in ASL's shipyards in Singapore and Indonesia. *(Source: MarineLog)*

ZAMIL LAUNCHES SURVEILLANCE-LOGISTICS VESSEL

On August 26, Zamil Offshore, the Middle East's largest offshore support services company, celebrated the launching of the **Al-Zour 10** Surveillance/Logistics vessel. She is the first in a series of four under construction for export to Kuwait. This specialized surveillance and rescue vessel was built in the Kingdom at Zamil Offshore Dammam New shipyard for the Coast Guard public administration - Ministry of Interior Kuwait. Under the joint Gulf cooperation and integration comes the project of building four vessels for export to Kuwait. The **Al-Zour 10** is the first in the series of vessels designed and built to provide logistical services, control and support along the Kuwaiti coasts. The **Al-Zour 10** was launched in the presence of His Excellency Major General Sheikh Mohammad Bin Yousef al-Sabah Assistant Under-Secretary for the security of the borders has a length of 46 meters and enjoys high maneuvering capabilities.

She is equipped with the latest equipment in the market. She has been built -using the latest shipbuilding technologies available globally- at Zamil shipyard which was opened in the beginning of this year inside King Abdul Aziz Port in Dammam. Zamil Offshore had participated in a global competition posed by the Kuwaiti Coast Guard against global shipbuilders from the United States, China, Japan and Europe. The company has managed to win this big project because of tits high-quality technological offerings, a competitive financial offer and 14 years of shipbuilding experience. In these 14 years, 45 were built and delivered and 26 of the yards new building deliveries went to serve Saudi Aramco operations in the Arabian Gulf and the Red Sea. Also, 19 vessels were delivered to the Saudi sea ports authority, 3 to the Saudi Royal navy and one to a Saudi private sector marine services company. Because all vessels built at Zamil Shipyards are constructed to meet the highest international performance standards, the Kuwaiti Coast Guard had full confidence in Zamil Offshore's ability to quickly construct and deliver a vessel. There are several factors behind the success of Zamil Offshore in introducing the shipbuilding industry to the kingdom and in being the premier and only shipbuilder in Saudi Arabia. The most important reason is the availability of engineering professionals in large numbers topped by distinguished naval architects, shipbuilders and marine engineers, as well as highly-specialized technicians and workers covering all the disciplines required for world shipbuilding. They are all well trained and enjoy the ability to work using the latest ship construction technologies and advanced equipment at Zamil Dammam's new shipyard, which has grown with Zamil Port Marine yard to form a large maritime industrial complex, King Abdul Aziz Port in Dammam, which is well-integrated to build and repair offshore ships, drilling rigs and platforms. *(Source: Marex)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

   - Great Lakes Shipyard Signs Contract for Construction of Harbor Tug for Puerto Quetzal, Guatemala
   - Bogazici 20 launched
   - Damen delivers ASD Tug 2810 ICE to Klasco, Lithuania
   - Svitzer signs contract with Sanmar to build six tugs
   - Very busy first half year with historically high profit for tugboat operator/dredging company Boskalis

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

mailto: *jvds@towingline.com*

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