Tugs Towing & Offshore Newsletter

LEKKO All about tugs

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Buying, Sales, New building, Renaming and other Tugs Towing & Offshore Industry News

MIDWEEK–EDITION

TUGS & TOWING NEWS

CHOUEST WINS MSC TUG CONTRACT WORTH POTENTIAL $35.9 MILLION

The Department of Defense reported Friday that Edison Chouest's Alpha Marine Services LLC, Galliano, LA, was awarded a $6,965,712 firm-fixed-priced contract April 22 for the time charter of six tractor tugs in support of Navy bases at Kings Bay, GA; and Mayport, FL. The contract includes three 12-month options and one 11-month option that, if exercised, would bring the cumulative value of this contract to $35,918,232. Work will be performed in Kings Bay (50 percent); and Mayport (50 percent), and is expected to be completed by July 2020. Working capital funds in the amount of $6,965,712 are obligated. Funds will not expire at the end of the current fiscal year. The contract was competitively procured via the Federal Business Opportunities website, with two offers received. The Navy's Military Sealift Command, Washington, DC, is the contracting activity (N62387-15-C-2100). *(Source: MarineLog)*

BOUCHARD TRANSPORTATION

The Company: Bouchard Transportation's history dates back to its incorporation in 1918 by founder,

Capt. Fred Bouchard, the youngest tugboat captain in the Port of New York. Bouchard is a family owned business and the nation's largest independently-owned ocean-going petroleum barge company. The company's areas of operation span all four coasts of the United States: East, Gulf, West and Great Lakes. The fleet consists of 25 barges ranging from 25,000 to 252,000 barrels and 21 tugs ranging from 3,000 to 10,000 horsepower. *The Case:* Through the years, two things remain constant at Bouchard: a commitment to customers, and a strong corporate identity founded on a legacy of barging experience and a fervent family pride. Bouchard Transportation has long been recognized for their unrelenting commitment to safety and education in the maritime industry. This year, and when the only simulator in the Northeast was relocated, Mr. Bouchard funded a state-of-the-art Tug & Barge Simulation Center at SUNY Maritime College which notably boasts the latest in Kongsberg Polaris Bridge simulation technology. While increased regulations and modern technological advances have impacted some operators, Bouchard remains a leader in both its application of these advancements, but also its greater commitment to the petroleum industry. Recent additions to the Bouchard fleet have made the collective equipment faster, larger and better equipped than ever before. Bouchard earned 39 Jones F. Devlin Awards and 43 Certificates of Environmental Achievement in 2015. American Maritime Safety, Inc. awarded the company its 2014 Tug & Barge Safety Award. *(As published in the August 2015 edition of Marine News - http://magazines.marinelink.com/Magazines/MaritimeNews)*

COOK LOUIS GUNDLING RETIRED

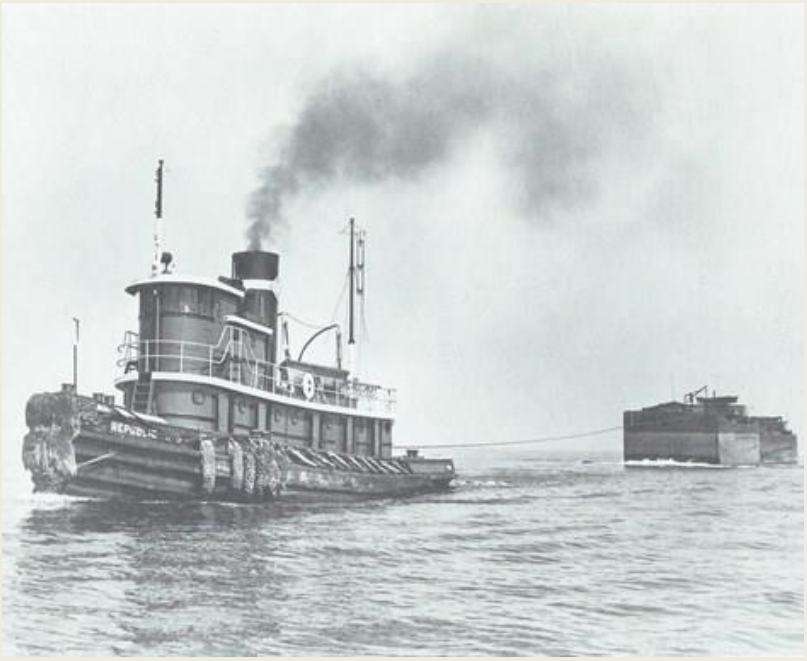
After an active sea service period of 42 years on board Heerema tugs, Chief Cook Louis Gundling finally retired. Because both tugs BYLGIA and KOLGA are waiting for departure to Africa, almost all crew members were able to join the festivities. A beautiful oil on canvas painting made by maritime artist Willem Eerland was presented to Louis as well as an antique Portuguese barometer. Captain Berghuis reported to the painter Willem Eerland: We are

back at sea as it were hectic the past days. Louis was very honoured with his painting and found him very beautiful, so you absolutely don't have to make worry about it. *(Source: Willem Eerland)*

WERELDHAVENDAGEN MET DE ELBE

Beste belangstellenden, We hebben een dynamische zomer achter de rug. Eind april begon het seizoen al met de vaartocht voor Koningsdag in Dordrecht. We hebben heerlijk gevaren naar de Maasvlakte 2. We waren prominent aanwezig bij de Volvo Ocean Race en we vielen natuurlijk op tijdens Sail Amsterdam. Honderden mensen hebben genoten aan boord van de **Elbe**. Ook nu hebben we weer een leuk programma. vrijdag 4 september - 8.00-10.30 vaartocht Maassluis - Rotterdam Rijnhaven € 25,00 per persoon inclusief een ontbijtje aan boord! Op eigen gelegenheid kunt u vervolgens de Wereldhavendagen bezoeken en terugreizen met het openbaar vervoer. De Elbe blijft het hele weekeinde in Rotterdam. zaterdag 5 september - 20.00-23.00 uur vaartocht vanuit Rotterdam Rijnhaven € 45,00 per persoon inclusief buffet, twee drankjes en vuurwerk bekijken vanaf de Elbe. zondag 6 september - 17.00-19.30 uur vaartocht vanuit Rotterdam Rijnhaven naar Maassluis. € 35,00 per persoon inclusief buffet en twee drankjes. Op eigen gelegenheid kunt u vervolgens verder reizen met het openbaar vervoer. Alle vaartochten zijn te boeken via de website van de Elbe: www.zeesleperelbe.nl/arrangementen *(Press Release)*

YESTERYEAR TUGS AT WORK REPUBLIC NO.5



The diesel tug **Republic No.5** towing two barges known as New Haven boxes. These craft were shaped exactly like their names – boxes – and were built with complete disregard for the laws of hydrodynamics. Unlike regular barges or scows, New Haven boxes were straight up and down fore and aft. They were used to transport sand and gravel, and cubic content rather than speed was the prime motivation behind their design. Because of their configuration, they threw up a lot of spray when towed, even when they were light, as here. The boxes are being towed tandem to gain some semblance of control. Note the skiff carried on the bargemen's houses and the anchor on the lead barge ready to let go whenever necessary. The **Republic No.5** carried two types of fenders along her rails – wood and rope. In the early days of tugboating, wood fendering was popular and inexpensive. However, wooden fenders broke frequently, so when a tug took on coal she would also need to replenish her supply of fenders. As ok fenders became increasingly expensive, the tug crews would weave old towing lines into rope fenders. A thick line would be used as a core, and half hitches and overhand turns would be built up using unlaid strands. To make a bow fender, a rope mat would be draped over fenders, through which short strands would be tied and then pulled apart to form the whiskers. The whiskers protected the main fender and gave it a longer life. Eventually, rubber tires were used for the fender core, with only rope used for matting. Synthetic towlines, which do not wear out very fast, spelled doom for rope fenders – there was no longer enough used rope for fender making. Tugs began to use rubber tires alone for fenders, and soon various started making special rubber towing fenders. One of the first companies to make these was the Durable Mat Company of Seattle, Washington, in 1932. The first tugboats in the New York area to be fitted with rubber fenders were the Reading Railroad tugs Bern and Wyomissing. Today special rubber fendering for a single tug can cost from $5,000 to $ 10,000. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

FUELLING TANKER PREVENTED FROM SINKING OFF UK COAST

A 24 metre fuelling vessel **Erin Wood** collided with a 4,155 DWT Cyprus registered cargo vessel **Daroja** on Saturday evening, August 29th, approximately two miles off Peterhead, the UK's Maritime and Coastguard Agency informed. At 5.10pm Aberdeen Coastguard received a Mayday call from the **Erin Wood** with two crew on board, which had taken on water following the collision. After a call to Aberdeen Coastguard, the RNLI Peterhead Tamar lifeboat The *Misses Robertson of Kintail* was requested to assist and was sent to the scene. "On arrival at the scene it was found that the tanker **Erin Wood** had almost capsized, and had taken a large ingress of water through the wheelhouse,

disabling all power and engines, which resulted in a severe list. The two crew of the tanker had launched the boat liferaft, in case they had to abandon ship," RNLI informed. A number of volunteer lifeboat crew were transferred to the tanker with a salvage pump from the lifeboat to assist the two crew of the boat to pump out the engine room and the cabin of the tanker in order to prevent capsize. The pumping operation took a number of hours to stabilize the tanker prior to it being taken in tow by the Peterhead trawler **Ocean Endeavour** which towed it to the harbour of refuge at Peterhead. The two boats were escorted back to Peterhead by the lifeboat. After the tanker reached the harbour of refuge it was taken in tow by two Peterhead harbour vessels and safely berthed on the south breakwater. There were no injuries to crew were reported. "The Maritime and Coastguard Agency will be attending both vessels and an investigation is underway," MCA said. The Marine Accident Investigation Branch, MAIB has also been informed. Watch the video click HERE *(Source: World Maritime News)*

WEIGHT NOT THE ISSUE FOR 'RHODINA'

Despite media speculation, it seems weight gain wasn't actually the cause of the plight of the Dutch workboat '**Rhodina**' which sank as it went about its duties around the Dutch city of Groningen. The municipal waterways vessel had been performing routine maintenance in early June on a town bridge when the boat began to take on water: the crew managed to get the boat to the bank and jump off before it submerged. Salvage was carried out by a lift from a heavy-duty crane that could reach the waterway from the nearby road and **Rhodina** was taken to the local boatyard, partly for repair, partly to establish the cause of the sinking. However, the incident was followed by an amount of conjecture over its possible causes, especially over the amount of new kit onboard: according to local media company RTV Noord it seems Groningen's Environmental Department had even nicknamed the boat - somewhat precipitately - '*Submarine*'. The issue was that **Rhodina** had

been extensively overhauled during the winter and equipped with a scissor lift, pressure washer, generator and crane, further the water and diesel tanks had also been moved. Therefore the boat's stability had come under suspicion and some serious questions about responsibility seemed to hang in the air. So, was stability compromised? Well, yes, and no. According to Groningen City communications advisor Josee Jansen, the incident was mostly caused by heavy rain. The shutters at the front of the boat had lost their waterproofing, so rainwater "came over the bow and through the shutters into the front hold," she explained. Once inside, **Rhodina**'s layout allowed the water to flow to the aft end of the vessel. "The result was that the buoyancy diminished," which in turn led to the boat shipping a critical amount of water. Interestingly, the remedial work has taken on more than repair of the compartments and reproofing the shutters: it is making sure that the boat won't get compromised in this way again. Ms Jansen explained that the edge of the boat will be raised to prevent water coming in, and the buoyancy of the boat has been improved by making **Rhodina** a little broader in the beam by the addition of four separate air chambers. At time of writing, the yard is busy with the final round of activities and Ms Jansen said: "We expect **Rhodina** to be back into the water soon." Not under it. *(Source: Maritime Journal by Stevie Knight; Photo: Mercator Media)*

COAST GUARD RESCUES 3 FROM SUNKEN FISHING VESSEL

The Coast Guard rescued three individuals from a 75-foot fishing vessel that sank about 12 miles southwest of Point Au Fer in the Gulf of Mexico on Monday. Coast Guard Sector New Orleans watch standers were notified by a passing helicopter of a fishing vessel sinking with two life-rafts in the water. Watch standers launched a Coast Guard Marine Safety Unit Morgan City 29-foot response boat crew and an MH-65 Dolphin helicopter crew from Coast Guard Air Station New Orleans. The survivors were located in a life raft after they fired off a flare. The MSU Morgan City boat crew safely transferred all

three people aboard the life-raft to their small boat and brought them back to Morgan City. The cause of the incident is being investigated. The boat, dubbed the **Richie Rich**, sank Monday approximately 12 miles southwest of Point Au Fer in the Gulf of Mexico *(Source: KLFY News)*

52 DISEASED BODIES FOUND IN DRAMATIC SAR FOR POSEIDON

On Wednesday, Swedish Coast Guard's open sea patrol vessel **KBV 001 Poseidon**, rescued 569 people from two boats. 52 diseased bodies were found in one of the boats cargo hull. Suffocation is the probable cause of death. The SAR operation took place about 30 Nm outside the coast of Libya. The condition of the rescued refugees varies. The crew has been involved in life supporting efforts together with personnel from Doctors without borders. KBV 001 Poseidon is now heading towards a port in Italy. (Source: Swedish Coast Guard)

OFFSHORE NEWS

FIRST DAMEN TWIN AXE WORKBOAT FOR OFFSHORE PLATFORM PASSENGER AND CREW TRANSFER IN THE MIDDLE EAST

Safe and cost-efficient marine access for oil and gas industry. Damen Shipyards Group has delivered a Damen Fast Crew Supplier (FCS) 2610 workboat, named AOS SWIFT for the Atlantic Maritime Group on 20 August 2015. This is the first Damen Twin Axe vessel to be used in the Middle East for safe passenger and crew transfer as well as for the transport of industrial persons, materials and equipment to unmanned offshore platforms in the Strait of Hormuz. Within less than 3 months, and this includes the vessel's transportation from Damen Shipyards Gorinchem, Damen has customised, commissioned and delivered the stock vessel. Damen signed the contract with Atlantic Maritime Group, in the United Arab Emirates, on 1 June 2015. The vessel is going to be chartered to a Norwegian oil and gas company for its platform operations Offshore Oman. Atlantic Maritime Group FZE ordered this workboat because it is reliable in rough water conditions with a high

operational speed of 25 knots maximum. Up to 35 industrial persons are transported to and from the platform daily. Although there is a heliport on the unmanned platform, it is much more efficient and less costly to do personnel transfer by sea. "Damen specialises in broader marine access in the offshore wind and oil and gas industries. We see a large potential in this marine access market to reduce costs and improve logistics as well as to partially replace helicopter flights which can be expensive and less efficient. And some unmanned platforms are without heliports and only have marine access," explains Damen Business Development Manager David Stibbe. The vessel was shipped from Damen Shipyards Gorinchem to Damen Shipyards Sharjah for further customisation and outfitting. The 25.75 metre long workboat's twin hull design features robust fendering. A gas detection has also been installed and extra air-conditioning units were needed for the Middle East climate zone. This FCS workboat is also equipped with an additional hydraulically-operated 2200 kg crane with a reach of 8.6 metres and has deck space for two 20ft containers. The vessel is also equipped with a GPS Plot self-managed Man Overboard system and a Jason cradle for emergency personnel recovery. The workboat houses a total of 35 passengers plus crew, with accommodation ideally situated at the aft of the vessel for comfort. Three of these Damen FCS 2610 workboats are used for the oil and gas industry worldwide; the other two are employed in the North Sea. In addition to personnel transfer, these vessels perform safety standby and logistics services. *(Press Release)*

SEABIRD'S 'AQUILA EXPLORER' EN ROUTE TO MEXICO

SeaBird Exploration has announced that its **Aquila Explorer** 2D Source vessel is mobilizing for the TGS Gigante survey offshore Mexico. According to the company, the vessel is expected to arrive in the area during October and will be the fifth SeaBird vessel on the project. In June, the Norwegian company's seismic vessels **Hawk Explorer** and **Osprey Explorer** started the campaign. TGS, the company carrying out the seismic survey, in May received a seismic permit from Mexico's Comisión Nacional de Hidrocarburos (CNH) authorizing the acquisition of a 181,500 km regional 2D seismic survey. It then announced that it

would utilize four Seabird vessels to acquire an extensive regional grid of 2D multi-client seismic with 12,000 km offsets. Gigante covers the vast offshore sector of Mexico, including world class producing trends such as the Perdido fold belt and Campeche Bay, and makes line ties in to the US Gulf of Mexico regional grids previously acquired by TGS. *(Source Offshore Energy Today)*

BORDELON MARINE

The Company: Founded in 1979, Bordelon Marine is a leading provider of Marine Transportation services operating in the Gulf of Mexico and around the world. The company owns and operates a fleet of modern offshore supply vessels ranging in size and type from DP1 Mini-supply Vessels to MPSV 260 DP2 vessels, offering a full range of services, including construction support, exploration, production, Survey and ROV support, topside mobilization and fabrication management. *The Case:* Bordelon Marine offers a full range of services including: construction support, exploration, production, Survey and ROV support, topside mobilization and fabrication management. In 2011, the company opened a new state-of-the-art shipyard facility, in Houma, LA to build its new and versatile deep water DP2 PSV and MPSV series called the Stingray 260 Class. Bordelon Marine recently took delivery of the M/V Shelia Bordelon, an Ultra-Light Intervention Vessel (ULIV). Named in honor of Shelia Harasimowicz, Wes Bordelon's mother-in-law, Bordelon Marine will donate a portion of the profits from the M/V Shelia Bordelon to the New Orleans affiliate of Susan G. Komen for the Cure. *(As published in the August 2015 edition of Marine News - http://magazines.marinelink.com/Magazines/MaritimeNews)*

PERIDOT OPERATES FROM CAPE TOWN

(Photo: Aad Noorland)

The 2010 built Singapore-flagged with call sign 9VHE7 offshore Tug Supply Vessel **Peridot** (Imo 9427885) is currently operating from Cape Town where she was seen in this photograph. The vessel is owned by Sea Glory Pte. Ltd. – Paardeneiland; South Africa an commercial managed by Smit Amandla Marine Pty. Ltd – Paardeneiland; South Africa. She has a grt of 2,428 tons a dwt of 2,462 tons and is classed American Bureau of Shipping

ISSUE OF RECRUITMENT TO BE DISCUSSED AT OFFSHORE MARINE EVENT AS EXPERTS IDENTIFY SHORTFALL IN MARITIME INDUSTRY

Seatrade Offshore Marine & Workboats MIDDLE EAST

Lack of well-qualified seagoing & shore-based personnel to be debated at 2015 Seatrade Offshore Marine & Work Boats conference as investment into the human element falls short of commitment to fleet and facilities development. Challenges in recruiting and retaining experienced seagoing and shore-based personnel will be highlighted at this year's Seatrade Offshore Marine & Workboats Middle East 2015, which will take place at the Abu Dhabi National Exhibition Centre (ADNEC) from 5-7 October. The region's leading event for the workboat and offshore marine industries, the biennial three-day conference and exhibition will once again address the hot topics and issues facing the industry with people and performance a major consideration for any owner, operator or employer. The scale of the issue is significant. "The increasingly severe shortage of seafarers and its future impact on the global maritime industry has long been discussed and even back in 2005, the BIMCO / ISF Manpower Update 2005 forecast a shortage of 27,000 maritime officers worldwide by 2015," said Dr Martin Renilson, Dean, Maritime, Higher Colleges of Technology. The dedicated forum session taking place on the afternoon of day 2 of the conference, 'The Human Element' will focus on the strategies required to tackle the growing shortage of suitably trained and experienced seagoing personnel available to workboat operators in Gulf waters. The session will also address rising concern about the lack of shore-based marine personnel, which includes well-trained surveyors, within the region. With more than 90% of global trade dependent on shipping, the worldwide shortage of well-qualified seafarers and, specifically for the Gulf region, the ongoing challenge of deploying the right seagoing personnel for specific projects, is adding to the pressure being put on the industry to address the recruitment challenge. And this is being further exacerbated by the need for a proactive recruitment drive targeted at a younger career-seeking audience, for whom the maritime industry holds little or no appeal due to the long hours and relative isolation of a sea-going role. "Investment into marine assets and new service facilities for

offshore vessels and other types of workboats is often the priority, but the need to put in place highly skilled personnel, and teams, to operate these vessels safely and effectively is often a lower priority, yet is essential to the overall commercial success of any operation," Dr Renilson. "This session is not only timely but presents an invaluable opportunity for leading industry practitioners to flag the issues they are facing in their own sphere of operation and, together with their peers, discuss and debate solutions to recruiting and developing the requisite talent," he added. According to Dr Renilson, civil engineering projects, new port developments, land reclamation and offshore energy exploration and production are all key drivers of workboat demand in Gulf waters. Additionally, offshore service vessels of various types are becoming more complex with a higher degree of automation and more advanced station-keeping ability, which, in turn, requires an increasingly skilled operating team. "More skilled operators means increased training costs as well as higher salary packages and a more competitive employment marketplace, yet this is still not being reflected in day rates, and there is obvious pressure to change in order to attract the best people for the job," he noted. The two-hour session will be moderated by Joe Brincat, Vice President Middle East, ABS, with a series of four technical presentations followed by an interactive audience Q&A opportunity. Session speakers include Omar Abu Omar, COO, TASNEEF; Capt. Sunil Chaudhary, Founder-Director, CS Offshore; Ian Hugo, Regional Managing Director, Middle East & Subcontinent, Smit Lamnalco; and Dr Martin Renilson, Dean Maritime, Higher Colleges of Technology. Other sessions this year include a Leaders' Forum; the Seatrade Technology Forum; a Finance Forum as well as two special regional 'power hours' about operational issues in the Caspian with another dedicated to Africa. The 2015 event is set to build on the success of the 2013 exhibition and conference, which generated US$850 million in onsite orders; welcomed almost 5,000 participants (a 46% increase over 2011) from 54 countries, 211 exhibiting companies and increased its floor space by 8% to nearly 4,000 square metres. The 2015 showcase has already sold 80% of the 4,680 square metres of exhibition space reserved this year, signing up over 165 exhibitors to date. *(Press Release)*

NORSHORE SECURES WORK FOR 'NORSHORE ATLANTIC' IN INDONESIA

Norway's drilling contractor Norshore has informed that its multi-purpose drilling vessel **Norshore Atlantic** has been contracted by an oil major for plug and abandonment of 3 wells in Indonesia. Norshore says that its drillship is presently in Singapore installing an 18-3/4" BOP and riser system which will be used for the upcoming work. According to the Norwegian company, the work is expected to start mid-October 2015. However, Norshore didn't disclose the name of the oil major.

Petter H. Tomren, CEO of Norshore, said: "It is very encouraging to see that Norshore's ability to provide cost-efficient solutions to our clients, and especially to the oil majors, again has proven to be successful, even in today's difficult market conditions." *(Source Offshore Energy Today)*

RV NEIL ARMSTRONG COMPLETES ACCEPTANCE TRIALS

The first-of-class oceanographic research vessel R/V **Neil Armstrong** (AGOR 27), has this month successfully completed its acceptance trials, the Navy reported August 27. **Neil Armstrong** is a mono-hull research vessel based on commercial design, capable of integrated, interdisciplinary, general purpose oceanographic research in coastal and deep ocean areas. The Navy's Board of Inspection and Survey (INSURV) found the ship to be well-built and inspection-ready. The trials evaluated the ship's major systems and equipment to include demonstrations of the ship's main propulsion system, dynamic positioning system, navigation, cranes and winches, and communication systems. "These trials are the final major milestone prior to delivering **Neil Armstrong**," said Mike Kosar, program manager for the Support Ships, Boats and Craft office within the Program Executive Office, Ships. "**Neil Armstrong** performed very well during these trials, especially for a first of class vessel. The results of these tests and the outstanding fit, finish and quality of the vessel, stand as a testament to the preparation and effort of our entire shipbuilding team. It reflects the exceptionalism of AGOR 27's namesake, **Neil Armstrong**." Acceptance trials represent the cumulative efforts following a series of in-port and underway inspections conducted jointly by the AGOR Program Office, SUPSHIP, and builder Dakota Creek Industries throughout the construction, test and trials process. The trials are the last significant shipbuilding milestone before delivery of the ship to the Navy, expected to occur this fall. **Neil Armstrong** Class AGORS are 72.5 meters long and will provide scientists with the tools and capabilities to support ongoing research including in the Atlantic, western Pacific and Indian Ocean regions across a wide variety of missions. **Neil Armstrong** will be capable of assisting with integrated, interdisciplinary, general purpose oceanographic research in coastal and deep ocean areas. The ship will be operated by the Woods Hole Oceanographic Institution under a charter party agreement with Office of Naval Research (ONR). The vessel will operate with a crew of 20 with accommodations for 24 scientists. *(Source: Subsea World News)*

HARKAND: EXPANDING THE FLEET, GROWING A GLOBAL BUSINESS

International inspection, repair and maintenance (IRM) company Harkand aims to be a $1 billion company. MR's Tom Mulligan recently met with John Reed, the company's CEO, to discuss his vision for the future and how Harkand aims to achieve its goal of being the leading subsea IRM and light construction contractor globally. Established in 2012 and headquartered in London with operations bases in Aberdeen, Houston, Mexico, and Ghana, global subsea IRM group Harkand has been expanding its business operations rapidly throughout North America, Africa, the Asia Pacific and Europe, having won major contracts for its services and increasing its infrastructure supporting the oil, gas and renewable energy industries. Harkand's expertise is in subsea inspection, repair and maintenance as well as light construction, construction support and survey services, using high-specification assets. The company is constantly looking to expand its business to offer new capabilities and create new business opportunities. *Growing Business, Expanding Infrastructure*. John Reed, Harkand's CEO, said the dominant economic factor affecting the industry is the energy demand/supply imbalance: "While major oil producers such as Saudi Arabia generally regard such an oversupply as an existential threat to their business, there are new factors affecting the economic situation such as the high growth in shale oil and gas production, which has become a surprisingly large contributor to the supply side." "Harkand's whole premise is to be a significant part of the global IRM and light construction industry. We aim to grow the business based on the continuing expansion of the infrastructure and the need to maintain the aging infrastructure. This provides the baseline for our growth, which is cyclically enhanced by development project timing. The IRM sector is not immune to the downturn in the market, however our activities support the production of our client's cheapest barrels. "Over the next 2-3 years, fleet-wise Harkand will operate more or less the same number of vessels as at present, although this will, of course, depend on how long the downturn lasts. We will look to expand the business through acquisitions of companies and/or

assets. At present we have one new-build on order, the **Harkand Haldane**, but I don't envisage us placing any other new orders in the coming 2-3 year period. We may, however, acquire companies with particular types of assets, either DSVs or multipurpose vessels. "Currently, our main geographic areas of operation are the North Sea and the Gulf of Mexico, as well as in West Africa, specifically off the coasts of Ghana and Nigeria, though we are also looking at working in Angola, which is a more resilient market with continuing activity. We aim to become a sustainable player in the West African region. "Our goal is to expand our footprint even during the downturn. We believe this is doable." *First Mexico Campaign* A recent example of such an expansion is the signing by Harkand of a joint venture with Arena Servicios de Mexico and the commencement in April of the company's first campaign in Mexico as Harkand Arena after winning a $5 million contract with offshore construction company Swiber Offshore Mexico S.A de C.V. The work will include the installation of risers and expansion spools to the Ayatsil Field located in the waters of Campeche Sound. All onshore support including the project management and engineering will be performed by Harkand Arena personnel from its new office in Ciudad del Carmen, Mexico. The project will be performed utilising a portable saturation diving system to be provided by Harkand on board the client's vessel. The project includes an option to use Harkand's **DSV Swordfish**. Also this year, Harkand secured a multimillion dollar contract with Maersk Oil North Sea Ltd. for the provision of dive support vessel services in the North Sea region. The 12-month contract will be serviced by Harkand's two DSVs, the **Harkand Da Vinci** and **Harkand Atlantis**, supported by project management and engineering from Harkand's Aberdeen office. The contract covers well tie-ins, structure installation, piling, flexible flowline lay, flexible riser installation, pre-commissioning, riser recovery, decommissioning and general inspection, repair and maintenance (IRM) work. The **Harkand DaVinci** and **Harkand Atlantis** are both equipped with state-of-the-art saturation diving systems, 140-metric-ton active heave compensated cranes and Super Mohawk ROV spreads. In an extension to its work with Maersk Oil in the North Sea region, in June Harkand commenced decommissioning work in the U.K. Continental Shelf supporting Maersk's work in the Leadon field. This new contract will see Harkand deliver project management and engineering services to the Danish-owned oil and gas company around its drill rig program for subsea well plug and abandonment. With an estimated 500-690 facilities reaching the end of their operational life over the next three decades, North Sea asset decommissioning projects are expected to play a large part in Harkand's future. "It comes back to the basis that the IRM sector always has some level of activity regardless of the price of oil as our clients try to operate efficiently and maintain current production. Our company is built around that feature of the industry. However, it's vitally important to reduce costs in these circumstances and it's essential to be as 'lean and mean' as you can," says Reed. "Of course current market conditions can delay your investment decisions, but Harkand has a unique perspective because the company is backed by private equity. We can identify business opportunities, make the case for funding to our owner, and if approved, make suitable acquisitions." *Strategic Initiatives & Acquisitions* Reed said there are two parts to continued growth of the company's business: "First, there is the drive to continue our strategic initiatives and expand our footprint, as I've already described; and second, the acquisition of more vessels or of companies - we will continue evaluating opportunities and make conscious decisions on whether to make offers or not. Mexico, for example, potentially has some very good opportunities and has a massive shallow-water infrastructure. However, it also needs deepwater technology, infrastructure and investment. This is mostly achieved through licensing

rounds and foreign investment, the IOCs likely being the major source of funding. Harkand is very well established on the service side, we have the fleet to meet both diving and deepwater requirements, and so we are very well prepared to take advantage of the opportunities in Mexico." To support its new activities, Harkand has awarded a contract to global shipbuilders Vard Holdings Limited (VARD) for one diving support and construction vessel (DSV), with options for a second. Delivery of the first vessel, the **Harkand Haldane**, is scheduled for Q2 2016. The deal represents an investment of $200 million per vessel, including additional plant and equipment, and is the latest in a series of investments in the growth of the company's global vessel and ROV fleet, including the long-term charter of the **Siem Spearfish** for its U.S. operations. *Meeting Diving Services Needs* "Diving services are at the core of our IRM services. Following the very successful deployment of the **Harkand Atlantis** in the North Sea and **Harkand Da Vinci** in Africa after their delivery in 2011, we aim at further expanding our capacity in the high-end DSV market, especially the North Sea," said Reed. "The Haldane takes on the proven characteristics of Atlantis and Da Vinci, and adds a number of improvements. The investment we are making in our business both in terms of our people and our assets underlines our commitment to create a modern, safe and efficient fleet that meets the highest standards of our customers on a global basis." The contract brings Harkand's investment in its global operations since its formation to more than $300 million, boosting its vessel fleet to eight and its ROV fleet to 32. "This latest dedicated vessel will not only be instrumental in responding to our growing number of projects in the North Sea and globally, it will address the shortcomings of DSV supply, both in quantity and quality, that exist in the current market," Reed said." This will allow us to continue to offer the latest innovations in subsea technology through a state-of-the-art fleet both now and in the future." The vessel is of VARD 3 03 design, specially designed and equipped for diving and subsea operation duties with a high focus on good sea-keeping abilities, excellent station keeping performance and low fuel consumption. It will be fitted with a 250-metric-ton offshore crane, an ROV hangar and a Twin Bell 18 Man Saturation Diving System capable of supporting split level diving operations to a maximum diving depth of 300 meters. In addition to diving support, the vessel also has deepwater capability with the 250-metric-ton crane having 3,000 meters of wire, meaning it can perform work both in shallow water as well as deepwater ROV-related tasks. "The **Harkand Haldane** is a very high-spec DSV which will likely operate in the North Sea," said Reed, "but there will be demand for its use in other regional areas due to its high flexibility, a key consideration in a downturned market.

Multiregional Ops, Regionally Focused Our vision since the very beginnings of the company has been to make Harkand a $1 billion business, and to do that means we have to be multiregional. IRM is a regionally focused business, so we need to be front-facing in each region, and we achieve this through the operation of local regional offices supplying customized services and operating customized vessels to meet local needs. We are a full-service IRM company providing integrated solutions to clients in the oil, gas and renewable energy sectors – there is the space available for a worldwide player serving all regions in a full-service way, and this has been our vision since our

founding in 2012." *Meet John Reed, CEO of Harkand* John Reed is the CEO of Harkand and has been with the company since October 2013. He has more than 30 years of experience in the offshore engineering and construction sector, developing and delivering large-scale capital intensive projects and managing major complex organizations. Previous to Harkand, he served on the Board of Directors of Cal Dive International Inc.c from May 2012 to August 2013. Prior to that he was CEO of Global Industries Ltd. from March 2010 until its acquisition by Technip SA. He is also a former CEO of Heerema Marine Contractors. He has previously served as a member of the Board of Directors of the National Ocean Industries Association, is a past President of the International Pipeline and Marine Contractors Association and past Chairman of the International Marine Contractors Association, America's Deepwater Division. He holds a Bachelors' Degree in Engineering from the University of Mississippi and an MBA from Delta State University. *(As published in the August 2015 edition of Maritime Reporter & Engineering News - http://magazines.marinelink.com/Magazines/MaritimeReporter)*

EU APPROVES ACQUISITION OF ESVAGT

The European Commission on 26 August 2015 announced that it has approved the acquisition of joint control over ESVAGT of Denmark by 3i Group of the United Kingdom and AMP Capital Investors of Australia, under the EU Merger Regulation. ESVAGT is known for providing offshore emergency and rescue services at sea as well as services of transfer of personnel for the provision of maintenance activities for offshore wind farms. Its new owners, 3i, is a venture capital company primarily investing in Europe and AMP Capital investors is an investment company operating across a broad range of asset classes worldwide. The Commission concluded that the proposed acquisition would not raise competition concerns, because the companies are not present in the same markets. As well, none of the companies in which 3i and AMP have a stake are present in an area that is related to the activities of ESVAGT. *(Press Release)*

ISLAND OFFSHORE DELAYS THREE NEWBUILDS AT VARD, PLANS FURTHER LAY UPS

Norway's Island Offshore is taking measures to deal with the depressed offshore market, delaying three newbuilds at Vard's Brevik yard. The company has four vessels under construction at the yard, three platform supply vessels and a subsea vessel, and has delayed delivery of all but one of the PSVs on order. In its latest set of quarterly results, Island Offshore said "the agreement to defer the new building program is important to mitigate the negative implications of a weaker marker and will

improve the short term cash flow of the group." The company also said that it had laid up another vessel during August, the platform supply vessel **Island Express**, making a total of four vessels now in lay-up. Additionally, further lay ups are being considered for vessels completing current term contracts. Island Offshore posted a first half profit of NOK 30m ($3.6m), compared to NOK 329m ($39.77m) in 2014. *(Source: Splash24/7)*

NORMAND MAXIMUS TAKING SHAPE

The BN 830 **Normand Maximus** was spotted during construction at Vard Tulcea and Constanta in Romania. The vessel is a VARD 3 19 design, developed by Vard Design in Ålesund. After the vessel's hull is completed in Romania, the final outfitting of the vessel is scheduled for late 2015, at Vard Brattvaag in Norway. Vard is building this offshore subsea construction vessel for the Norwegian vessel owner Solstad. The vessel will become the largest in the Solstad's fleet of 46 wholly owned or partly owned vessels. The vessel will be about 178 meters long, have a beam of 33 meters, a deck area of more than 2.500 m2 and will be able to accommodate 180 people. Solstad has agreed

with Italian contractor, Saipem, to charter the vessel for a minimum of 8 years from delivery, scheduled for 2Q 2016. *(Source: Subsea World News; Photo: Solstad)*

POLARCUS LANDS SEISMIC DEAL IN BRAZIL

Seismic specialist Polarcus has signed a contract a non-exclusive broadband 3D marine seismic project offshore Brazil. According to Polarcus, the project with an undisclosed client is expected to be approximately four months. Polarcus did not disclose financial details of the contract The dual azimuth project will be acquired utilizing Polarcus' RightBAND(TM) technique and is expected to start in Q2 2016 following completion of the earlier announced 3D project for Queiroz Galvão Exploração e Produção ("QGEP"). *(Source Offshore Energy Today)*

ANOTHER INTERNATIONAL ADVANCED 85M MAINTENANCE WORKBOAT SUCCESSFULLY LAUNCHED

On the afternoon of August 29,2015, another international advanced 85m maintenance workboat, built for foreign Owners, was successfully launched in Zhenjiang Shipyard. *(Source: Zhenjiang Shipyard)*

85M MAINTENANCE WORK VESSEL SUCCESSFULLY DELIVERED

On the morning of August 28, 2015 , the 85M maintenance work vessel "**Nautical Aliya**" was successfully delivered to foreign client, starting its sail smoothly. With 85 meters in length, 23 meters in breadth (MLD), 8 meters in depth (MLD), the ship boasts a passenger capacity of 238, a deck area of 922.8m2 and equipped with a S92 helideck . The propeller of the ship is scalable, so it can reach a working power rate of 4412kw. Equipped with a 80t hydraulic crane system, anti-

inclination system anchor positioning system and DP2 system, the ship can be applied in unrestricted area. It also represents the advanced international level of ships and meets ABS class notations of A1 (E) OFFSHORE SUPPORT VESSEL, FFV 1、SPS、AMS、ACCU、DPS-2、BWT、CRC、GP、MLC-ACCOM、UWILD etc. *(Source: Zhenjiang Shipyard)*

WINDFARM NEWS - RENEWABLES

VAN OORD INSTALLS GEMINI SUBSTATIONS

Van Oord has installed the two Offshore High Voltage Stations (OHVS) and first 77 transition pieces at the Dutch Gemini Wind Park. The realisation of the large offshore wind project construction is proceeding as planned. The OHVS installations were built in Hoboken, Belgium, and transported to Eemshaven. Deploying a heavy lift vessel, the 2,500-tonne platforms were installed in their final location at the wind farm. The OHVS platforms convert the energy generated to 220V. The platforms are connected to the Dutch power grid via export cables. Construction of the wind park is in full swing. This year two ships including Van Oord's offshore installation vessel Aeolus will install the remaining 73 foundations for the project. The wind turbines will be installed in the

spring of 2016. Other vessels in the Van Oord fleet are also playing an important role in the construction of the wind park 85 km off the coast of Groningen. The cable-laying vessel **Nexus** is installing two export cables, each measuring 100 km. These will be buried in the seabed by the **Jan Steen**, a multi-purpose vessel fitted with a larger subsea trencher. The cable-laying vessel **HAM 602** will install the cables between the foundations and the OHVSs and then the **Jan Steen** will bury them with the trencher. *(Source: Offshore Wind; Photo: Van Oord)*

TURBINE TRANSFERS VESSEL TO THE RESCUE

The Turbine Transfers vessel "**Porth Dinllaen**" yesterday undertook an emergency medical evacuation of a critically ill passenger from a Cruise vessel in the Irish Sea. The **Porth Dinllaen** was undertaking her normal work of surveying in the Liverpool channel, for client Van Oord when she was asked to respond to the outbound cruise vessel who needed to get the seriously ill passenger ashore as quick as possible. The Crew responded immediately, with client permission, breaking away from her survey duties to get the passenger onboard. Once onboard, the vessel proceeded at maximum speed to Liverpool pier head where awaiting emergency services took over. Earlier this year, the same Turbine Transfer vessel also successfully transferred a seriously ill passenger from the Fred Olsen liner "*Boudicca*". Turbine Transfers are owner & operators of 40 crew transfer vessels – working throughout Europe and the Americas for clients such as DONG, Siemens, Van Oord, VBMS. *(Source: Offsore Wind; Photo: Holyhead)*

BIBBY WRAPS UP HOLYHEAD DEEP GREEN SURVEY

Bibby HydroMap has completed survey operations on the €30 million Deep Green marine energy project based off Holyhead for consultant Xodus Group on behalf of developer Minesto AB. The objective of the survey was to provide a detailed understanding of the seabed levels, characteristics and shallow geology throughout the proposed development area and associated export cable route

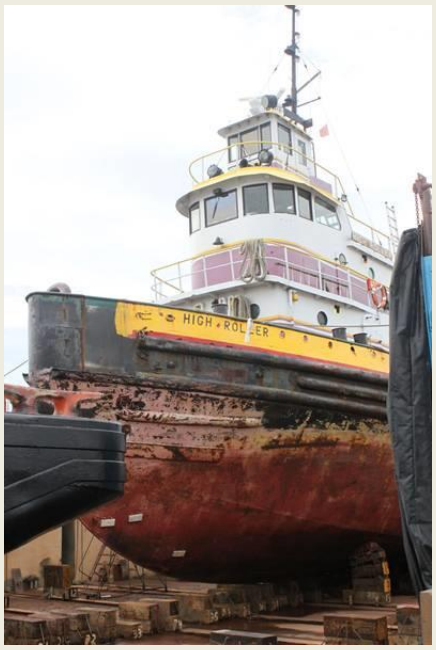
corridor, as well as to conduct an environmental baseline study. Bathymetric, side scan sonar and sub-bottom profiler data was acquired alongside benthic grab samples and drop down camera stills on board Bibby HydroMap's 26 metre survey vessel **Chartwell**. Bibby HydroMap Project Manager Michael King said: "Bibby HydroMap are committed to providing high-quality results in challenging conditions, and the opportunity to work on this site has allowed us to do just that. We are looking forward to seeing how this project develops, and we hope to be able to provide further support in the coming years as Deep Green comes online." With a focus on efficiency and cost reduction, the revolutionary Deep Green project, which is supported by EU funds of €13 million through the Welsh Government, is designed to maximise electricity generation from low velocity tidal currents. The kite-influenced design enables the device to move through the water column ten times faster than the current, which leads to a 1000 times more power as a result of the cubic relationship between speed and power. Following the success of the first 0.5MW installation, the aim is to deploy a 10MW Deep Green array in Holyhead Deep which will supply electricity to the equivalent of 8000 households. *(Source: Offshore Wind; Pho: Ronnie Roberts/Bibby Hydromap)*

YARD NEWS

GENERAL SHIP REPAIR: A FAMILY AFFAIR

The General Ship Repair Corporation, a fixture on the Baltimore water front for nearly a century, continues to build a strong business while preparing for fourth generation ownership. General Ship Repair Corporation is as ubiquitous of a presence on the Baltimore waterfront as Under Armour, Domino Sugar and "Natty Boh." General Ship Repair has stood strong for nearly a century since its founding by Charles "Buck" Lynch in 1924, evolving today into the de facto 'go to' for workboat repair in the Baltimore area. Today it is in the midst of a strong year, and per its history it invests in its people and facilities with an eye on the future, a future which is planned to include a fourth generation of Lynch leadership.

In its time the company has serviced schooners and steamships, paddle wheelers and super tankers, as well as everything in between. Today though, providing repair and maintenance service to the regional workboat market with its pair of 1,000 ton floating docks is the heart and soul of its business. Today the company is owned and operated by a trio of Lynch brothers: Charles F. "Derick" Lynch, Cary B. Lynch and Michael Lynch, who took over from their father Charles "Jack" Lynch in the early 1990s. In the management wings are two of Derick's sons, Charles (Chaz) Lynch and Ryan Lynch. Chaz Lynch served in the U.S. Coast Guard for four years before deciding his fate lie in the waterfront shop his great grandfather pioneered. Mid-stream in his USCG stint he switched to the mechanical side of the operation. "He called me two year in and said that he really wanted to come back and work at the shipyard," said Derick Lynch. "And I told him 'you're a deckie … I don't need a deckie, I need a machinist." Today Chaz serves the company as a foreman and machinist. Ryan Lynch graduated from the United States Merchant Marine Academy, and today works in the yard as a project manager, working part-time for the moment in between his sailing at sea obligations. 'Self-Sufficient' is perhaps the best term to describe the yard, its management and its team of 45, a focused group available 24/7/365 to its workboat clients that depend on it to keep its equipment functional and in the water earning money. "We're having a very good year," said Derick Lynch. "We're doing a lot of tug and barge work, we're doing some work for Kirby as well, and we're booked a month and a half in advance, which is a long look ahead for us. We're working with all of the major players, from Vane, to Kirby to McAllister to Wilmington Towing." Serving as the tug and barge repair facility in the Port of Baltimore, its experience with the maintenance and repairs of tugboats and barges is extensive. General Ship Repair operates its own floating equipment, trucks and portable equipment, and is able to service a vessel during cargo operations, at anchorage or at its own facility. Central to its success today is its pair of 1000-ton floating drydocks, the second added in 2012 replacing a smaller 350-ton unit. The addition of the second 1000-ton unit was truly the key toward making the yard more efficient, according to Derick Lynch. "We were always struggling with that one-horse town drydock," putting one boat up there and having the various work crews doing what was needed one step at a time, he said. "It's so much more efficient having both drydocks." Another big investment was in the yard's water blasting system, replacing the more labor intensive but cheaper sand blasting. "We're not sandblasting anymore," said Derick Lynch. "Even though the UHP (water blasting system) is more expensive to use and maintain, in the long run it is much cleaner and it helps us in productivity as it eliminates sand getting into every crack and crevice." While the company has a long history of investing in facilities and equipment to ensure it meets vessel fix needs, Derick Lynch maintains that investment in its people is central to its long-term (and continued) success. "We put money back into the yard when we can put it back. At the end of the year the first priority is giving back to our employees in the form of bonuses, and setting aside some money for some major projects." *(As published in the August 2015 edition of Maritime Reporter & Engineering News - http://magazines.marinelink.com/Magazines/MaritimeReporter)*



CONTAINERTUG B.V.

The Company: ContainerTug B.V. is a specialized Dutch naval design engineering and construction

company with a strong focus on developing workboats and the evaluation and calculation of concepts and structures. The firm's pragmatic approach revolves around 'Finding the optimal solution for the customer, while staying at the forefront of innovation.' *The Case:* ContainerTug has devised multiple innovative workboat designs which can be transported as standard 20'and 40' containers. These include the 20 foot tug/workboat CT 600S, the 40 foot cargo support boat CB 200D and the 40 foot cargo support pontoon CB 1200P. More innovative containerized models will come out Q3/Q4 2015. The containerTug 600 is not tied to just one deployment area. Its container size dimensions and integrated corner fittings make it transportable in an identical way as for a normal 20 foot container: by road, by train or by ship. This provides ideal commercial scope. The ContainerTug 600 is fitted with a Volvo Penta commonrail D5 [121 HP] or D7 [177 HP] engine connected to a 28 inch fixed pitch propeller. Hydraulically steered, the double rudder system with large blade area provides maneuverability under all conditions. *(As published in the August 2015 edition of Marine News - http://magazines.marinelink.com/Magazines/MaritimeNews)*

BOLLINGER'S VP-QUALITY MANAGEMENT SYSTEM, DENNIS FANGUY NAMED SNAME'S 2015 WILLIAM M. KENNEDY AWARD RECIPIENT

Bollinger Shipyards, LLC announces the press release notice from The Society of Naval Architects & Marine Engineers, whereby the 2015 William M. Kennedy Award will be presented to Bollinger VP-Quality Management System, *Dennis Fanguy*. The award will be presented to Mr. Fanguy at the World Maritime Technology Conference / SNAME Maritime Convention in Providence, R.I. at the President's Luncheon on November 6, 2015. Dennis is a 1984 graduate from the University of New Orleans (UNO) with a Bachelor of Science degree in Electrical Engineering and has been employed at Bollinger since his graduation for 31 years. The William M. Kennedy Award is presented for outstanding service and contribution in the development of systems and planning applying to shipbuilding and ship repair.

Bollinger's CEO & President, Ben Bordelon said, "Our company is very proud of Dennis for winning this award. He continues to be an outstanding leader and represents our company and our industry with the highest of standards. The recognition of his efforts is greatly appreciated and well deserved." *(Press Release)*

COMPLETE EXTERIOR

Today 27th August, the mast was mounted on yno 302, while the heli deck was mounted yesterday. The offshore construction vessel is being constructed for Island Offshore/Edison Chouest Offshore, and was launched from the Ulstein Verft's dock hall earlier this week. *(Press Release Ulstein)*

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

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