Tugs Towing & Offshore Newsletter

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

TUGS & TOWING NEWS

NEW GENERATION RAIDING TUGBOAT INTRODUCED INTO THE LENINGRAD NAVAL BASE SUPPORT FLEET

Today, 18 November 2015, a new generation multi-purpose raiding tugboat **RB-366** has been introduced into the support fleet of the Leningrad naval base of the Baltic Fleet, says press center of RF Defence Ministry. The Commander of the Leningrad naval base Rear Admiral Igor Smolyak, ship builders, servicemen, civilian personnel of the base and residents of Kronshtadt took part in the festive ceremony. The 300 ton tugboat built for the Baltic Fleet by the "Pella" company in Saint Petersburg possesses unique capabilities of towing and canting ships and submarines of any displacement, is equipped with fire extinguishing systems for ships and coastal facilities, and an emergency fuel spillage cleaning system in case of fuel spillages in harbour waters. Tugboats of this project are equipped with a modern control system, which allows them to perform accurate maneuvering in any weather conditions and at night. Moreover, the ship possesses enhanced maneuvering capabilities and is able to carry out missions in difficult ice conditions. The **RB-366** tugboat is the fourth ship of this project to be introduced into the Leningrad naval base fleet. *(Source: PortNews)*

MOTORTUG KENT

The m.t. **Kent** was built by Richards Ironworks at Lowestoft for J.P. Knight Ltd. Of Rochester. At

the time of her launch in 1948 she was the most powerful single screw harbor tug in Great Britain with diesel propulsion. Working life for the **Kent** began on the River Medway with ship-handling at Rochester, Chatham and Sheerness but in subsequent years she was to work elsewhere in the UK, carrying out coastal tows and a host of other duties. When the British Petroleum Refinery at the Isla of Grain was commissioned, it was **Kent** who assisted the first tanker to her berth. During her working life, Kent was deployed to various locations, with spells in Scotland and Ireland under contract to various civil engineering companies. This often involved carrying out coastal and near continental tows, wich were arduous tasks undertaken without the facility of a towing winch or even a capstan. Towelines were streamed and shortened using only a drum-head on the anchor windlass and the skilful application of manpower When J.P. Knight opened their Caledonian branch at Invergordon, Kent was there to pioneer a new towage service. Log Books show that Kent operated in some atrocious weather, one entry records her of Cape Wrath, the most northerly point of Great Britain in a gale. Among the stranger duties carried out by the tug was assistance to the replica Viking ship, now preserved in Pegwell Bay. The vessel was first exhibited around the South coast ports but it was not the "Viking" that did the long distance rowing between the different locations as believed by the general public. Kent did the hard work and discretely anchored out of sight dropping them off and waiting out of sight to take them to the next port. Kent was finally taken out of service in 1988 and moored on the Medway at Chatham in a semi-preserved condition. In 1995 she was acquired by the *South Eastern Tug Society* for the nominal sum of £1.00 on the understanding that she would be preserved and restored.

In late October 1995 **Kent** was slipped from her moorings adjacent to the Historic Dockyard and towed to her existing berth in No. 1 Basin, Chatham Dock, where the Society has enjoyed free moorings, docking and facilities courtesy of S.E.E.D.A. and M.D.L. The society members embarked upon a steady restoration programme beginning on day 1 of the takeover – October 12th 1995. On the 20th June 1998, after countless hours of work above and below deck, the main engine was started for the first time since, we believe, 1987 and run ahead and

astern whilst secured alongside the quay. On January 1999, **Kent** finally left her moorings under her own power, for a test run around the No. 1 Basin. Everything proved satisfactory and we were in 'Business'. It was always the Society's aim that if **Kent** could be 'brought back to life', she would be used as a historic attraction promoting marine festivals around the south east and near continental ports and this she has certainly done!. St. Malo, Ostend, Dover, Yarmouth, Harwich, Thames and Medway ports have all seen the '*OLD LADY*'. In fact, she is becoming something of a celebrity, appearing in numerous marine publications, local newspapers and on at least two television programmes. Kent also appeared in the 'Wall of Sail' as the Queen's Diamond Jubilee Thames Pagent. So what for the future? The cleaning, painting, brass wotk and routine maintenance will never end. But lets hope that as a result, the **Kent** will last for many years as a tribute to her builders and the tug fraternity of bygone years. Registered in Rochester, she is one of the County's finest preserved vessels left in working condition and one of the best examples left of an early post was tug of riveted construction. Her 5 cylinder, direct reversing, British Polar Diesel Type M-45-M main engine (rated at 880 bhp) is probably one of the oldest of its type still running (as certified by the Institute of Diesel and Gas Turbine Engineers). The *South Eastern Tug Society* is a unique group of Volunteers, many of whom are tugmen, former tugmen, local watermen and others with a maritime background or just keen tug enthusiasts! *(Press Release)*

TOWBOAT HONORS STRUCTURAL ENGINEER DOBSON

Joe Gregory, owner of New Generation Shipbulding of Houma, La., reports that his firm's latest delivery will join the La Porte Texas-based Martin Marine fleet of 29 inland push boats and 54 inland marine tank barges. Martin also operates four offshore tug/barge units. The latest delivery, one of New Generation's 75 X 30 X 10-ft. pushboat, is the **Rex Dobson**. With an operating draft of 8.5-ft. these towboats have a 32-ft. eye level from the wheelhouse. The wheelhouse has huge

windows extending to the deck level forward and a full walk around exterior deck extension. The elevation is gained by having the wheelhouse sit atop three lower decks. These contain five crew cabins providing accommodation for up to seven crewmembers. A well-appointed galley, with granite counter tops, and mess, with a large flat-screen TV, occupy the forward part of the main deck cabin with the aft part or fiddly providing storage over the main engines. The main engines are a pair of Cummins QSK38-M each of which develop 1,000 hp at 1,800 rpm. The engines are fitted with Twin Disc MG5321 gears with 6.39:1 reduction turning open stainless-steel five-blade Kahlenberg 74- by 53-in. propellers on seven-inch shafts. Each propeller has two forward mounted flanking rudders with a single steering rudder behind. The props and rudders are protected by stump-jumpers fabricated from six-inch square half-inch tubing. Main deck equipment includes two 40-ton electric winches mounted forward. Auxiliary power is provided by a pair of Cummins 6BTA5.9- liter powered 85 kW generators. *(As published in the October 2015 edition of Maritime Reporter & Engineering News - http://magazines.marinelink.com/Magazines/MaritimeReporter)*

CONRAD SHIPYARDS BOLSTERS BACKLOG WITH NEW ORDERS

Like many shipbuilders along the U.S. Gulf of Mexico, Conrad Industries, Inc., Morgan City, LA, is feeling the pinch of the downturn in the oil patch and the drop in the price of oil. In announcing Conrad Industries, Inc.'s third quarter earnings for 2015, company President and CEO Johnny Conrad says, "Our results for the first nine months of 2015 reflect a continued challenging operating environment, with decreased demand and pricing pressure in both new construction and repair. The repair market continues to be soft, which we believe is due primarily to the decline in crude oil prices." But a spate of new construction contracts in the fourth quarter of 2015 have bolstered the shipyard's orderbook.

Strength in diversification One of the strengths of Conrad Shipyards has always been its diversification. It builds tugs, towboats, ferries, ocean tank barges, LPG barges, deck barges, lift boats, and specialty barges. It's broadened its portfolio even further with the expansion of its Deepwater South shipyard, where it can build large Articulated Tug Barge (ATB) units. While the company's order backlog slipped to $91.1 million down from $135.0 million a year ago at the end of the Sept. 30—it landed $147.5 million in new contracts as of November 13 of this year. Among the new contracts are ATB units, including ones of 80,000 bbl capacity. "We believe our capital improvement program at our Deepwater South yard has strengthened our ability to compete for these types of projects," says Johnny Conrad. He says that the company will "continue to be responsive to the changing market conditions and look for ways to continue to enhance shareholder value." Conrad's backlog includes the 2,200 m3 LNG bunker barge for WesPac Midstream, an 80,000 bbl ATB unit for John W. Stone, a cargo vehicle ferry for the Steamship Authority, and several 116 ft ATB tugs for Harley Marine Services. For the quarter ended September 30, 2015, Conrad had net income of $2.0 million and earnings per diluted share of $0.35 compared to net income of $4.5 million and earnings per diluted share of $0.74 during the third quarter of 2014. Conrad had net income $78.2 million and earnings per diluted share of $1.24 for the nine months ended Sept. 30. For the nine months ended Sept. 30, 2104, Conrad had net income of $17.7 million and earnings per share of $2.96. *(Source: MarineLog)*

U.S. COAST GUARD RESTATES NEED FOR MORE ICE BREAKERS

U.S. Coast Guard Vice Commandant Vice Admiral Charles Michel testified on Arctic operations before a joint subcommittee hearing held on Tuesday highlighting a lack of infrastructure in the region and reaffirming the Coast Guard's desire for two new icebreakers. "The ability to operate year round, safely and reliably means having heavy icebreakers. Year round access is vital to our nation's security and economic interests," he stated. "The Coast Guard needs at least two heavy icebreakers to provide year-round, assured access and self-rescue in the Polar regions. The Coast Guard is moving forward at best speed to meet the President's intent of recapitalizing our icebreaker fleet, and we look forward to working with Congress on this important effort." Michel has visited the Arctic and Antarctic. "I can personally attest that these regions are remote, hostile and unforgiving," he shared with the subcommittees. "Distances are vast, weather is a constant factor, ice conditions are very dynamic and infrastructure is almost non-existent." "Operations in both polar regions demand detailed and deliberate planning supported by specialized, reliable and unique equipment, and they often demand close coordination with federal, state, local, academic, industry and indigenous community stakeholders," he added. The Coast Guard's strategic objectives in the Arctic

are to improve awareness, modernize governance, and broaden relationships. In pursuing these objectives, the Coast Guard has a number of initiatives planned to be in place by the year 2025. These include: *1. Broaden Arctic Shield* Operations Arctic Shield is the Coast Guard's annual operation in the Arctic region. *2. Establish an Arctic Coast Guard Forum* The Coast Guard is increasing engagement with its peer maritime services from Arctic countries. The Arctic Coast Guard Forum (ACGF), modeled after the successful North Pacific Coast Guard Forum, is a unique maritime governance group where principals of all eight Arctic countries discuss coordination of exercises, strengthen relationships and share best practices. *3. Establish a Center for Arctic Study and Policy* The Coast Guard has established a Center for Arctic Study and Policy (CASP) at the United States Coast Guard Academy. The CASP is currently developing its credentials as a premier center and building subject-matter expertise, by both presenting and participating in Arctic academic forums. Current projects include development of a workshop on shipping in confined waterways in conjunction with the DHS Center of Excellence at the University of Alaska - Anchorage. *4. Promote Waterways Management* With respect to waterways management in the Arctic, the Coast Guard is employing its Waterways Analysis and Management System and Port Access Route Study (PARS) methodologies to assess vessel traffic density and determine if a need exists for improved aids to navigation and other safety requirements. A thorough Bering Strait PARS, with input from other Arctic Nations, is expected to provide valuable recommendations for the IMO. The Coast Guard is also engaged with industry to ensure adequate oversight of pollution prevention, preparedness and response requirements to protect the Arctic environment. Pollution response is significantly more difficult in the Arctic region. This year, the Coast Guard partnered with the Bureau of Safety and Environmental Enforcement in coordinating and monitoring drilling operations in the Chuckchi Sea. *5. Engagement with Russia* Engagement with the Russian Federation is a key feature of effective environmental response in the Arctic, says Michel. "The Russian Federation is an important partner with responsibility for vast regions of the Arctic and shares a maritime border with the United States. It is in the interests of U.S. national security for the U.S. Coast Guard to maintain open lines of communication with its Russian counterparts to ensure effective cross-border search and rescue operations, maritime law enforcement, and pollution response." The United States Coast Guard, in coordination with the Department of State, has strengthened its engagements with the Russian Border Guard to coordinate fisheries law enforcement operations and search and response in the Bering Sea and North Pacific between the United States and Russia. The hearing included the Subcommittee on Europe, Eurasia and Emerging Threats and the Subcommittee on the Western Hemisphere, both with the House Committee on Foreign Affairs. As a visible reminder of the need to forge strong partnerships, Michel testified alongside representatives of two critical partners in the region: retired Admiral Bob Papp with the U.S. Department of State and Rear Admiral Timothy Gallaudet with the U. S. Navy. The full text of his testimony is available HERE

RECENTLY DELIVERED TUG SVITZER KENT

The Damen ASD 3212 with yard number 512541 tug **Svitzer Kent** (Imo 9695602) build by Damen Song Cam Shipyard - Vietnam was recently delivered to her owner Svitzer Euromed BV – Ijmuiden with United Kingdom flag and with call sign 2IVK9. She has a length o.a. of 32.70 mtrs a beam o.a. of 12.82 mtrs and a depth at sides of 5.35 mtrs. Her basic functions are Push-Pull, escorting, towing and firefighting operations. The two Caterpillar 3512C HD+ TA/D develops a total output of 5,050 bkW (6,772 bhp). Her bollard pull is 80.1 tons ahead and 76.2 astern Her speed is 15.3 knots ahead and 13.9 astern. The tug is classed Lloyds Register of Shipping 100 A1, Escort Tug, Fire Fighting Ship1 (2400 m3/hr) with water spray, *IWS LMC, UMS *(Source: Damen)*

RECENTLY DELIVERED TUG SVITZER DEBEN

The Damen ASD 3212 with yard number 512539 tug **Svitzer Deben** (Imo 9695585) build by Damen Song Cam Shipyard - Vietnam was recently delivered to her owner Svitzer Euromed BV – Ijmuiden with United Kingdom flag and with call sign 2IVL5. She has a length o.a. of 32.70 mtrs a beam o.a. of 12.82 mtrs and a depth at sides of 5.35 mtrs. Her basic functions are Push-Pull, escorting, towing and firefighting

operations. The two Caterpillar 3512C HD+ TA/D develops a total output of 5,050 bkW (6,772 bhp). Her bollard pull is 80 tons ahead and 72.1 astern Her speed is 14.6 knots ahead and 14.2 astern. The tug is classed Lloyds Register of Shipping 100 A1, Escort Tug, Fire Fighting, *IWS LMC, UMS *(Source: Damen)*

TSM CHAUSEY RECENT DELIVERED

This week a new tug, named **TSM Chausey**, has joined the 15-strong fleet of Thomas Services Maritimes headquartered in Rouen. The vessel is built by Padmos Shipyard Stellendam, the Netherlands. This highly manoeuvrable ASD tug is equipped for towing both over the bow and over the stern. In addition bed-levelling operations using a plough could be undertaken by the vessel. Measuring 20,35m in length overall with a beam of 8,20m and a draft of 4,20m and is powered by two Mitsubishi S12R MPTAW-2 main engines of 1040kW each at 1650rpm. This power is transmitted by carbon shafts to a pair of Rolls-Royce US155FP fully azimuthing Z-drives. This arrangement gives the vessel a bollard pull of more than 32 tonnes. Below the main deck 4 crew cabins are situated beside 2 toilets and 2 showers. Also a messroom and kitchen is located above the main deck. The winches are all Padmos in-house manufactured, the bow and stern winch with a pulling force of 35 tons, two tugger winches and one single anchorwinch. At least the knuckle boom crane of 38t/m and the stainless steel stern roller gives the vessel a maximum of multifunctional possibilities. *(Source: Padmos)*

YESTERYEAR TUGS SOMMERS N. SMITH

Now and then there are tugboats that go out to break ice and find themselves unable to go any farther. This is the **Sommers N. Smith**, stranded in the ice off Camden, Main, in 1912. A couple of townsmen have ice skated out to look things over. She was built in 1887 at Philadelphia, PA for Snow Marine Co. with homeport Rockland, ME. She has a length of 66.6' a beam of 16' and a depth of 7.2' her steam engine delivers 140 hp.

Built as the **Bay King 1** Later she was renamed **Cavalier**, hereafter **Sommers N. Smith** and sold and renamed **Chee Chee**. The steam tug **Sommers N. Smith** and the steam tug **Sophia** formed the backbone of Capt. John I. Snow's Rockland-based Snow Marine Co., and working together they dredged many harbors and built many local docks of both granite and wood. Neafie & Levy of Philadelphia built the tug in 1887 and named her **Bay King 1** Snow Marine Co. named her for their chief engineer who later became general manager. *(Source: On the Hawser by Steve Lang and Peter H. Spectre).* On the inetrnet we have found a text from the book "Looking Astern" Maine's Historic Working Waterfronts. Two notable tugs beloved by many on the Rockland waterfront were the **Sommers N. Smith** and the **Sophia**. The **Sommers N. Smith** was built in 1887 and called Rockland her home port for most of her twenty-three years. Although she was a towboat, she also carried thousands of guest-passengers in her career and performed rescue and salvage duty. She also guided the six-master *Mertie B. Crowley* to her berth after her launching at the Cobb and Butler yard in Rockland in 1907. Built with heavy plates forward on her iron hull, she was also renowned as an icebreaker. In 194, this sixty-year-old country tugboat went to New York City to continue her career as a harbour tug. The **Sophia** was built in Boston in 1892 and was 81 feet long. She helped with dredging, recue and fire calls, and salvage. When a forest fire raged on Vinalhaven, the Sophia saved many endangered summer homes along the Fox Island Thorofare, carrying a pumping engine that prevented the fire from burning homes. She eventually worked on the Kennebec River as well, but was still in Rockland when the last passenger steamer left that harbour in 1950.

ACCIDENTS – SALVAGE NEWS

NTSB: SUNKEN CARGO SHIP EL FARO "BLACK BOX" STILL MISSING

The video documentation of the cargo ship **El Faro** and the associated debris field has been completed but the vessel's voyage data recorder was not located, according to the National Transportation Safety Board. "Over the years we've completed many investigations without the aid of recorders and other investigative tools," said NTSB Chairman Christopher A. Hart. "While it is disappointing that the voyage data recorder was not located, we are hopeful that we'll be able to determine

the probable cause of this tragedy and the factors that may have contributed to it." The 790-ft. ship went missing on Oct. 1 during Hurricane Joaquin and was located on Oct. 31 in about 15,000 feet of water in the vicinity of its last known position near Crooked Island, Bahamas. In early October, the NTSB contracted with the U.S. Navy to locate the missing ship, document the wreckage and debris field, and if possible, recover the voyage data recorder. Sonar equipment towed from USNS Apache detected what was believed to be **El Faro** on Oct. 31. The finding was confirmed on Nov. 1 when investigators were able to view video of the vessel obtained from CURV-21, a remotely operated vehicle capable of deep sea search activity. Video revealed that the navigation bridge structure and the deck below it had separated from the ship. The missing structure included the mast and its base where the voyage data recorder was mounted. On Nov. 11, the navigation bridge was found but neither the mast nor the VDR was found in the vicinity of the navigation bridge structure. After five more days of searching with CURV-21, it was determined that the VDR could not be located. The search and video documentation efforts of **El Faro** were completed on Nov. 15. No further search missions are planned. *(Source: MarineLink)*

MORE DIESEL SPILT AFTER STORM

The "**Flinterstar**" was further torn apart by the storm of the night from Nov 17 to Nov 18 and started leaking oil again. As the ship cracked, again small amounts of diesel oil have leaked into the sea. However, the ship was not broken in two, but has settled even deeper in the sand than before. Additional measures were not deemed necessary because there was very little oil left in the tanks. *(Source: Vesseltracker; Photo: ANP)*

PERLA FLOATING AGAIN / CLEANING WORK WILL STILL TAKE SOME TIME

After hours of pumping the "**Perla**" raised from the bottom in Reykjavik in the night of Nov 16. After the police and the Marine Accident Investigation Board have concluded their investigations into the accident, it is up to the insurance to decide on the future of the ship. Draining the water had started in the afternoon today, but the work proceeded more slowly than expected though the ship lifted considerably. It proved difficult to keep the stability of the ship with a barge moored at its port side and a mobile crane on the quay, but finally the ship was afloat. *Update;* Útgerðar-stjóri Björg-un-a saw no chance that it would be possible to use the "Perla" again. At this moment it was not possible to say what would be done with the ship after the police

investigation. It was in the hands of insurance to decide on the fate. However, it would still take several days to pump the oil from the rear and out the engine compartment, and there was much work left to clean the ship which was surrounded by an oil boom at the berth in the Faxaflóa Port after having been refloated successfully by pumping out 700 tons of water. *(Source: vesseltracker; Photo: Árni Sæberg)*

PASSENGERS EVACUATED IN SOUTH ATLANTIC FOLLOWING ENGINE ROOM FIRE, SHIP UNDER TOW TO EAST COVE

In the morining of Nov 18, 2015, around 2 a.m. a fire broke out in the engine room of the "**Le Boreal**" near Cape Dolphin, north of the Falkland Islands. The ship was enroute from Grave Cove to South Georgia, when the fire broke out. It had just started a 15-night round trip Antarctica sailing from Ushuaia on Nov 15. The cruise was supposed to visit South Georgia before landing on the continent's peninsula and visiting Deception Island. The captain ordered all 347 passengers to be evacuated as a precaution. 90 passengers were hoisted onto helicopters from open boats. They were winched aboard the rescue helicopters from Bristows based at Stanley Airport and SAR Seaking helicopters based at Mount Pleasant Complex which responded immediately and were on site within minutes of the distress call which was sent at 2.04 a.m. More than 200 passengers went aboard the sister ship "**L´Austral**". By 3.30 p.m. all had been transported from life rafts to the vessel after sitting in wet clothes aboard life rafts since 3 a.m. Obvious dangers of transferring people in a 30 foot swell meant that the life rafts had to make their way to a protected harbour for safe transfer

to the "L'Austral" and were brought into Stanley by the "L'Austral" in the early morning hours of Nov 19. The remaining 78, mainly crew and 12 passengers, who were transferred to land by SAR helicopters have now arrived in Stanley by coach via Mount Pleasant. All passengers and crew have been accounted, though there were some minor injuries amongst them. The passengers were taken to Stanley in two groups. The group at Mount Pleasant complex was brought to Stanley by coach at 3.15 p.m. and were taken to the Falkland Islands Defence Force Hall for processing. The remainder aboard the "L'Austral" was taken from White Rock Harbour to Stanley within five hours. All passengers underwent medical checks prior to being released into the Community to be assigned accommodation. Each person was issued with toiletries and hygiene items provided by the Falkland Islands Government. They were to be repatriated on Nov 19. A call went out to the Stanley community for warm clothes and accommodation. Clothes were delivered to the Seamen's Mission and those wishing to provide accommodation coordinated this through the ship's local agents, Sulivan Travel and the Falkland Islands Tourist Board. FIG Emergency Services were working swiftly and in close collaboration with local vessel agents and British Forces South Atlantic Islands Emergency Services, and HMS "Clyde" has changed course in order to aid the evacuation operation. Two Royal Air Force search and rescue helicopters were also scrambled. On Nov 19 the tugs

"Dintelstroom" and "Giessenstroom" which had assisted in firefighting operations jointly with the "Clyde" had taken the cruise ship in tow to East Cove with a speed of 3,5 knots. Watch the video click HERE *(Source: Vesseltraker)*

OFFSHORE NEWS

SEACOR MARINE'S 13,400 HP VESSEL DELIVERED

The Alya McCall is likely the biggest, the most powerful and the fastest single-hulled, combination supply and crew boat to be launched to date. Some of the impressive numbers: 206 by 33 feet, 100 passengers, five 2680 HP Cummins engines, five Hamilton jets, 38 knot speeds. Mike Aufdermauer, Marine Sales and Engineering Leader for Cummins Mid-South LLC, the engine supplier, explains that, "the boat is powered by five EPA Tier 3 certified QSK60-M propulsion

engines rated at 2680 HP each. It is also equipped with three QSM11-DM auxiliary generator sets rated at 290 kW, during sea trials the vessel proved to be capable of running at 38 knots." The Incat-Crowther-designed vessel was built at Louisiana's Gulfcraft Shipyard with at least one sistership to follow. They are equipped with Dynamic Positioning 2 and ride control. As of November 16, the **Alya McCall** was nearing Malta in the Mediterranean on transit to Dubai for customer acceptance trials and will be on contract in Saudi Arabia later this year. Watch the video of the **Alya McCall** click HERE *(Source: Alan Haig-Brown; Photo: Cummins Mid-South LLC)*

EASTERN SHIPBUILDING GROUP, INC. AND HARVEY GULF INTERNATIONAL MARINE, INC. LAUNCH THE M/V HARVEY SUB-SEA

Eastern Shipbuilding Group, Inc. is pleased to announce the launch of the M/V **Harvey Sub-Sea** (Hull 249) on November 6, 2015 for Harvey Gulf International Marine, Inc. of New Orleans, LA. The **Harvey Sub-Sea** is a first of two (2) 340' Class Multi-Purpose Service Vessels (MPSV), designed by VARD Marine. The launching event was held at Eastern's Allanton facility with hundreds of Eastern employees, several representatives from Harvey Gulf and guests in attendance. Deacon Tim Warner of Saint John's Catholic Church of Panama City, Florida, performed the blessing of the vessel. Brian D'Isernia, Eastern's CEO, opened the ceremony welcoming guests and sharing the long successful history between Eastern and Harvey Gulf. He talked of the capabilities of the **Harvey Sub-Sea**, and once delivered, will be one of the most sophisticated MPSVs in service in the United States. The **Harvey Sub-Sea** will feature a 250MT AHC Knuckle Boom Offshore Crane with lift capabilities in up to 4000M of water, a helideck and accommodations up to 150 crew and offshore workers. Harvey Gulf's Chad Verret, Executive Vice President, shared a few words about the history between Eastern and Harvey Gulf and the quality of work. He also praised Harvey Gulf's president, Shane Guidry, who also was in attendance, for his leadership. Cash Verret, Chad's son, had the honor of christening the vessel. Also in attendance from Harvey Gulf was Lance Reynolds, Vice President of

Operations, Arthur Rousse, Vessel Manager and Captain Pat Hughes, Operation Manager. The **Harvey Sub-Sea** is the first of two MPSVs under construction at Eastern, from a design provided by VARD Marine. The **Harvey Sub-Sea** SEA is expected to deliver in 2016, after outfitting and sea trials are completed. The sister ship, **Harvey Sub-Sea**, is also currently under construction. Eastern has delivered eleven (11) vessels previously to Harvey Gulf, including Offshore Supply Vessels, Light Construction Vessels and Ocean Service Tugs. Eastern is also actively building a Multi-Purpose Field Support Vessel (MPFSV) Hull 243 for Harvey Gulf, the **Harvey Stone**. The **Harvey Sub-Sea** features the following: HGIM Designation: 340' Class MPSV ESG Hull #: H249 – 1st Vessel in the Series of 2 Design: VARD Marine Vessel Type: Multi-Purpose Service Vessel (MPSV) Vessel Dimensions: (LOA) 340'x 73'x 29'-4 3" Regulatory: ABS A1, HELIDK, Offshore Support Vessel (Heavy Lift), Circle E, AMS, ACCU, DPS-2, FFV-1, NBLES, ENVIRO+, GP, UWILD, MLC - ACCOM, MLC 2006, SPS (Special Purpose Ship) 2008, CRC Capable. Certifications: USCG, Subchapter I, Subchapter L, SOLAS/IMO Power Generation: Wartsila: DE 690VAC Generators: Wartsila: 6L32 US EPA Tier 3 2, IMO II 4 x 3,170kW (12,680kW) Propulsion: Schottel: SRP 3030 FPP (VFD) Z-Drives, 2 x 4,489HP (8,978HP) Tunnel Bow Thrusters: Schottel: STT5 FPP STT 5FP (VFD), 3 x 2,012 2010HP (6,036 6,030HP-DP) Offshore Crane: One (1) National Oil Well Varco, Hydralift 250MT API C2 SUBSEA Knuckle Boom Offshore Crane/w Active Heave Compensation, 4,000M Water Depth Deck/Stores Crane: One (1) North Pacific Telescoping Crane model#MCT-327 1.48 LT @ 9.8 Feet 3,200 LB @ 16' (1.5 MT @ 3 m) Helideck: One (1) Helidex: Offshore 22.m 22.2m diameter aluminum helideck sized for a Sikorsky S-92 helicopter with reception area seating for 24 persons. Moon Pool: One (1) Mid-ship CL. 24' x 24' Moon Pool w/Bottom Main Deck Closure ROV/LARS: The vessel's electrical system is arranged to power two (2) 250HP ROV/LARS Systems, 4,000M Water Depth Operations. Stabilizing System: HOPPE Marine, Roll Dampening Stabilizing Tanks: Two (2) Active Anti-Healing System: HOPPE Marine, 4,000 4,400GPM Anti-Heeling Tanks: Four (4) Passive Accommodations: Berthing: 150 Crew and Industrial Offshore Workers The 340' Class MPSV features the following capacities: Deadweight Tonnage: 5,737 LT Total Fuel Oil (w/day-tanks) 288,927 gals. Fuel Oil Day-tanks 36,620 gals. (2 tanks) Drill/Freshwater/Ballast 915,539 gals. Emergency Genset F.O. Day-tank 2,111 gals. Ships Potable Water 121,997 gals. Maximum Speed 13 Knots. Cruising Speed Endurance 40 Days @ 12 Knots Deck Cargo Area: 8,100 sq/ft Deck Loading: 2,048 lbs/sqft. *(Press Release)*

MAMTA ENTERING MARSAXLOKK HARBOUR, MALTA

The 2010 built Italian registered with call sign ICUD Offshore Support Vessel **Mamta** (Imo 9466453) was seen entering Marsaxlokk Harbour, Malta on Thursday 5th November, 2015. She's the former **Greatship Mamta**. The **Mamta** is owned and managed by Micoperispa – Ravenna; Italy. She has a grt of 4,765 tonnes a dwt of 4,600 tonnes and is classed Det Norske Veritas. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

TOTAL HIRES FUGRO FOR UNDERWATER SERVICES

Fugro, a Netherlands-based provider of geotechnical, survey and subsea services, has been awarded a five-year contract for the provision of underwater services to Total E&P UK Limited (TEP UK). Under the contract, Fugro will be providing ROV inspection, repair and maintenance services on TEP UK pipelines, subsea assets and jackets. The contract runs from July 2015 and includes extension options for a further two years. Prior to this contract, Fugro had undertaken an ROV campaign for Total in the Central Graben area in July 2015. The company utilised the ROV support vessel **Atlantis Dweller** and its two permanently mobilised ROV systems to perform works which included cathodic protection, flooded member detection and high-pressure water jetting services. *(Press Release)*

SIEM OFFSHORE DELAYS AGAIN

Siem Offshore (SIOFF) has once again agreed to postpone the delivery of the Offshore Subsea Construction Vessel (OSCV) **Siem Daya 1** to Daya Materials until December 15, 2015. This time the cancelling date was set for December 31, 2015. Other terms and conditions of the agreement will remain valid and in full force and effect, the Oslo-listed company said Thursday. In April this year, both parties struck a $120-million deal for the sale and purchase of the 120.8 meters long subsea vessel of Vard design. The vessel was recently engaged

in a cable deployment campaign at MeyGen tidal energy and November 16 was set as the already extended delivery date. *(Source: Subsea World News)*

POLARCUS BAGS EGYPT SHOOT

Seismic player Polarcus has secured a contract with an undisclosed client for a 3D marine seismic project offshore Egypt. This is another deal Polarcus scored offshore Egypt, having previously announced a 50-days seismic shoot in March this year. The project, expected to run for approximately two and a half months, is scheduled to start in the fourth quarter of 2015. According to the Oslo-listed company, RightBAND technique will be used for broadband data acquisition. Reportedly, this technique is aimed at maximizing signal-to-noise at target geologic horizons by tuning the seismic source and receivers to the right frequency band to deliver optimized de-ghosted broadband 3D images. Polarcus did not disclose the commercial terms between the parties. *(Source: Subsea World News)*

GEOMAR SCIENTISTS EMBARK ON GEOTRACES EXPEDITION

German research vessel **Meteor**, under the leadership of the GEOMAR Helmholtz Centre for Ocean Research Kiel, is set to take on another GEOTRACES (GA08) cruise in the southeastern Atlantic. For the past seven years, the international research program GEOTRACES has been investigating the sources, sinks and distributions of trace elements such as iron, cadmium or copper. GEOTRACES cruise, starting on November 21, will be led by Prof. Dr. Martin Frank and Prof. Dr. Eric Achterberg, both from GEOMAR Helmholtz Centre for Ocean Research Kiel. The Cruise will be 8500 km long and after leaving the harbour in Walvis Bay, Namibia will first head northwards along the southwest African coast, where elemental inputs from the continents including dust from the Namibian Desert and the large Congo river will be the focus of the investigations. After passing the mouth of the Congo river the cruise will turn west until the Zero Meridian and then head south again in the open southeast Atlantic to 30°S. From there the cruise will turn again back to Walvis Bay, which will be the final destination of the cruise after Christmas. There are 28 scientists on board from Kiel, Bremen, the United Kingdom, and Angola,

who will measure the trace metal concentrations up to a water depth of 5000 metres. It is planned to collect about 15000 litres of water, GEOMAR wrote. "The main challenge is to cleanly sample the extremely low trace metal concentrations in seawater. It is not possible to obtain reliable iron concentrations in seawater – which are on the order of some billionths of a gram per litre – if you take the water samples with metal wires and metal sampling devices," explains Professor Frank. "To avoid contamination we use purpose-built sample bottles made of plastic, which are fixed on a specifically coated frame. Instead of a steel wire a plastic coated cable to lower this frame to the sampling depths," Professor Frank explains. **RV Meteor** doesn't have such a cable, which is why the expedition will use a mobile winch and cable newly acquired by GEOMAR. A container with clean room laboratory is also taken to sea. There, the scientists will prepare the samples exactly according to the guidelines of the GEOTRACES program. "This will enable contamination-free high precision measurements that we can compare with the results of other measurement campaigns around the globe," says Professor Achterberg. Like the data of all other GEOTRACES expeditions, the results of the M121 expedition will be transferred to an international data base. There they are accessible to scientists of all disciplines to better understand the geochemical and biological processes in the oceans and to trace oceanic currents or to reconstruct past climatic stages through analyses of the trace elements in the underlying marine sediments, GEOMAR added. *(Source: Subsea World News)*

ULSTEIN'S X-BOW TURNS 10

While new designs often grab headlines, mature designs that have enjoyed success are perhaps better indicators of true progress in marine technology. When the Ultstein X-Bow made its debut 10 years ago, some scoffed at the unusual design characteristics. They laugh no more, as the Ultstein X-Bow hull line design turns 10. Now in its tenth year, the 100th X-BOW shipbuilding contract was signed, and the X-BOW's derivative, the X-STERN - a similar solution for the ship's stern - has been contracted on its first two vessels. "The X-BOW was

developed during 2003-2004 - one of the latest tough periods for the offshore industry - and revealed in 2005 together with the contract for the first vessel, an anchor handling tug supply vessel for Bourbon Offshore Norway," said Gunvor Ulstein, CEO, Ulstein Group. "The shipowner, having seen an early sketch on the first page of a magazine, challenged us to present some realistic ideas for a vessel with a backward-sloping bow. 'This instigated a dedicated effort on the part of several players', including design experts from Ulstein. Bourbon Offshore Norway was convinced by the bow design that came about from this exchange of ideas, because the bow would eliminate slamming, keep up speed in a head sea and protect the fore-deck area from green sea and spray, while simultaneously improving comfort and rest for crews in transit," she said. The very first feedback came from the very first vessel, Bourbon Orca, and it came from the cook: "I don't have to call the captain to make him reduce speed while I'm preparing dinner. The casseroles stay put." X-BOW highlights through the years ... 2005 • First contract X-BOW - AHTS for Bourbon Offshore Norway • Contract two X-BOW PSVs - Bourbon Offshore Norway; 2006 • Contract X-BOW SUBSEA - **Island Constructor**, SX121 for Island Offshore • **Bourbon Mistral** X-BOW PSV delivered; 2007 • Contract X-BOW-SEISMIC RV - four for Eastern Echo (WesternGeco), two for Eidesvik/CGG Veritas; 2008; • Contract X-BOW SEISMIC RESEARCH - six for Polarcus; 2010 • Launch of the PX121 design; 2012 • 12 X-BOW vessels delivered - four The Ulstein Yard, four Brazil, two China, two Spain; 2013 • 13 X-BOW vessels delivered - five The Ulstein Yard, six China, one Brazil, one Spain • Contract X-BOW HEAVY LIFT – Toisa; 2014 • 12 X-BOW vessels delivered - two The Ulstein Yard, seven China, one Spain, one Brazil, one Norway; 2015 • 18 X-BOW vessels to be delivered - five The Ulstein Yard, 10 China, three Singapore • X-BOW number 100 - First with X-STERN - two for Windea; 2016-2017 • 19 X-BOW vessels to be delivered - two The Ulstein Yard, four Japan, nine China, three Brazil, one U.S. *(As published in the October 2015 edition of Maritime Reporter & Engineering News - http://magazines.marinelink.com/Magazines/MaritimeReporter)*

MAINPORT ASH LAID UP

In Swansea Port – Wales was seen the 1982 built offshore tug supply vessel **Mainport Ash** (Imo 8113633). It appears that she is laid up as no sign of life at all on her. After searching on equasis it shows that the vessel is laid up indeed since August 2015. Her Bureau Veritas certifications are withdrawn from August also. The vessel is owned by Mainport International Corp. – Cork; Ireland and managed by Brooklyn Shipping Ltd-UK – Ellon; United Kingdom. She has agrt of 1,089 tonnes and a dwt of 1,082 tonnes. The **Mainport Ash** is the former **Smit-Lloyd 25** untill 2007. She was built by Scheepswerf "Hoogezand" Jac. Bodewes – Hoogezand; Netherlands under number 217. She has a length of 57.45 mtrs a beam of 12.50 mtrs and a draft of 4.80 mtrs. Her two Stork-Werkspoor type 9 cyl 240x260 diesel engines delivers an total output of 4,500 bhp. She has a free sailing speed of 13 knots and a bollardpull of 60 tons. *(Photo: Daniel Earl)*

RAMFORM TITAN & SOVEREIGN SET TO SHOOT SEISMIC OFFSHORE MYANMAR

Two seismic acquisition vessels, **Ramform Titan** and **Ramform Sovereign**, operated by Norway's PGS Group, are set to embark on their respective seismic data acquisition campaigns in Myanmar soon. According to Myanmar Times, the first vessel, the **Ramform Titan**, will start shooting seismic rays in the Rakhine Basin offshore Myanmar next week. The vessel will map the A-4 and AD-2 blocks, operated by BG Group, a UK energy giant soon to be bought by Shell. The vessel's AIS data, as seen on Marine Traffic, speaks in support of Myanmar media writings. Namely, as of Thursday's data, the **Ramform Titan** is located in Sri Lanka, with the destination being "Offshore Myanmar". According to Marine Traffic's data, the vessel is expected to reach Myanmar on Saturday night, November 21. The newspaper, citing state media, said that the second vessel, the **Ramform Sovereign**, will also carry out a seismic survey in the Southeast Asian country, however, for a different oil and gas company. Namely, the **Ramform Sovereign** will pull its seismic streamers over two offshore blocks, A-7 and AD-5, operated by Australia's Woodside. The vessel was sailing through the Malacca Strait on Wednesday, with scheduled arrival to Myanmar on Saturday. BG Group and Woodside are partners in all four licences mentioned above. BG operates blocks A-4 and AD-2, holding 45% and 55% of those licences respectively, and it also holds 45% of A-7 and AD-5, which are operated by Woodside Energy. The two companies, in partnership with Myanmar Petroleum Exploration and Production, have committed to a 3D seismic acquisition program in each block. The surveys are expected to begin as soon as the vessels arrive at their respective locations offshore Myanmar. The seismic campaign, off the west coast of Myanmar, is scheduled to complete in April 2016. *(Source: Offshore Energy Today)*

OSM HOUSTON FOCUSES ON INTEGRATED ONSHORE OFFSHORE MARITIME OPERATIONS

In order to maintain a strong understanding of our seagoing staff members we believe it is essential to experience the lives of our crew onboard the vessels where they work. As such, we encourage onshore staff to perform vessel visits to engage with our seamen and to gain a better understanding of their work. When McDermott's OSV, the **North Ocean 102**, reached the Mexico Gulf this past week, OSM's Houston team was eager to get out and visit the crew onboard. Experienced seaman and Houston's General Crewing Manager, Ivor Radman, brought with him two of Houston's newest employees to visit the vessel and experience for their first time what it is like onboard a ship. Commenting on his first time aboard is OSM's Business Operations Manager, Jonathan Ramirez: "Visiting the vessel was an absolutely amazing experience. The knowledge acquired by visiting the operations gave me a better insight into what it means to be a Seafarer. I found myself reflecting on the amount of hard physical work involved on the ship, the mentality that our seafarers must have to stay focused on the mission, and the sacrifice of leaving their loved ones for potentially months at a time; I've got a great deal of admiration for our seafarers and their job. This experience put me in mind of my time with the army where we had to work cohesively to accomplish a goal, always helping each other when needed, respecting one another, and the sense of doing your duty as a Soldier in my case and a Seafarer for them. I was so grateful to spend time with our co-workers onboard, it gave me a chance to interact on a more personal level and I was able to understand their personalities away from the normal business interactions. I believe this is great since it opens up the door to a better communication level in the workplace." Natalia Bautista, OSM Business Operations Intern, "In the Maritime Industry, it is quite common for there to be a disconnect between onshore and offshore staff. That is why OSM places such an emphasis on the importance of visiting our vessels. It enables those of us onshore to get a better understanding of what our seafarers do, while instilling a sense of appreciation for all of their hard work." *(Press Release)*

SIEM PRIDE COMMENCES FIVE-YEAR CHARTER WITH NORSKE SHELL

Siem Offshore's newbuild VS 4411 DF-designed **Siem Pride** has commenced its five-year charter with Norske Shell, after holding its naming ceremony for the dual fuelled large PSV in Kristiansund on November 12. This is Norske Shell's first newbuild ceremony for a chartered vessel in over 20 years and the **Siem Pride** will support operations for the operator in the North Sea after delivering from the Remontowa Shipbuilding yard in Poland earlier this month. The Wartsila-designed vessel has an overall length of 89.2 metres and is outfitted with DP capabilities, standby rescue for 300 people, 5,500 dwt and a deck area of 980m². In addition to supply, standby, fire-fighting (Fi-Fi II) and oil spill recovery in emergency situations (Oilrec) capabilities, the vessel is also fitted with a work-class ROV and a 15t AHC crane for light IMR work on Shell's Draugen and Ormen Lange fields, for cost reduction measures. The sister vessel **Siem Symphony** was delivered last November

and continues on its four-year firm plus four one-year options contract with Total Norge, where it is supporting Total's operations at the Martin Linge field in the North Sea. Unlike the **Siem Pride**, the **Siem Symphony** is not fitted with WROV, AHC crane and a dedicated drill cutting system. Seabrokers Chartering are pleased to have been involved in these momentous contracts. *(Source: Seabrokers)*

WINDFARM NEWS - RENEWABLES

SEACAT SERVICES ORDERS 4 NEW VESSELS

Seacat Services has placed an order for up to 4 new vessels with South Boats IoW. The DNV-GL class-certified next generation 23m and 27m catamarans have been specifically designed to cater for the changing needs of European offshore projects, Seacat said in a press release issued today. With **Seacat Mischief** currently on sea trials and **Seacat Magic** preparing to join Seacat Services'

operational fleet in February 2016, these 4 new catamarans, named **Seacat Freedom** (23m), **Seacat Enterprise** (27m), **Seacat Liberty** (23m) and **Seacat Weatherly** (27m), are scheduled for launch throughout 2016 and 2017. Once complete, these vessels will extend Seacat Services' fleet to fifteen. "Despite financial challenges to established offshore markets, round three projects are still set to go ahead, and these will require greater capability and flexibility from support vessels," said Ian Baylis, Managing Director, Seacat Services. "Our latest order, which includes an all new design 27m vessel, will help Seacat Services prepare for the needs of these projects." "With the combination of vessels we have available, we feel that we can provide a new versatility in transfer and supply rarely equaled in the offshore wind industry." Steve Thacker, Director, South Boats IOW, added: "Despite Seacat Services' strong European presence, it has not lost sight of its commitment to the Isle of Wight community. "Not only has it invested substantially into the local economy, it has also dedicated significant amounts of time and energy into establishing the Isle of Wight as an international renewables hub. This latest order will only help forward that cause." *(Source: Offshore Wind; Photo: Seacat Services)*

SIEMENS, DEUGRO LAUNCH NEW OFFSHORE WIND LOGISTICS CONCEPT

Siemens presented a new offshore logistics concept at EWEA 2015 in Paris. The company has signed a long-term framework contract with transport service provider deugro Danmark A/S, utilizing two purpose-built transport vessels to efficiently link Siemens' existing production locations in Denmark with the new production facilities in Cuxhaven in Germany and Hull in the UK. Instead of loading the up-to-75-meter-long rotor blades and nacelles weighing around 360 metric tons by crane, the large and heavy components will be rolled on and off of these vessels. This "Roll-on/Roll-off" process is known as Ro/Ro. Siemens has further developed this concept and deugro will now provide tailor-made transport vehicles. Siemens estimates cost savings of 15 – 20 percent compared to current transport procedures, depending on

the location of the offshore wind power plant. “With our new logistics concept for D7 offshore wind turbines, we continue to leverage innovation and industrialization on our journey to lower the LCoE of offshore wind energy to below 10 cents per kilowatt hour,” states Michael Hannibal, CEO Offshore, Siemens Wind Power and Renewables Division. “Our new production facilities are located directly at harbors to allow advanced Ro/Ro handling and cost efficient shipping of heavy components. This solution will enable us to save up to one fifth of the costs in the transportation chain, depending on the location of the specific offshore wind project.” Deugro Danmark A/S will assist with shipping of the large Siemens components. Two special transport vessels, each with a length of approximately 140 meters, will be constructed. One of the purpose-built vessels can transport eight nacelles of the current Siemens D7 wind turbine platform at a time. It will be launched as early as fall 2016. The second vessel will accommodate up to 12 rotor blades and transport them from the production facility in Hull, UK, or from Aalborg, Denmark, to the respective installation port. Both vessels can also be unloaded by crane when required. This enhances the flexibility of the installation ports, which are selected according to project-specific requirements. Siemens also presented optimization measures for installation and commissioning of offshore wind turbines. The D7 nacelle can be fully tested on the mainland. At the press conference, Michael Hannibal illustrated that comprehensive tests are planned directly in the future Cuxhaven production facility. Further improvements aim to shorten installation and commissioning times and to reduce weather-related project delays. All of these measures will be implemented in the next months and contribute to the industrialization of the entire value chain in an effort to make offshore wind energy increasingly affordable, Siemens concluded. *(Source: Offshore Wind)*

UMOE FIRMUS BUILD ON SCHEDULE

Norwegian shipbuilder Umoe Mandal placed its new WaveCraft Surface Effect Ship '**Umoe Firmus**' into the water for the first time on 16 November 2015, which means this technologically advanced vessel is on schedule to arrive in the UK in mid-January 2016. **Umoe Firmus** is to be operated by UK-Headquartered WSV operator Tidal Transit Limited, which has an initial charter contract in place, with a longer-term extension option, with Statkraft UK. The vessel will be deployed to transport O&M turbine technicians into the Sheringham Shoal Offshore Wind Farm field. The 317MW Sheringham Shoal Offshore Wind Farm is located from 9-17 miles off the coast of North Norfolk in the southern North Sea, and Umoe Firmus will operate from the port of Wells-next-the-Sea, Norfolk, which is the location of the Sheringham Shoal O&M base. "The **Umoe Firmus** build is progressing well and it is great news that it went into the water a few days ago," said Tidal Transit's Commercial Director, Leo Hambro. He added: "The news that a WaveCraft is coming to the UK is creating considerable excitement in the offshore wind industry as it is perceived by many as being a potential 'game-changing' vessel." The WaveCraft uses an air cushion between its catamaran hulls to lift 80% of the vessel out of the water. The small draught that this creates provides the vessel with easy access to ports, especially those such as Wells-next-the-Sea which are subject to tidal restrictions. It also enables the vessel to travel at speeds of in excess of 40 knots whilst maintaining a low fuel consumption, resulting in a range of more than 700 nautical miles. Managing the pressure of the air cushion according to wave height allows for smoother voyages and provides a greatly increased opportunity for access to turbines - up to wave heights of 2.5 metres, or even higher in a swell. *(Source: Maritme Journal; Photo: Merator Media)*

YARD NEWS

MOOSE BOATS IS KEEPING BUSY

U.S. boat builder Moose Boats announced the delivery of two new vessels, as well as a new build order. Moose Boats, a boat designer and manufacturer in the San Francisco Bay Area, announced two recent vessel deliveries: a **M2-35 Catamaran Patrol Boat** to the Placer County Sheriff's Office in Carnelian Bay, Calif., and a **M2-38' 3,000GPM Fire Rescue Catamaran** to the Bellingham Fire Department in Bellingham, Wash. The builder has received an additional order to build a **M2-38 Catamaran CBRNE Emergency Response and Recovery Vessel** for the New Bedford Fire Department in Massachusetts. *Patrol Boat Delivery* The most recent delivery, the Marine 6, is a 35-foot all-aluminum catamaran vessel to replace Placer Sheriff's former Marine 6, a 28-foot aluminum mono-hull vessel which has been in service since 1988. The Placer County Sheriff's Office stated, "The M2-35 will be responsible for year-round patrol on Lake Tahoe.

The Marine 6 crew's primary responsibilities include enforcement of State and Federal Maritime law and California Penal and Vehicle codes. Commonly, you will find the crew conducting (BUI) Boating Under the Influence investigations, vessel collision investigations and less often, death investigations. Often, the crew is called to assist with search and rescue operations, locate missing or overdue boaters, provide medical aid and transport, and assist vessels in distress (sinking, mechanical failure, etc.). Marine 6 is also used in the support of law enforcement diving or recovery operations on Lake Tahoe and provides dignitary protection. The crew's secondary responsibilities include special event supervision such as providing safety and security for water based events, which include paddleboard, kayak and swim race events, and large-scale firework events." Propulsion is achieved by twin Yamaha 350hp four stroke outboards with a top speed of 42 knots at 6,200 feet above sea level on Lake Tahoe and 45 knots at sea level; a testament to the efficiency of the catamaran hull. The cabin interior is outfitted to facilitate emergency medical services. It has an enclosed head, a small galley and a work surface for MDC communications. Ample storage is provided both below the patient bench and under the two shock-mitigating seats. A forced air diesel heater provides defrost and interior heat. Deck outfitting includes a custom dive/rescue door, lifting davit, storage for EMS supplies and dive equipment, a rescue basket, towing and anchoring equipment, bow and stern ladders and a gasoline powered dewatering pump. The Placer County Sheriff utilized California Division of Boating and Waterways funding to assist in the purchase of the vessel from Moose Boats under GSA Contract Number GS-07F-0507M via a Schedule 84 cooperative purchasing clause. *Fireboat Delivery* Moose Boats' other recent delivery, the M2 all-aluminum catamaran fireboat for the Bellingham Fire Department, is powered by twin 425hp Cummins turbo diesel engines with TwinDisc transmissions coupled to Hamilton HJ292 waterjets. The M2 is named "**Salish Star**" and it is equipped with dual front end power take off bronze fire pumps and is capable of flowing 3,000GPM while simultaneously maintaining full maneuverability from both propulsion

jets. The pressurized CBRN cabin features shock mitigating helm and navigator seats, a patient bench, workstation and a head enclosure with SCBA storage. The Moose Boats M2-38 was selected by the City of Bellingham for its lateral stability, maneuverability, robust firefighting water flow and high quality finish. **Salish Star** will be responsible for fire fighting, EMS and emergency response within Squalicum Harbor and on Bellingham Bay. Bellingham Fire Department utilized a FY2013 FEMA Port Security Grant Program award to purchase the Moose Boats M2-38, with matching funds provided by the Port of Bellingham and the City of Bellingham. The City of Bellingham procured the vessel from Moose Boats under GSA contract via a Schedule 84 cooperative purchasing clause. *Emergency Response and Recovery Vessel Order* Moose Boats has also been awarded a contract from New Bedford Fire Department in Massachusetts for the construction of a new M2-38 Catamaran CBRNE Emergency Response and Recovery Vessel. Twin Cummins 425hp turbo diesel propulsion engines coupled to Hamilton waterjets will power the M2-38 aluminum catamaran. The M2 will be equipped with a fire pump, dual monitors, discharges fore and aft for hand lines and supply to land-based apparatus, multi-threat detection equipment and SCBA distribution throughout the vessel. The M2-38 will be capable of pumping firefighting water at a flow rate exceeding 1,500 gallons per minute of while maintaining full maneuverability from both propulsion engines and jets. The navigation and electronics suite is comprised of multifunction navigation screens, radar, side scan sonar, AIS, VHF radios, communications headsets, thermal imaging and radiation detection equipment. A heavy-duty push knee will enable the M2-38 to come in contact with larger vessels and piers while the custom bow ladder will allow for firefighters to disembark in beach landing scenarios. New Bedford Fire Department Chief, Michael Gomes, stated, "The M2-38 will be used as the primary Firefighting/Search and Rescue platform for the Port of New Bedford; the second busiest commercial port in the State of Massachusetts. Located on Buzzards Bay and the approaches to the Cape Cod Canal, the Port of New Bedford has deep-water access and is protected by a Hurricane Barrier and is considered to be the safest port on the East Coast. It is home to over 400 commercial fishing vessels and has been the Nation's number one dollar producing fishing port for 11 straight years. This vessel is being funded through the combination of a Port Security Grant and the local matching funds. The CBRNE capable vessel will provide additional capabilities to the Port and the region. In 2010 the Port of New Bedford experienced an actual CBRNE incident when a number of WWI sulfur mustard rounds were dredged up by a fishing vessel

and one ruptured. This incident resulted in two casualties and required 15 days and multiple agencies to bring to a successful conclusion." The City of New Bedford utilized GSA Schedule 84 clause allowing the vessel to be purchased from Moose Boats' GSA pricing schedule. *(Source: MarineLink)*

CHESAPEAKE INKS DEAL: 3 TUGS FOR VANE BROTHERS

Chesapeake Shipbuilding Corp. signed another contract with Vane Brothers of Baltimore to build three more ocean going tugs. This new contract marks the **15, 16 and 17th tugboats** built for Vane Brothers by Chesapeake Shipbuilding since 2008. Construction on the first new tug has already begun in one of Chesapeake Shipbuilding's hull fabrication buildings. The design of these three new tugboats will be nearly identical to previous tugboats built for Vane Brothers. Each will be equipped with twin Caterpillar 3512 main engines producing a combined 3,000 hp, and a single drum hydraulic winch from JonRie of New Jersey. The tugs will measure 94 x 32 x 13 ft. *(Press Release)*

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

   - Argentine ASD Tug Launches
   - Robert Allan Ltd. to Design a New Generation of RAmparts 2400-W Tugs for SAAM S.A.
   - Clyde Marine Services takes delivery of its first Damen ASD Tug
   - Holland Shipyards build tug for Iskes Towage and Salvage
   - Rotortug© contract signing ART 10-15

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