Tugs Towing & Offshore Newsletter

16th Volume, No. 95 *1963 – "52 years tugboatman" – 2015* Dated 29 November 2015

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

TUGS & TOWING NEWS

HAVYARD'S ICEBREAKER ALEUT GIVES IT A WHIRL

Norwegian shipbuilder Havyard Ship Technology will name its newest icebreaker **Aleut** at Skoltekaien quay in Bergen on Saturday. Featuring a length of 86 meters and a width of 19,5 meters, Aleut is designed and built to operate under extreme arctic conditions. Havyard said that the icebreaker class ship can break one-metre-thick ice at 3 knots, and added that its de-icing system allows it to withstand temperatures as low as minus 30 degrees Celsius. **Aleut** also has the ability to ram into and break ice ridges with 8-metre-thick ice under water, the company added. During the sea trial, the speed was measured at 16 knots and the bollard pull was just above 200 tonnes. "There were some challenges at the beginning of the project, but things have gone according to plan after that. The extensive sea trials have also gone very well," Havyard's Project Manager, Erlend Hatleberg, said. Once it has been named by the vessel's godmother Nadezhda Lyshko, Aleut will sail to Murmansk in Russia to stock up on equipment and provisions. Afterwards, the vessel will start its charter contract with Russian oil company Gazprom to service the Prirazlomnoye platform. Havyard's two icebreakers, delivered in 2006, already service this field. The Havyard 843 ICE design vessel is the first of three vessels ordered for the Russian shipping company FEMCO. The contract for the delivery of the design and building of this icebreaking offshore vessel was signed in November 2013. *(Source: World Maritime News)*

BOGSERTEAM ÖRESUND EXPANDING FLEET WITH DAMEN ASD TUG 2810

Öresund, Sweden-based BogserTeam Öresund (BTÖ), part of MarCon gruppen, recently signed a contract with the Damen Shipyards Group for the delivery of a Damen ASD Tug 2810. MarCon gruppen is currently experiencing growth and is undertaking a programme of renewal and expansion to its fleets. The ASD 2810 is currently being built on series at Damen Shipyards Galati in Romania. The completed vessel will be delivered to the client in June 2016, after which she will sail under her own keel to Sweden. Here, she will join two other tugs currently operated by BTÖ and carry out harbour and escort towage duties in the Sound, between Denmark and Sweden. Bill Söderberg, a Director within MarCon gruppen, explained his reasons for ordering his company's new vessel from Damen. "We needed a tug with a good reputation and capability and Damen has a proven track record with the ASD 2810. The standardisation was also an important factor for us; it means that we don't have to dedicate a part of our operation to supervising a newbuild project in a shipyard for several months." Additionally, MarCon gruppen already operates two Damen vessels – a Shoalbuster 2609 and a Twin Axe 2610 – and the experience with these two vessels also helped Bill in his decision-making. "These vessels have performed well and the purchasing process and after-sales care helped us to build a good working relationship with Damen. This gave me a lot of confidence when we needed a new tug." Before signing the contract, Bill and his colleague Hans Andersson accompanied Damen Sales Manager Chiel de Leeuw to 360-Control Tug & Offshore Simulator Training Centre in IJmuiden, the Netherlands where they experienced an ASD 2810 simulator. Additionally, they had the opportunity to sail on board an actual ASD 2810 to get an idea of the vessels' performance. Thoroughly satisfied with the experience, Mr Andersson commented that the vessel was "like being in a Ferrari!" Mr De Leeuw: "Because of Damen's practice of building in series, we were able to give the client the chance to experience the vessel first-hand before committing to ordering one themselves. That way, they know exactly what to expect when they take delivery of their own vessel next year. At the same time, we are able to get a clear picture of the client's needs and make sure we tailor our series production vessel entirely to their needs." *(Press Release)*

VT HALTER MARINE SUCCESSFULLY LAUNCHES BOUCHARD TRANSPORTATION BARGE B. NO. 272

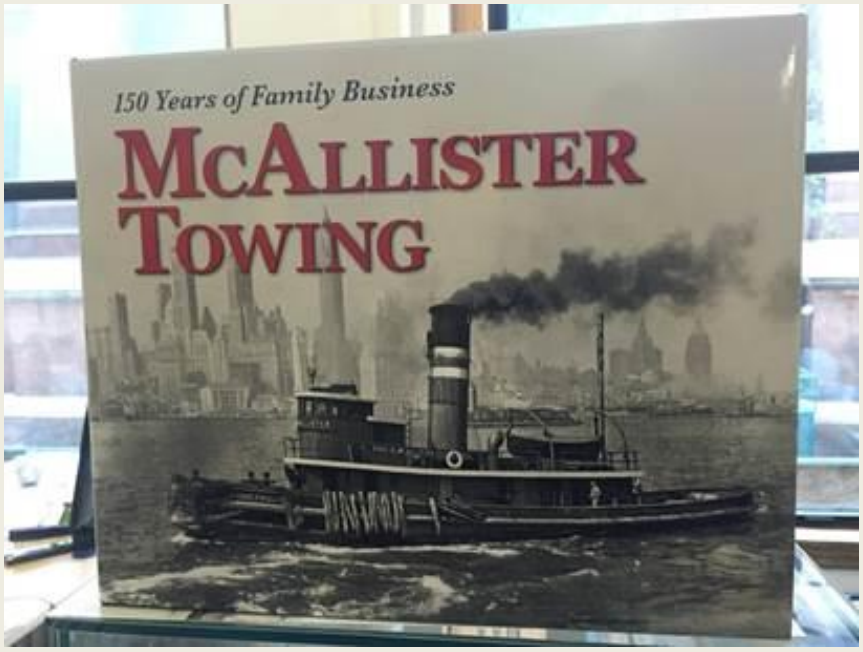
VT Halter Marine, Inc. (VT Halter Marine), a company of Vision Technologies Systems, Inc. (VT Systems) and Bouchard Transportation Co. announced today the successful launch of Barge B. No. 272 on 20 November 2015. This is the second barge of two Articulated Tug Barge (ATB) units constructed for Bouchard Transportation Co., Inc. (Bouchard). Measuring 628 feet by 91 feet by 47 feet, the barge B. No. 272 has a 250,000-barrel capacity, and is ABS and USCG certified for Jones Act service. When completed, the barge will be paired with the tug, M/V **Donna J. Bouchard**, which was launched by VT Halter Marine at the Moss Point Marine facility in Escatawpa, MS on September 15, 2015. The M/V **Donna J. Bouchard** is a 10,000hp twin screw ATB tug and is classed by ABS as A1 Towing Vessel, Dual Mode ATB, USCG Subchapter M, and is equipped with Intercon Coupler System. This will be the second ATB unit delivered to Bouchard Transportation Co., Inc. as part of their Bouchard's major expansion program. "The launching of the B.No.272 is another milestone in the construction program that Bouchard Transportation Co. Inc., entered into with VT Halter Marine two years ago. The B. No. 272, will join her sister vessel the B. No. 270 in Bouchard's Fleet, as the most modern and technically equipped ATB's on the Jones Act Trade. Bouchard anticipates delivery of the unit, M/V **Donna J. Bouchard** & B. No. 272, in January 2016, followed by a naming ceremony in New Orleans," stated Morton S. Bouchard, III, President/CEO of Bouchard Transportation. "I would also like to thank the employees of VT Halter Marine for all their hard work in delivering such modern vessels." "The successful launch of Barge B No. 272 today is a significant milestone in the life of the vessel as well as another quality vessel produced by VT Halter Marine," said Jack Prendergast, Chief Executive Officer, VT Halter Marine. "The launch today, as well as the additional launches held over the last few months is a strong indication of the commitment to success with our customer, Bouchard Transportation. The first ATB unit, the M/V **Kim M. Bouchard** and Barge B. No. 270, was christened by Bouchard Transportation in July, and is currently in service with the Bouchard Transportation Fleet. *(Press Release)*

EASTERN SHIPBUILDING GROUP, INC. LAUNCHES THE H. DOUGLAS M FOR BAY-HOUSTON TOWING COMPANY

Eastern Shipbuilding Group, Inc. is pleased to announce the launch of the Escort Tug **H. Douglas M** (Hull 236) for Bay-Houston Towing Company on November 17, 2015. This series of Robert Allan, LTD. (RAL) designed Z-Tech 2400 Class Terminal & Escort Tugs is currently under construction at Eastern's Nelson Street facility. The **H. Douglas M** is scheduled to deliver in early 2016. The launch ceremony was held at Eastern's Nelson Street facility and hosted by Joey D'Isernia, President of Eastern, with employees and guests in attendance. Mr. D'Isernia praised all the hard work by the employees and Father Roy Marien of St. John's Catholic Church of Panama City, FL. blessed the vessel. Joey's daughter, Blair, had the honor of christening the vessel. In attendance from G&H Towing was Mike Nigro, Vice President of Engineering, Mark Wood, Sr. Project Engineer and Jeff Reeves, Project Manager. The **H. Douglas M** (ESG Hull #236) is the first of a series of four (4) Z-Tech Class Terminal & Escort Tugs being constructed for Bay-Houston Towing Company. Eastern is also constructing simultaneously an identical series, of the same design for Suderman & Young Towing Company the first of which is currently completing regulatory trials. G&H Towing Company is the Owners' onsite Representative and Agent during the engineering, construction and delivery for both Bay-Houston and Suderman & Young Towing companies. Robert Allan, LTD (RAL) of Vancouver, B.C. has provided the Z-Tech 2400 Class Terminal & Escort Tugs design and engineering. G&H Towing's fleet currently consists of eight "ZTech" tugs in operation. This "Z-Tech" incorporates the latest technology for escort service and ship assist. The **H. Douglas M** Z-Tech 2400 features the following characteristics: ESG Hull #: H236 – 1st Vessel in the Series of 4 Dimensions (Overall): 80'-0"x 38'-3"x 15'-9"; Total Horsepower: 5,150 HP @ 1,600 RPM; Main Engines: (2) Caterpillar 3516C (B rating) Tier 3 marine propulsion diesel engines; Main Propulsion: (2) Schottel Model SRP 1215FP in Nozzles Z-Drives; Main Generators: (2) John Deere 4045AFM85 Tier 3, 99kW 480V @ 1800 RPM marine diesel generator sets; Hawser Winch: (1) Markey Machinery Fairleader 50HP Electric; Hawser Winch, Model DEPCF-48S, 36" wide Drum; Mid-drum brake holding capacity

300,000 lbs; Classification: ABS A1, Towing Vessel, AMS and Escort Service ABS Loadline (SoC), Statement of Compliance; Flag: United States of America. Bay-Houston Towing Co. is dedicated to safety and quality. In 1948, C.R. Haden merged two Texas based towing companies Bay Towing Co. and Houston Towing Co. into the present Bay-Houston Towing Co. The same family has owned the company for over a century, with the fifth generation now working on the tugboats. Bay-Houston Towing Co. offers one of the most versatile fleets of tugs in the Gulf of Mexico. We offer safe, reliable ship assist services to vessels of any size. Additionally, we provide escort services to vessels that require escort tugs. We operate in the ports of Houston, Galveston, Texas City, Freeport, and Corpus Christi. *(Press Release)*

MCALLISTER TOWING – 150 YEARS OF FAMILY BUSINESS



"Early in 1864, a young man names James McAllister stood on board a sailing vessel where he served as a mate. The boat was about to set sail from the Red Bay of Cushendall … (James) did not know that this would never be home again." The opening lines from the first chapter of the new book, McAllister Towing – 150 Years of Family Business, begin a voyage through the history of a tugboat and marine transportation firm that runs five generations deep, taking readers on a journey of deepsea adventure, family tragedy and company triumph. The book includes never-before published material and photographs illuminating how Americans lived and worked in the maritime industry over the last century and a half, telling the tale of immigrants finding a narrow foothold in New York Harbor and building better lives for themselves, their families and thousands of employees. The book reveals the rivalries, bitter feuds, near bankruptcies and battles for ownership that nearly sank the McAllister business over the years, woven through stories of peril, survival and achievement of McAllister Towing, who tows barges, ferries passengers and provides ship docking services in dozens of ports along the U.S. East Coast. McAllister Towing –

150 Years of Family Business is available at Amazon.com, McAllister's webstore and select bookstores and museums throughout the country. *(Source: MarineLink; Photo: Greg Trauthwein)*

RECENTLY DELIVERED TUGS HECTOR AND HERCULES

The Damen ASD 3010 Ice with yard numbers 512601 and 512602 tugs **Hector** penant A254 (Imo 9744867) and **Hercules** penant A255 and Imo 9744879) build by Damen Shipyard Galati - Romania were recently delivered to their owners Swedish Government at the Swedish Armed Forces – Harsfjarden; Sweden and with Swedish flag. They has a length o.a. of 29.84 mtrs a beam o.a. of 10.43 mtrs and a depth at sides of 4.60 mtrs. Her basic functions are Towing, mooring and firefighting operations. The two MTU 8V4000M63/1A develops a total output of 2,000 bkW (2,718 bhp) at 1800 rpm. The bollard pull for the **Hector** is 33.6 tons ahead and 31 ton astern and for the **Hercules** 32.5 tons ahead and 29.6 astern. The speed for the **Hector** is 12 knots ahead and 11.1 astern and for the **Hercules** 11.8 knots ahead and 11 astern. The tugs are classed Lloyds Register of Shipping X 100 A1 Tug ICE 1A FS [X] LMC UMS ECO IWS *(Source: Damen)*

TSM MOLENE COMMENCED TRAILS

Last week was seen the new building from Padmos Scheepswerf – Stellendam; Netherlands with yard number 196 tug **TSM Molene** on trails in the Rotterdam Europort. The tug built for Thomas Louis – Rouen; France with call sign FAD4827 is a sistership of the TSM Chausey. She has a length o.a. of 20.35 mtrs a length pp of 20.46 mtrs a beam of 8.20 mtrs and a depth of 3.60 mtrs. The two Mitsubishi S12RMPTAW main engines develops a total output of 2.080 kW (2,826 hp) and a free sailing speed of 10 knots. Her grt is 134 tonnes and nrt 40 tonnes. She is classed Bureau Veritas *(Photo: Hans de Klerk)*

TITAN TAKES ON THE CONTRADICTIONS

The Port of London Authority had a conundrum: they needed a vessel with a big pull yet shallow depth, packing heavy lift equipment while subject to air draft restrictions, capable of meeting fast running tides but still efficient enough for general use. “Not an easy set of demands to marry up,” admitted Ian Ellis of MacDuff Ship Design. However, the PLA’s new vessel, **London Titan**, is a good, solid answer to the puzzle of looking after 38 miles of the Thames that encompasses tidal estuaries, shallows and low bridges up as far as Richmond. John Tye of builder Manor Marine said: “It’s not a boat you could buy off the hook – it all had to be totally bespoke.” In fact it took almost a year of stretching the design around the diverse requirements, including in-depth discussions with the crew, before the two-year build phase could begin. So, while it might appear ‘roomy’ (along with its £7m price tag) the new vessel’s 36.5m by 13.5m footprint has to encompass an awful lot, from deploying maintenance barge mooring buoys to dredging, salvage and debris removal, dive operations, general maintenance and third-party support. Further, despite the need for a stable platform a common square bow wouldn’t do as **London Titan** has to make headway against 5 knot or 6 knot currents; therefore the vessel has a long, swim end that reaches around a quarter of the way down its length, helping it gain a 9 knot cruise and 12 knot top speed explained Mr Ellis. Alongside this, muscle is a necessity – in all the vessel has 2,300kW of installed power – but the design had to take into consideration the vessel’s shallow draft, so the solution has been a triple screw configuration powered by Caterpillar C32 1,000 hp engines supplied by Finning. These are complemented by a pair of 383kW C18 auxiliary engines and a C4.4 69kW harbour set. From the main engines the power is transferred to three Kort 1,500mm diameter fixed nozzles, giving over 30 tonnes of bollard pull. Another big 750mm KT150 bow thruster sits forward, yielding 1.39 tonnes of force. Interestingly, for day-to-day running the three independent Wills Ridley electrohydraulic high-lift rudders are linked but each has its own

dedicated control so they can be manipulated separately for finesse – a good point given the scale of the London Titan and the sometimes constrained areas along the Thames. Dividing the power across three outputs also lends itself to efficiency: downstream running might only need one engine, two might be necessary to push up against the tide, while full power will see all three engines working together. However, it's obvious that even after splitting the main propulsion three ways, having 1,500mm nozzles sitting in a 2,200mm draft hull wasn't going to be a simple matter: Mr Ellis explained the aft end had to be shaped almost like a wave underneath, curving to allow the nozzles to be tunnelled into the hull and giving the propellers the necessary depth of water even when the vessel isn't ballasted down. The 6.2 m restriction on the air draft presented another problem and meant a careful shaving of the height: a detailed inspection shows that the wheelhouse has been lowered by 300mm by virtue of dropping the ceiling underneath, "we realised the forward day mess area didn't need as much headroom as aft due to the reduced requirements for linings", pointed out Mr Ellis. Moving outside onto the deck, the equipment is as meaty as the vessel itself. A pair of heavy duty SMT Marine KTBO 11/20.1 deck cranes have been placed diagonally opposite each other on the deck. These need a big, high reach, allowing the PLA to work over the top of some of London's historic bridges (remember, the PLA's reach extends up to Richmond) and also to manoeuvre a certain amount of London Titan's own equipment: for example they will be used to drop the vessel's two 18m spud legs through dedicated shafts that run all the way through the vessel and out beneath the hull to help pin the vessel in place. So, these spud legs will provide a quicker, easier alternative than deploying Titan's full, four-point mooring system. But as these are necessarily long, keeping within the air draft has taken quite a bit of thought. The cranes have a knuckle and three extensions giving 31 tonnes at 7.5m outreach or 11 tonnes of lift at a 20m, while still being able to tuck themselves down close to the deck during transit which helps with both airdraft and navigation: further, there's an option of using grabs attached to the fixed hook. Underneath, the cranes have a pair of 210kW powerpacks feeding the hydraulics. At the front the vessel has heavy duty rollers but above this there are also fittings for a solid, 120 tonne capacity A-frame, "useful for very heavy lift work over the bow" said Mr Ellis, especially since Titan will need to be capable of hauling wreckage and debris from the bottom of the river. This A-frame is part of the MacDuff design: on removing a section of the fender a slot opens up that allows the A-frame to simply drop into place, once again using the forward crane. At the rear of the vessel is a smaller, integrated A-frame, although this is still large enough to take on a 14m plough dredge – another Thames maintenance necessity. The big pull for this deck gear is provided by a mammoth 120 tonne, two-speed winch which has been placed amidships and close to the centreline. However, for less onerous tasks there are also a number of other winches and pins – for example, a pair of 20 tonne winches provide efficient pulling power at lower loads, there's also four, 10 tonne Gilson units and three 6 tonne hydraulic capstans for quick, fibre rope wrap and release. Underneath there's another hydraulic pump running from one of the auxiliary engines plus a much needed completely integrated control system, all this coming from the same company: North Sea Winches. The bridge gives good views of the deck area, and ties together all the vessel's main functions with the idea that the running should be as simple as possible, keeping the crewing down to five people during operations on the outer reaches of the Thames. However, there were few surprises presented by the finished vessel with Titan's completed 550 tonnes lightship displacement being within the original prediction despite several changes during the build process. Further, though it's 174,000 litres of ballast tanks are essential to getting under the bridges and useful for trim when using the A-frame at the bow, it's not as critical as one might expect for working over the side - even during a tandem lift. "I watched while a 5 tonne weight was moved right across the deck for the Lloyd's Register stability tests and the vessel shifted by only 20mm, I've never seen anything like that before," said Mr Ellis. "The vessel was as good as stationary." This new £7m vessel obviously represents a substantial

investment for the PLA: in fact its biggest for two decades. So, while its design life is an ample 25 years the two older boats Titan is replacing - 1960s built Hookness and Crossness – have, under the PLA's care, gone on for nearly twice this time. Given the same level of attention there's hope that **London Titan** will be around for a similarly long time. *(Source: Maritime Journal; Photo: Mercator Media)*

EXHIBITION "SHIPS ON THE WESTERN SCHELDT"

In the building of the Zeeuws Archief (Zealand Archive) located in Middelburg, the Netherlands, an exhibition will be held with paintings of the Dutch maritime artist Willem Johan Hoendervanger. Ten paintings and drawings will show ships on the river Scheldt as seen through the eyes of the artist. The expo starts 30 November and will last to 26 February 2016. Free acces. More info regarding this expo can found on the website of the Zeeuws Archief: Click Here Or visit the website of the artist: www.wjmaritiem.nl

ACCIDENTS – SALVAGE NEWS

COLLISION ON THE OSTE

In the morning of Nov 26, 2015, at 5.30 a.m. the "*Transcapricorn*" enroute from Rotterdam to Tornio

was in collision with the "*Eendracht*" in the Oste Estuary. The "*Eendracht*" was underway with a project cargo on the Elbe towards the Northsea when she held her course at buoy 52 due to unknown reasons and crossed the fairway so that she approached the "*Transcapricorn*" which was loaded mainly with scrap metal. Both ships had pilot assistance. The "*Eendracht*" then changed her course to port, while the "*Transcapricorn*" turned sharply to starboard. A collision could not be prevented, both ships crashed with their sterns. They were outside the fairway at this point. The "*Transcapricorn*" turned around and got stock at the soutern Elbe shore underneath the Oste estuary. The tug "**Wulf 7**" and other tugs were called to assist and pulled the ship off. Also the anti pollution vessel "**Neuwerk**" and the lifeboat "**Hermann Helms**" attended. The "*Transcapricorn*" was anchored on Neufeld-West roads after the accident. Also the "*Eendracht*" which had been underway from Hamburg to Harlingen dropped anchor on Neufeld Roads before proceeding to the Mützelfeldt Yard in Cuxhaven for repairs at 2.30 p.m. *(Source: Vesseltracker; Photo: Niederelbe Zeitung)*

FIRE ON FALCON EXPLORER

On Nov 25, 2015, at 1.10 p.m. a fire broke out aboard the "**Falcon Explorer**" in the port of Esbjerg at the Smedegaarden A/S in harbour basin 6 where the ship was getting recycled since Oct 29. The development of toxic smoke was so intense that the police urged people to stay indoors. At 2:25 p.m. an air raid warning sounded in Esbjerg because the smoke was drifting especially towards the city center and in a northerly direction. The police urged people to stay inside, close the doors and windows and stop the ventilation. At 3.30 p.m. the fire rescue had the fire under control so that the danger was over. The cause of the fire was a malfunctioning water heater. *(Source: Vesseltracker; Photo: Christer Holte)*

ALLISION IN IJMUIDEN

In the morning of Nov 25, 2015, the "*Sardius*" allided with a quay in IJmuiden. Rijkswaterstaat was

on scene at the canal dike which is an important artery for traffic through IJmuiden. The ship was enroute to Amsterdam. After having been refloated by the tug "**Sirius**" (IMO: 7700180), it proceeded to Amsterdam where it was to be further investigated once having berthed at 1 p.m. *(Source: Vesseltracker; Photo: Shipspotting)*

SINKING OF MV SUILVEN EXPECTED TO COST PAFCO $5M

The sinking of the MV **Suilven** is expected to cost Pacific Fishing Company (PAFCO) more than $5 million. Fijivillage has received information that the **Suilven** was transporting more than $5 million worth of tuna loins, canned tuna, fish oil and other products. The canned tuna was for the local market while the tuna loins were prepared for exports. The PAFCO board met in Suva earlier today. We are still waiting for their statement. *Suilven sinks, crew members rescued* A local vessel, **Suilven** sunk close to the passage of the Suva Harbour yesterday 24th November afternoon. Police confirm that all 31 crew members on board were rescued. According to eyewitnesses the vessel started listing as it was coming into Suva. It was there for some time and tried going out again. We contacted Fiji Ports Corporation Limited as it was happening and witnessed a tug boat going out to the vessel.

Fijivillage has received information that the vessel was carrying a large shipment. We are also getting reports that the MV **Suilven** started experiencing problems after it encountered strong winds

near Naselai. It is understood the cargo shifted to one side of the vessel which caused problems for the vessel from that stage as it headed towards Suva. It is not known at this stage on whether any distress call made by the crew at the time. The shipping company that owns the vessel does not want to say anything. One of the employees says no passengers were on board and it was only carrying cargo. However he then said he cannot say anything further. The Maritime Safety Authority of Fiji says they will not comment further. Serious concerns are being raised on why all the information is not being shared by the ports officials and we have received numerous calls. Questions have also been raised on the reaction time as the vessel was in distress for some time but there was no immediate reaction. We are still trying to check the shipping company on whether any distress call was sent out by the vessel. It would have been a major disaster if the vessel would have blocked the passage as it would have affected the entry of cargo and cruise vessels. We are now awaiting comments from the Fiji Ports Corporation on the monitoring of vessels and the action plans in place.

Entrance to Suva Harbour is safe and clear for transiting ships – MSAF The Maritime Safety Authority of Fiji has advised mariners that the entrance to Suva Harbour is safe and clear for transiting ships. Permanent Secretary for Infrastructure, Francis Kean says an Emergency Operations Centre has been activated at the Fiji Navy to support the efforts of Fiji Ports Corporation Limited which is playing the lead role in the incident. The MSAF oil spill equipment is on standby at Government Shipping Services ready for deployment. The government vessel, *Rogovoka* is on standby to deploy to assist in the removal of any floating cargo from the sunken ship. The Maritime Safety Authority of Fiji will now conduct a full investigation into the sinking of the vessel and all the other issues surrounding the sinking yesterday. *(Source: Fujivillage.com)*

FUEL REMOVED FROM OLEG NAYDENOV, LEAKS SEALED

The fuel removal operation from the sunken Russian trawler **Oleg Naydenov** has been completed and the wreck has been officially sealed, Spanish Salvamento Maritimo informed. The ship sank some 15 miles off Punta Maspalomas, the Canary Islands, on April 14th after a fire that was burning for days spread throughout the vessel. The trawler sank with around with 1,409 tons of fuel inside the tanks to a depth of 2,400 meters. The subsequent inspection of the wreck found that several leaks had sprung from the vents, hatches and cracks in the plate sending

oil sludge to local beaches. Ardent, the recent merger of Titan and Svitzer Salvage, and Spanish-based salvage company Ardentia Marine, were awarded the contract to remove oil from the vessel in close coordination with La Sociedad de Salvamento y Seguridad Marítima (SASEMAR). During the operation, oil receiving tanks were submerged to collect oil from the sunken vessel and hoisted to the surface as they filled up. In addition, subsea recovery domes were installed over areas where leaks had been detected in order to further contain any potential environmental pollution. The operation was supported by a full salvage team, the use of remote operated vessels (ROV) and heavy lifting equipment from the surface. When the extraction was completed, the leaks were sealed by mechanical and chemical means. As informed, a total of 528 m3 of oily waste was collected. Following the completion of the work, the Technical Committee has terminated the status of emergency, but has entrusted the coastguard with monitoring activities, via both underwater and aerial means. *(Source: World Maritime News)*

OFFSHORE NEWS

ATLAS SECURES THREE YEAR CONTRACT WITH RIJKSWATERSTAAT

Atlas Professionals have been selected as the exclusive supplier of nautical temporary personnel in the North Sea area, for part of the fleet of Rijkswaterstaat (part of the Dutch Ministry of Transport, Public Works and Water Management). The contract will start on 1st December for a period of three years, with an option for prolongation of two years. *Manning the Fleet from Urk office* Atlas will supply nautical crew for all types of vessels such as the coast guard, measuring vessels and oil recovery vessels. The positions vary mainly from Captain, Chief Engineer, Second Engineer, Able Seaman to Watchman. This operation will be manned from Atlas' office based in Urk. *This contract perfectly fits our business* "We are very proud of securing this contract. It fits our core business and we look forward to continue and expand our long lasting relationship with Rijkswaterstaat", says Evert Jan

van Slooten, Business Manager at Atlas Professionals. The contract contains the control area of the Dutch part of the North Sea, and the inland waterways of the Netherlands. Atlas has been a leading provider of maritime crew in the Netherlands for over 30 years. *(Press Release)*

SEAENERGY TO EXIT SHIP MANAGEMENT BY YEAR END

Energy services group SeaEnergy has undertaken the necessary activities to exit the ship management business by the end of the year. "SeaEnergy has now handed over operational responsibility for the ships previously under management and expects to have completed its exit from ship management by the end of the year," the company said in a release. The types of ships previously managed by the company included traditional cargo vessels and bulk carriers, DP vessels operating walk to work gangways, DP diving support, survey vessels, cable layers, seismic support vessels, supply vessels and fast launch/fishery protection vessels. SeaEnergy Ship Management Limited was launched in June 2013 to offer ship management services across the offshore energy sector with a particular specialism in "walk to work". SeaEnergy also said that it has agreed a working-capital funding package under which it can draw up to GBP 1.0 m (USD 1.5 m) over the next 12 months. "During 2015, sustained low oil prices have very severely impacted levels of business in the core R2S offering as well as in other parts of the group. "Revenue from continuing business for the year ending 31 December 2015 is now expected to be between Â£2.6 and Â£2.8 million, resulting in a significant loss," the company added. SeaEnergy PLC is an offshore energy services business, based in Aberdeen, Scotland and it has three active divisions comprise R2S, Consulting and Marine. *(Source: World Maritime News)*

TWO NEW CREWBOATS FOR ISS

Maritime and logistics service provider Inchcape Shipping Services (ISS) has expanded its launch fleet with two more fast crewboats, bringing its total fleet size to 18 vessels. The two newbuild 42-meter vessels have been added in response to a growing demand in the oil and gas sector for faster crew/supply boats to increase operational efficiencies and will assist in the safe and fast transfer of offshore personnel, cargo and liquid payloads, ISS said. Custom-built to ISS' specifications by the Grand Weld shipyard in Dubai, the **FNSA 3** and **FNSA** 4 both have a 75 seater

passenger capacity and can operate virtually anywhere in the world, according to charter demand. Each boat has been fitted with the latest navigation equipment, comprehensive satellite communication systems, engine performance and weather monitoring systems. Other features include comprehensive D-fendering, h2s monitoring systems (key when working in the vicinity of oil and gas platforms), aircraft-type seating and a fresh water generator. Flemming Jensen, EVP of ISS Middle East and India, said, "Delivered to ISS Dubai, these additions to our fleet increase and further diversify our offshore portfolio to meet the increased demand of the Oil & Gas industry for faster and more efficient crew/supply vessels. "The new launches are directly linked to ISS' strategy to enhance our service offering to the Oil and Gas markets, particularly in Middle East & Africa region. Both vessels have already been chartered for projects off Abu Dhabi." *(Source: MarineLink)*

WORLD WIDE SUPPLY SET TO MISS INTEREST PAYMENT

World Wide Supply (WWS), a Norwegian offshore vessel owner, will not pay an interest payment due November 27, 2015. In an Oslo Bors filing on Thursday, the company said it was "in default of some of its obligations under the bond agreement." The company said its available liquidity is limited and the current financial situation does not allow for full interest payment scheduled to be paid in November 2015, and "no such payment will be effectuated." World Wide Supply said it would continue its dialogue with Nordic Trustee and the informal bondholder's committee. In an update earlier in November, World Wide Supply hinted of this outcome, saying that as of September 30, its liquidity was reduced to $5.6 million. At the time, World Wide Supply said: "The company is thus in breach of the minimum liquidity covenant of $7.5 million set out in bond loan agreement with Nordic Trustee. The company's liquidity will remain below the covenant in the loan agreement." *Only two vessels working* Based in Ulsteinvik, Norway, the company owns six platform supply vessels which it leases to the international oil and gas industry. However, of the six vessels it owns, only two units are currently generating revenue. In its fleet utilization for October, the company reported average

utilization of only 32.31 percent. In September, the company stacked two platform supply vessels in Alesund, Norway due to a lack of work. In the same month, Brazilian oil Petrobras terminated contracts for two WWS' vessels, reducing the company's fleet working in Brazil from four to two units. World Wide Supply has accused Petrobras of unlawful termination. Read more on that here: http://bit.ly/1METBSK *(Source: Offshore Energy Today)*

GLOMAR BUYS FUGRO COMMANDER VESSEL

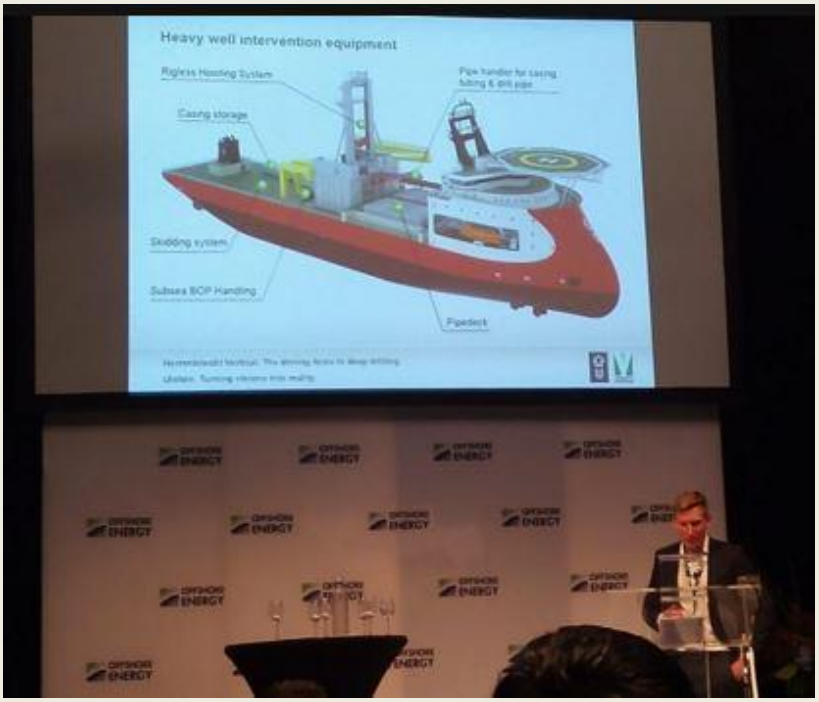
Dutch company GloMar Shipmanagement has acquired the **Fugro Commander**, a dynamically positioned multipurpose vessel, from Fugro. Providing rationale for the move, the company said that growth of the GloMar Subsea division and the ability to perform Diving and ROV operations with the vessel, enticed the company to purchase it. The vessel, to be renamed **Glomar Vantage**, will be converted into a Diving Support Vessel with an on board Seaeye Tiger ROV and two diving LARS systems. GloMar Shipmanagement B.V. CCO Mark van der Star said: "The **Glomar Vantage** is a good fit in our fleet to expand our Subsea Diving and ROV services all over the world. We are in discussion with Fugro to mutually offer the vessel back to the market as Geotechnical vessel. Furthermore, we will actively promote her in the renewable and Oil & Gas industry." The **Glomar Vantage** is equipped with Dynamic Positioning (DPI) which was refurbished in 2012. Furthermore it has a 4-point mooring system. The vessel's dimensions are 57 x 12 m, with a summer draught of 3.5 m which makes it capable for shallow water operations. *(Source: Offshore Energy Today)*

SUCCESSFUL LAUNCH OF YN 472

Lobith 25/11/2015 – Today, at 10:00 am, the 65 meter Platform Supply Vessel for Abu Dhabi National Oil Company was successfully launched. The **Esnaad 223** is the third of a series of ten and boast a true "design of the future", meeting the highest international class notations within

both operational and environmental objectives. The vessels will operate in the oil and gas fields for the operating company ESNAAD, member of the ADNOC group. *(Press Release)*

SUBSEA WELL INTERVENTION CAPABILITIES PRESENTED AT OEEC 2015



It was a full room today for the well intervention vessels technical session. The session looked at well intervention vessels best practices as well as new vessel designs and their cost reducing potential. Peter Zoeteman, Managing Director of Netherlands Maritime Technology (NMT) moderated this session, joined by the speakers from Helix Well Ops, Herrenknecht vertical, Ulstein Design & Solutions B.V. and Royal IHC. Robert Plat, Principal Consultant Offshore, Royal IHC took the audience through the module handling system design process and highlighted its key aspects. Phil Bosworth Director of Business Development & New Capability – Europe & Africa for Helix Energy Solutions – Helix Well Ops highlighted the capabilities, track record and future plans for each type of well intervention vessel available for use on subsea wells. In his session, Bosworth explained their associated well access systems, and how they provide cost effective and flexible options to the use of a drilling unit for more and more tasks. Bosworth further presented overviews on how these efficiency focused units can be used for well construction tasks, all well intervention tasks, and full well plug & abandonment. This presentation was followed by Dennis Vollmar, Product Manager Offshore, Herrenknecht Vertical GmbH and Bram Lambregts, Deputy Director and Marketing and Sales Manager, Ulstein Design & Solutions B.V. Herrenknecht Vertical GmbH and Ulstein Design & Solutions B.V. jointly developed a new design for a Heavy Well Intervention Vessel (HWIV), the ULSTEIN DX105. Herrenknecht and Ulstein presented the business case, equipment and vessel design approach and selection criteria. *(Source: Subsea World News)*

SCRIPPS SELLS RV NEW HORIZON

San Diego-based Scripps Institution of Oceanography has sold its purpose built survey vessel '**New Horizon**' to an undisclosed private client, Marcon International informed earlier this week. The '**New Horizon**' was designed in 1965 in a study to develop a new class of research ships to replace the R/V **Horizon**. The $4-million vessel was built and delivered in 1978 by Atlantic Marine of Fort George Island, Florida. It is approximately 49 meters long with beam of some 11 meters. It's been primarily used for oceanographic research campaigns in the eastern North Pacific Ocean. The vessel has endurance of 40 days with accommodations for up to 12 crew and 19 scientists. According to Marcon, who acted as a sole broker in this transaction, '**New Horizon**' will continue to work under its new ownership as a U.S. flag research and survey vessel. *(Source: Subsea World News)*

OPHIR PICKS FUGRO FOR SURVEY OFFSHORE EQUATORIAL GUINEA

Fugro, an integrator of geotechnical, survey, subsea and geosciences services, has been awarded a contract for the provision of survey services for the development of assets and infrastructure offshore Equatorial Guinea. The survey programme will take place at the Fortuna Project, within the Block R, to the west of Bioko Island. The contract has been awarded by Ophir Energy, the operator of the Fortuna project with 80% interest. Ophir is planning a large FLNG installation and associated subsea structures. With the surveys beginning in November, the offshore operations are scheduled for completion in January 2016, Fugro said on Friday. Under the contract Fugro will deploy three of its vessels – **Fugro Searcher, Fugro Scout** and **Fugro Frontier** – to perform autonomous underwater vehicle (AUV) surveys as well as geotechnical, environmental and metocean surveys. The Fortuna FLNG development will be Africa's first deepwater independent FLNG project, as stated by Ophir. The project entered FEED in July 2015 and FID is expected in mid-2016 with the first gas forecast for mid-2019. The field is expected to produce 2.2mtpa. *(Source: Offshore Energy Today)*

ICON OFFSHORE CHARTERS PSV FOR WORK IN OFFSHORE BORNEO

Borneo Seaoffshore has today signed a letter of award worth RM 51m ($12m) to charter a deepwater platform supply vessel from Icon Offshore. The unnamed vessel will undertake support work for Kebabangan Petroleum Operating Company (KPOC) in the Kebabangan Cluster fields in the South China Sea. The two-year contract commenced on November 12 and includes and additional one-year extension option. The extension period is included in the RM 51m contract value. KPOC is operator of the Kebabangan Cluster fields, approximately 130km northwest of the coast of Kota Kinabalu in Sabah, Malaysia. The cluster itself is owned by Petronas Carigali (40%), ConocoPhillips (30%) and Shell (30%). The three co-owners signed the development and production sharing contract for the field in 2007. The Kebabangan field is estimated to contain approximately 2 trillion cubic feet (cf) of gas, and will produce 130m to 140m barrels of oil equivalent per day at its peak. Natural gas production began at the field in November 2014. An integrated drilling and production platform has been installed at the field with capacity to handle 825m cf of gas and 22,000 bbl of condensate per day. *(Source: Splash24/7)*

DAMEN LAUNCHES FOURTH PSV FOR ATLANTIC TOWING

Launch PSV 312552042 Damen Shipyard Galati. The video shows, click HERE the launch of the fourth and last platform supply vessel Damen is building for the Canadian maritime services provider Atlantic Towing. Unlike the first three platform supply vessels which are identical in design and features, the fourth one is designed specifically for inspection, repair and maintenance duties. The most prominent distinction of this vessel will be its 100-ton active heave compensated

crane intended for subsea operations. The PSV 5000 vessels are all 90 meters long with a 19-meter beam. Powered by two diesel-electric motors, the ships have a deadweight of 5000 tonnes. Atlantic Towing will mobilise all four vessels in North Atlantic oil fields off the Canadian coast. *(Source: Offshore Energy Today)*

ISLAND OFFSHORE LAYS UP ANOTHER VESSEL?

Island Offshore, a Norway-based offshore shipowner, will lay up another platform supply vessel. At least it will, according to a Norwegian energy website, Offshore.no The news website has cited Island Offshore's CEO Håvard Ulstein who reportedly said that the PSV market has developed negatively during the quarter and that the 93 meters long **Island Commander** PSV will be stacked. "It is sad to see this wonderful vessel not get assignments," he reportedly said. He said the company saw no other alternatives but to take the vessel out of service.Offshore Energy Today has sent an e-mail to Island Offshore, seeking more info. We will update the article if we get a response. Island Offshore has, not including the **Island Commander**, currently has six vessels laid up. There is probably no owner of offshore vessels in the North Sea market who hasn't felt the impact of oil companies' cuts in spending due to low oil prices. Olympic Shipping, for example, today said it stacked three vessels. Low oil prices and market oversupply have led to lower dayrates for offshore vessels, even to below breakeven levels, and/or to lay-up of vessels, and cutting of crews. Furthermore, the owners are negotiating with shipyards to defer newbuild deliveries as they are struggling to find work for their existing fleets. According to data found on Westshore.no, there are currently around one hundred offshore support vessels, both PSVs and anchor handlers, laid up in the North Sea sector – UK and Norway combined. *(Source: Offshore Energy Today)*

OLYMPIC PUTS THREE VESSELS IN LAYUP OVER LOW RATES

Olympic Ship AS, an owner and operator of offshore vessels based in Norway, has decided to lay up three of its vessels due to low rates. In its third quarter report on Friday, Olympic said it has laid up two of its anchor handling tug and supply (AHTS) vessels because of low rates and weak prospects for the next half year. In addition, the company laid up one of its platform supply vessels (PSV). Olympic explained that its exposure to the PSV segment has been low. The company operates

mainly in the Subsea and OCV market. In the report, Olympic states it sees an increasing demand for subsea vessels in alternative markets like renewable energy and for accommodation purposes. Olympic on Friday posted a net loss of NOK 52 million ($6M) for the third quarter 2015, versus NOK 233 million ($26.8M) in the corresponding period last year. The company achieved revenues of NOK 410 million in the quarter and EBITDA of NOK 233 million. *(Source: Offshore Energy Today)*

WINDFARM NEWS - RENEWABLES

C-BED SENDS VIKING II ON A HOTEL MAKEOVER

Dutch ship owner C-Bed has contracted Wärtsilä Ship Design to supply the design for rebuilding its seismic survey vessel, the Viking II, for use as a hotel vessel to accommodate and transfer service personnel working on offshore wind farms. After the conversion, the vessel will have accommodation and hotel facilities for 125 people and

will feature a heave compensated gangway. The converted vessel will fulfill the requirements for special purpose ships and will in the future be named Wind Innovation. The rebuild project is being carried out at the Fayard AS shipyard in Denmark and is expected to be completed during the first quarter of 2016. The contract with Wärtsilä was signed in September. "This is a fast delivery project and it was essential that our naval architects could respond to the owner's needs quickly. This we are able to achieve and our design will result in a vessel capable of operating efficiently in challenging sea and weather conditions with a high level of passenger comfort," said Ove H. Wilhelmsen, Managing Director of Wärtsilä Ship Design Norway. Wärtsilä says that conversion projects are becoming of increasing interest for owners since there is a current over-supply of ships in many of the offshore application markets. The Finnish company provided the original designs for the **Viking II** earlier known as **Veritas Viking II**, which was delivered in 1999 to the original owners, Eidesvik of Norway. *(Source: Offshore Wind)*

YARD NEWS

NAKILAT DAMEN SHIPYARDS QATAR JOINT VENTURE ACHIEVES 5-YEAR MILESTONE

On 23 November 2015, Nakilat Damen Shipyards Qatar celebrated its first 5 years of operation. With 40 vessels delivered or under construction, the yard has proven its capability to support Qatar's national strategy for economic diversification. "The success of NDSQ is a credit to the vision of His Highness Sheikh Hamad bin Khalifa Al Thani, The Father Emir of Qatar, as original founder of the Erhama Bin Jaber Al Jalahma shipyard complex," says Damen Chief Commercial Officer Arnout Damen. "On this occasion we'd like to thank the State of Qatar and our partner Nakilat, and congratulate the NDSQ team for their achievements." *Diversifying the economy* NDSQ was established in 2010 as a joint venture between Qatar Gas Transport Company Ltd. (Nakilat) and Damen Shipyards Group. Located in the northeastern corner of Qatar, the yard is ideally positioned in the middle of the Arabian Gulf and able to build ships up to 170 metres in length in steel, aluminium and composites. By building these vessels in Qatar, Mr Damen says that NDSQ is supporting the economic diversification and development strategy in the Qatar National Vision 2030. "We are proud to be delivering Damen vessels for the Hamad Port Project due to open next year, including four ASD Tugs 2913, three Stan Tugs 1606 and four Stan Pilot 1505 boats. We now also have a Letter of Intent in hand from the Qatar Emiri Naval Forces for one diving support vessel and six naval patrol boats." For the superyacht industry, NDSQ has one of the biggest facilities in the world for paintwork and refit with two dedicated 180-metre long fully climate-controlled covered halls. The yard is currently building two 71-metre fast diving vessels with full yacht finish, and has already performed a number of yacht refit/repair projects. *Health, Safety and Sustainability* Working to meet international standards and particularly the stringent demands of the offshore oil and gas industry, NDSQ is fully certified with ISO 9001:2008, ISO 14001:2004 and OHSAS 18001:2007. "We

are proud to announce that we currently have over 9 million hours without a Lost Time Incident since the start of our operation." Mr Damen is also keen to highlight how NDSQ's products contribute to Qatar's sustainability objectives. "Damen's designs have not only proven effective for their functions, but they are also engineered with low Total Cost of Ownership in mind. So our clients benefit from Damen's R&D efforts into fuel efficient sustainable innovations as well as expertise in hybrid and LNG power alternatives." *(Source: Damen)*

CAMMELL LAIRD SEALS THE DEAL FOR UK POLAR SHIP

The deal has been finalized for marine and engineering services company Cammell Laird to begin work on the U.K.'s new £200 million polar research ship. The Birkenhead shipyard Cammell Laird said it saw off competition from Europe and beyond including Korea and Singapore to be selected as the preferred bidder to build the new vessel for the government-funded Natural Environment Research Council (NERC). Bosses met Friday, November 19 to sign the contract, and detailed design work gets underway immediately. It is expected that full production will start in June next year, and on completion the vessel will be operated by NERC's British Antarctic Survey (BAS). Cammell Laird chief executive, John Syvret CBE, who met with NERC chief operating officer Paul Fox to seal the deal in Birkenhead, said the agreement with NERC moves Cammelll Laird into its next chapter and will secure around 500 jobs for local people. Cammell Laird is expected to cut steel in June 2016 and deliver the next-generation polar research vessel ready for operation by 2019. Upon delivery, the new vessel will operate in both Antarctica and the Arctic, and will be able to endure up to 60 days in sea-ice to enable scientists to gather more observations and data. The ship will be the first British-built polar research vessel with a helideck to open up new locations for science and will be one of the most sophisticated floating research laboratories operating in the polar regions. Cammell Laird

was selected by NERC through a full competitive procurement process. NERC receives around £370 million annually to invest in environmental science research in the U.K. NERC chief executive Professor Duncan Wingham said, "This new research ship, which is expected to become operational in 2019, will be equipped with onboard laboratory facilities and will be capable of deploying robotic technologies to monitor environmental changes to the polar oceans and will help U.K. scientists continue to lead the world in understanding our polar regions." "Changes in both the Antarctic and Artic marine ecosystems affect the U.K.'s environment and economy, particularly in industries such as fishing and tourism. The NERC funds polar research so that as a nation, we can develop policies to adapt to, mitigate or live with environmental change," Wingham continued. "This new polar ship will be a platform for a broad range of science, researching subjects from oceanography and marine ecology to geophysics." Chief executive Syvret said winning the contract showed that British industry, given a level playing field, can be internationally competitive. Cammell Laird managing director Linton Roberts said the new contract is expected to secure 400 jobs at Cammell Laird and a further 100 jobs within the local supply chain. He added that Cammell Laird invests heavily in its apprenticeship scheme and would plan to recruit 60 apprentices throughout the term of the contract. "The new vessel will be yard hull number 1,390 and with its combined science and logistics capability will be one of the most technologically advanced commercial ships ever constructed in the U.K.," Roberts said. He added that Cammell Laird is well prepared for this project due to its experience gained over recent years when delivering large blocks of our Navy's flagships, the Queen Elizabeth and Prince of Wales, as well as new commercial vessels for Western Ferries and Strangford Lough. Robotic submarines and marine gliders will collect data on ocean conditions and marine biology and deliver it to scientists working in the ship's on-board laboratories. Airborne robots and onboard environmental monitoring systems will provide detailed information on the surrounding polar environment. "This new research ship will be a tremendous asset to the U.K. polar science community. Our science and operational teams have been working closely with research colleagues from Britain's leading universities and institutes to help create a world-leading science facility," said Director of BAS, Professor Jane Francis. Crucially, the ship will have the capability to deploy advanced technologies being developed currently in the U.K. These will allow us to capture new ocean and ice data from places that would otherwise be inaccessible. This is a very exciting time for U.K. polar science." *(Source: Maritime Professional)*

WEBSITE NEWS

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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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