



# Tugs Towing & Offshore Newsletter



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

## TUGS & TOWING NEWS

### ALONGSIDE EACH OTHER FOR ONE LAST TIME!



Tuesday morning I received a call from an employee of the harbor office: ‘Are you busy?’ ‘Yes I’m quite busy, why?’. They told me they wanted a picture of all the tugboats alongside each other for one last time while it still could. Of course this was something I really wanted to do, so I went there just after noon. The first new tugboat, **Noordzee**, is on its way to Den Helder and the two oldest tugboats, **Linge** and **Regge**, are

about to leave the Port of Den Helder. On the picture you will see, from left to right, de **Regge**, **Rotte**, **Hunze**, **Linge** and **Gouwe** (the ‘A’ boats) next to those you can see the **Breezand** and the **Malzwin**. The **Balgzand** is still at the naval shipyard for maintenance. After some ‘research’ I can tell you that the four ‘A’ boats will leave for England via Damen Trading. The **Linge**, **Regge**, **Rotte** and the **Hunze** are sold to MTS Towage in Brixham and Falmouth. The only “old” tug that will stay in service off the Royal Navy in the Port of Den Helder is tug the **Gouwe**. *(Source & Photo: Ron Damman)*

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### UPDATE CONSTRUCTION WALK-TO-WORK DP2 SUPPORT VESSEL “ZWERVER II”

The construction of the Walk-to-Work DP2 Support Vessel “**Zwerver II**” is all on schedule. The

vessel is scheduled to conduct trials during April 2016. The vessel is based on the existing DP1 Support Vessel “**Zwerver III**”, which is very successful in the current market, but equipped with some innovative solutions. These solutions have been developed and implemented in close cooperation between HvSDS and Scheepswerf Gebr. Kooiman, enabling the



new “**Zwerver II**” to serve the top of the market and be the first Walk-to-Work vessel in its Class. The vessel is equipped with a Passive Heave Compensated gangway for personnel transfer to windfarms / platforms. The gangway system is installed in such a way that all the free deck-space is kept available. Further on she has DP-2, 4-point mooring system, large Knuckle-boom crane of 510 Tm with an Active Heave Compensated winch, a Knuckle-boom crane of 370 Tm and 2 large anchor-handling/towing winches of 200 and 100 T pull. The bollard pull of the vessel will be



approximately 65 T with a draft of only 2.7m, which is exceptional in this class. The “**Zwerver II**” will be employed mainly in the offshore- and renewables market with services like Offshore Renewable maintenance/Walk-to-Work, cable laying, cable burial, UXO-clearance, diving support, ROV-support, dredging support, anchor handling, PLGR-ops as well as many other activities. There is accommodation on board for 17 persons and will be MLC certified. This number can be increased up to 21 persons by involving available accommodation containers which are owned by HvSDS. Earlier,

Kooiman together with HvSDS have developed and supplied the **Zwerver I** (2007) and **Zwerver III** (2011). The delivery of the “**Zwerver II**” is scheduled for End of April 2016.

## *FORTY HIGHLY SUCCESSFUL YEARS*

Sanmar Denizcilik, world renowned tugboat builder & tugboat operator is celebrating its ‘40<sup>th</sup> Anniversary’ this year. More than 150 tugboats benefiting from all this wealth of experience are presently in operation on international seas. It was in the year 1976 that Orhan Gürün, today’s company chairman, together with his dear friend, the late Gökçen Seven, incorporated Sanmar Denizcilik. Now celebrating its 40th Anniversary, Sanmar has developed into a major force on two fronts – firstly as an efficient and much respected tugboat operator and secondly as a world



renowned tugboat builder with two modern custom built shipyards producing vessels for six continents. Being Turkey's one of the oldest Tugboat Company in the private sector has challenged Sanmar, resulting in a powerful fleet with an average age of less than two years. With up-to-date equipment and well-trained and experienced crew, Sanmar provides a huge variety of services in various ports and terminals around the coastline of Turkey and Bulgaria. The tugs and workboats that Sanmar operates are constructed by



the company's own ship building department. Over the last few years it has been bidding for new building contracts and has finalized a large proportion of them. The company now builds tugs, workboats and pilot boats for national and international markets on demand and has a track record of more than 150 state-of-the-art tugs on its reference list, including specialist ex-proof 90 tonnes BP units for oil & gas terminal deployment. Sanmar has built tugboats for some of the world's leading owner/operators –companies such as Østensjø, P&O, Smit Lamnalco, Svitzer and Buksér og Berging. By adopting and adapting the designs of internationally renowned tug designers such as Robert Allan, Buksér og Berging, many under exclusive agreements, Sanmar has virtually single-handedly been responsible for raising the reputation of Turkish tug building. The more sophisticated the project, the greater is the likelihood that Sanmar will be awarded the contract, as exemplified by the construction of the world's first pair of LNG fuelled tugs, for operation with Norway's Statoil. Today, under the leadership of the company chairman, Sanmar is in the capable and qualified hands of the children of the two original founders. *(Press Release)*

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### *DERELICT TUGBOAT DOCKED IN HALIFAX HARBOUR SOLD IN COURT-ORDERED AUCTION*

A scrap metal dealer has bought at auction a derelict tugboat that sat in Halifax Harbour for almost three years. The **Craig Trans** has been docked at a Wrights Cove wharf in Dartmouth since summer 2013. On Wednesday, Mike Parsons of Duncans Cove bought the vessel for \$1,000 at an auction ordered by the Federal Court of Canada. He was the only bidder. The company that runs the wharf is suing the tugboat's previous owner, Tracy Dodds, for unpaid dock charges. Court documents say Dodds bought the ship in 2013 for \$13,000. Dodds has been linked to other vessels abandoned in other harbours along Nova Scotia's coastline, including the Farley Mowat, which sank in Shelburne last summer and had to be raised. The Town of Shelburne is suing Dodds for unpaid berthing fees. It also wants a Federal Court judge to send Dodds to jail for 10 days if he does not remove the Farley Mowat by Feb. 26. *Tug's old crew was stranded* As for the Craig Trans, it was once owned by Gerard



Antoine of Vesta Shipping Lines. Its eight crew members appealed to the public in January 2013, saying the company had abandoned them in Canada. The Mission to Seafarers charity, an Anglican not-for-profit group, helped raise money to return the crew to their families in Honduras and El Salvador. Wednesday's sale is not final until it is

approved by a Federal Court judge. *(Source: CBC News; Photo: Mac Makay-Tugfax)*

### *BUGSIER SIGNED CONTRACT WITH BOGAZICI FOR SECOND VESSEL*



BUGSIER Reederei of Germany has recently ordered by signing the second contract with BOGAZICI, the major tug builder company of Turkey for building an identical sistership (“**Bogazici 24**” – future “**Bugsier 12**”) to their earlier order (“**Bogazici 23**” – future “**Bugsier 11**”) which is presently under construction in the same shipyard. This second order is scheduled for delivery January 2017. Both vessels are designed by the worldwide well-known designer CintranaVal-Defcar of Spain and especially customized based on the requirements of Bugsier by efforts and good cooperation of Bogazici, Bugsier and CintranaVal to obtain maximum efficiency and high performance on those environment friendly ships. Main particulars of both sisterships are as follows; Bollard Pull: min. 80 tons; Loa: 32.0 mtrs; Beam: 12.50 mtrs; Draft Max.: 5.26 mtrs; GRT < 500; Complement: 10; Free running speed: 13.0 Knots. The vessel is to be built under ABS (American Bureau of Shipping) Classification to obtain following class notation; +A1, Towing Vessel, FFV1, + AMS, + ACCU, UWILD, ENVIRO, BP(xx). She will be powered by combination of; - 2 x ABC diesel



main engines type 12 DZC 1000-168-A, each 2500 kW at 1000 rpm; - 2 x Schottel controllable pitch Z-drive units type SRP 4000 CP. (*Press Release of BOGAZICI*)

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### *RAMPARTS SERIES TUGS UNDER CONSTRUCTION IN CHINA*

*Visit to Jiangsu:* Robert Allan Ltd. has been hard at work in the Chinese market for the last few years, not only for various shipyard clients, but also for local owners. In addition to major international ports in China such as the Ports of Ningbo, Tianjin, Shanghai and Shenzhen, recent progress has been made



on a regional level at the deep-water Port of Cao Fei Dian in northern China's Bohai Bay in Hebei Province. Cao Fei Dian Port, with an annual cargo capacity over 100 million tonnes, will soon take delivery of its first Robert Allan Ltd. tug from Zhenjiang Shipyard (Group): a customized RAmparts 3300 Class design. Zhenjiang Shipyard, headquartered in Jiangsu Province, has now built **10 tugs** of this Class. *Sanlin Shipyard*

*in Shanghai: Six RAMPARTS 3200W* ASD tugs are presently under construction at Sanlin Shipyard in Shanghai. Two of these have been customized for their owner, POET Investment Pte Ltd. of Singapore, and four have been tailored to suit the new owners Talent Shipping Industrial Development Co., Ltd. of the Republic of the Marshall Islands. *(Press Release Robert Allan)*

## TAN CANG 10

Last week was spotted at the Hai Phong shipyard – Vietnam, the old tug **Tan Cang 10**. The tug is built in 1950 at the United States of America. She is a single screw re-engined with Cummins engine 20 years ago. There are no makers plates and or other information found onboard. The tug is a remnant of the Vietnam war, being left behind. She is doing barge work around Vietnam. Any information about this tug is welcome. *(Photo: Ian Holland)*



## RF FLAG HOISTED ONBOARD TUGBOAT URAL OF VOSTOCHNY PORT JSC



Flag hoisting ceremony has been held at the new Arc4 tugboat named **Ural**, the sixth ship in the port fleet of Vostochny Port JSC, says press center of the Company. The keel of the new ship was laid in November, 2014 at Damen's shipyard in China and launched in autumn, 2015. On December 14, upon completion of all necessary trials, the boat left port Shanghai for port Vladivostok. The ship arrived at her homeport on December 19. The vessel was built to

the order of Vostochny Port JSC under the modernization programme initiated by Managing Port Company LLC and started in 2010. The tugboat's length is 29.84 m, width – 9.8 m, draught max – 4.9 m. Total power of two main engines – 4,000 kW. Speed max in open water – 13.9 knots. The ship is equipped with two rudder propellers turning 360 degrees. The **Ural** will let accelerate handling of large capacity ships. On the average, the Company's port fleet expanded with its new tugboat will be able to participate in two more mooring operations per day. It will also be the most powerful tugboat of the Company's port fleet. The fleet of Vostochny Port numbers three powerful ship-towing tug, an azimuth tug and an estuary launch. The Company's port fleet also provides services to other organisations. Its tugboats operate not only in the Bay of Vragneel but also in Nakhodka and Kozmino bays. JSC Vostochny Port is the major stevedoring company of Russia specializing in coal transshipment. As of today, export coal (mainly coal mined in Kuzbass) accounts for 98% of the



company's turnover with 1.5% of the coastal trade coal and 0.01% of other cargoes. The company's assets include a Specialized Coal Terminal with conveyer equipment system and railcar unloading station and a Universal Handling Terminal which specializes in clamshell coal handling. The Terminals' annual capacities are 14.2 mln tonnes and 3 mln tonnes respectively. In 2012, Vostochny Port commenced the construction of the Third phase of the Coal Terminal. Managing Port Company LLC is the sole executive body of Vostochny Port OJSC. *(Source: Portnews)*

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## tugs & Offshore






### *MULTRATUG 31 DELIVERED*

The **Multratug 31**, an ASD 3212 left Damen/Maaskant at Stellendam to Europoort, where she will be operated on behalf of Fairplay. In the Europoort she commenced technical trails and bollard pull test. The Damen standard ASD 3212 has a length of 32.70 mtrs a beam of 12.82 mtrs. The engine output is 5,050 bkW and give this type of tug an free sailing speed 14.3 knots and a bollard pull of 80 tons. *(Source & Photo: R&F van der Hoek-Lekko)*



## ACCIDENTS – SALVAGE NEWS

### *DECK 0 EXPOSED DURING DISMANTLING PROCESS*

Deck 0 is being about to be exposed as dismantling continues on the "**Costa Concordia**". About 200 technicians were working on the wreck. Currently decks from 5 to 3 are being cut up, and the stripping of internal fittings is almost complete on decks 2 and 1. As the weight of the wreck becomes lighter, it is has been possible to remove a third sponson. Sponsons S1 and P1 have already been removed. Other sponsons, including S2, P2 and P3 will be removed soon. The wreck will then be transferred to drydock where the final demolition will take place. The first two sponsons were removed in December 2015. Around 50,000 tons of steel and 2,000 tons of copper are expected to be



recovered from the vessel. Prior to arrival at Molo ex Superbacino over 5,700 tons of furniture and interior equipment was removed so the wreck could be towed over the breakwater of the Prà Voltri Port to reach the dismantling dock. Around 80 percent of the vessel is anticipated to be able to be recycled. *(Source: Vesseltracker; Photo: Jonathan Danko Kielkowski)*

### *TSAVLIRIS BROTHERS RECEIVE MOST PRESTIGIOUS AWARD*

The “2016 Capital Link Greek Shipping Leadership Award” was awarded to the three Tsavliris Brothers of Tsavliris Salvage Group, in recognition of their unique and extensive contribution to Shipping and Greece and for their overall outstanding service to the maritime industry. The Capital Link’s 7th Annual Greek Shipping Forum was held on 16 February 2016 in Athens. The Tsavliris Brothers were



the fourth recipients to be awarded this most prestigious award. Previous recipients were Captain Panagiotis Tsakos, Pericles Panagopoulos and Lambros Varnavides (Baltic Exchange, RBS). The Capital Link Forum was extremely well attended with over 1,200 delegates. Not only was the number of attendees impressive but also the significant number of principals and senior people of the shipping and financial industry from Greece and abroad. Capital Link’s President, Mr Nicolas Bornozis presented the Tsavliris Salvage Group as a successful, traditional, third generation shipowning and maritime services company. He referred to the Tsavliris Group founder, Alexander G. Tsavliris, and his achievements. He mentioned that “His legacy has been honoured and expanded on by his three sons Nicolas, George and Andreas Tsavliris whom we honour today”. Mr Nicky A. Pappadakis, Chairman Emeritus, Intercargo and A.G. Pappadakis & Co., announced the award and praised the Tsavliris Brothers for their hard work, integrity and business ethics. He highlighted the importance of the great relationship and teamwork between Nicolas, George and Andreas Tsavliris. He also noted the historical ties between his family and the Tsavliris family going back to their respective founding fathers. In his speech Mr Andreas Tsavliris said that “I believe that the success of our company is due to the high quality of our services which are appreciated by our clients. This award will only encourage us to maintain the same high standards and continue to improve



wherever possible”. Mr George Tsavlis, highlighted the importance of synergy amongst the brothers for the success of Tsavlis Salvage. In addition to praising their father Alexander G. Tsavlis, he also emphasized the great contribution of their mother Claire to the success of the family. Mr Nicolas Tsavlis said that “The success of the company is due to the brotherhood, the blood bond and the love which exists between us and our families”. He thanked the Tsavlis Salvage staff for their loyal support, the Capital Link organisers and everyone in the distinguished audience “for the great honour you have bestowed upon our family and upon the memory of our Founding Father”. *(Press Release)*

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## *OIL TANKER RECIFE KNITSEN RAN AGROUND OFF SAO SEBASTIAO APPROACH IN BRAZIL*



The Aframax crude carrier **Recife Knitsen** ran aground at approach of Sao Sebastiao, Brazil. The vessel was proceeding to the port at bad weather and strong winds, which caused grounding into a sand/mud shallow.

The vessel hardly stuck and was not able to refloat by own power. At the scene of the accident were dispatched three tugs to secure the Aframax crude carrier and to assist with refloating. The authorities need to carry special underwater survey and to wait for weather improvement, before proceed with towing to safe depth. Fortunately during the accident there were no injured seamen from the oil tanker **Recife Knitsen**. At the scene of grounding was sent a boat for monitoring of oil leaks and water pollution. The authorities started investigation for the root cause of the accident. The traffic in the area is disturbed but there are no congestion. The Aframax crude carrier **Recife Knitsen** is stable without danger for seaworthiness, but still there is no information about salvage date, as weather still hampers the towing operations and might cause problems for the vessel's strength. The crude carrier **Recife Knitsen** (IMO: 9499888) has overall length of 246.00 m, moulded beam of 42.00 m and maximum draft of 9.50 m. The deadweight of the vessel is 105,928 DWT and the gross tonnage is 63,560 GRT. The oil tanker was built in 2011 at Cosco Nantong Shipyard in China and owned by Norwegian Knutsen Shuttle Tankers. *(Source: Maritime News)*

## CUBAN TUGBOAT DISABLED OFF COAST OF MARATHON HEADS HOME

US Coast Guard, Monroe County Sheriff's divers respond to anchored boat The Monroe County Sheriff's Office dive team assisted the U.S. Coast Guard with inspecting a Cuban tugboat that was disabled Thursday morning off Marathon. A Coast Guard representative told Local 10 News that the tugboat **Huracan 1** was assisting a Greek tanker when it lost propulsion and the tow line got tangled in the propeller. The tugboat was 7 miles off the coast of Key West and drifted toward Marathon. Officials said the tugboat's crew was able to fix the issue themselves and is heading back to Cuba. The boat was a few miles from a reef, but did not cause any damage. (Source: [Local10.com](#))



## SALOOS WRECK REMOVED FROM ANGOLAN WATERS



The wreck of a RORO cargo vessel **Saloos**, which sank at Cabinda anchorage in Angola in May 2014, has been removed from the area by Koole Mammoet Salvage, a wreck removal and salvage company. As the Panama-flagged vessel grounded, its cargo of 155 containers was scattered in an area of 60 km<sup>2</sup> while several containers were stranded on the beach. Koole was hired in 2015 to remove the 4,403 dwt vessel, survey the area, and remove all

detected containers and debris. During the wreck- and cargo-removal operations, two tugboats and four barges, with 24 chainpullers, several cranes (500ton – 200 ton), salvage and survey-equipment, were used. By using directional drilling, Koole positioned a total of twelve chains underneath the wreck and pulled the wreck from the mud with hydraulic chainpullers. The 1983-built vessel was then removed in situ with chisel and torch cutting. The company said it also managed to remove all containers and debris scattered in the area. Saloos encountered troubles when it started taking on water and listing while it was en route from Congo's Pointe Noire to Cabinda. The vessel's crew attempted to stop the water ingress, however, they failed and Saloos sank some 380 km north of the capital Luanda. All crew members were safely evacuated before the vessel capsized in water depth of up to seven meters. (Source: [World Maritime News](#))



## OFFSHORE NEWS

### GRS QUICK VESSEL CHECK – FIND THE RIGHT VESSEL WITHIN SECONDS

Quick Vessel Check, the new online tool from Global Renewables Shipbrokers for specialist offshore tonnage is now on online. The updated version of the search engine now offers even more convenient features and guides users intuitively through the world of offshore tonnage. In addition to its new and well-structured design, the QVC tool makes it easy to find the right tonnage for each offshore project quickly and easily. Once users have filtered their



requests by selecting the required criteria and submitted the search results, the responsible broker replies immediately to provide professional advice and specialist expertise. Developed in house, QVC is a search engine to locate specialist tonnage for both chartering and purchase, while meeting each client's special requirements. "Our goal in optimizing the QVC-tool is to make it as simple as possible for our customers to find the right vessel quickly," explains GRS Managing Partner Philippe Schönefeld. "This is absolutely essential if they are to plan their purchasing in a timely and cost-effective manner. As for the rest – our specialists will take care of all that." *(Press Release)*

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*By Rotartug*

### DOF LANDS VESSEL DEAL WITH STATOIL

DOF, a Norwegian shipping company, has received a contract award for one of its vessels from its compatriot, a Norwegian oil company Statoil. DOF was awarded a one year contract + 1 year option with Statoil for the Anchor Handling Tug Supply vessel **Skandi Vega**. According to DOF, the new contract will start in mid-May, in direct continuation of the current contract. The option for the current contract was exercised in February 2015 making the vessel firm until mid-May 2016. The



2010-built vessel was designed for deepwater anchor handling during demanding environmental conditions. **Skandi Vega** is 109m long and its operating capabilities include a working moonpool, “Safe Deck” manipulator crane system, a anchor recovery frame, a main winch capacity of 500 T and secondary of 170 T and a bollard pull of 350 T. The vessel has also an integrated ODIM Anchor

Recovery Frame (ARF) and a large working deck area of 1,070 m<sup>2</sup>. *(Source: Offshore Energy Today)*

## *ISURVEY BACKS SOLSTAD’S PIPELINE AND PLATFORM CAMPAIGN IN THAILAND*

iSURVEY, a provider of survey and positioning services to the oil and gas industry, has been awarded a marine construction support contract by Solstad Offshore in Thailand. Under the contract, iSURVEY will provide positioning and survey support for Solstad Offshore’s 2016 pipeline and platform installation programme in Thailand, on board the DLB ‘**Norce**



**Endeavour**’. iSURVEY said it would support the installation of numerous pipelines and platforms including monitoring during jacket setting, together with final positioning, levelling and survey assistance during pile cut-off. According to the company, the estimated contract duration is 200 days and the contract started in mid-January 2016. Subsea positioning will also integrate with IKM Subsea’s Merlin work-class ROV during installation operations, iSURVEY added. iSURVEY Singapore’s managing director Bill Petrie said: “We are extremely pleased that Solstad Offshore have entrusted iSURVEY with survey and positioning works for its forthcoming pipeline and platform campaign.” *(Source: Offshore Energy Today)*

## *DOF KEEPS FLEET IN DNV GL CLASS*

The offshore energy service provider DOF and DNV GL have recently signed a global frame agreement. Reportedly, the agreement will see DOF keep its entire fleet of 70 vessels in class with DNV GL, as well as launching a cooperative effort to identify and realize efficiency gains and cost savings. The agreement covers certification of management systems, certification of DOF Subsea according to ISO standards, testing of wire conditions, and Emergency Response Services (ERS), as well as the classification of the entire DOF ASA fleet. Additionally, DOF and DNV GL will work





together to improve the efficiency of surveys on DOF vessels, as well as examine the potential for gains in fuel efficiency, software change management and other cost savings. “I am pleased that together with DNV GL we have established a common understanding for how to optimize our maintenance and

certification processes, reducing time and resources spent while ensuring quality of our operations. The outcome of this agreement will be an important contribution in making our operations more sustainable,” says Mons S. Aase, CEO of DOF ASA. “We have a close relationship with DOF, and our future joint activities will help us to further improve the safety and efficiency of their fleet. Beyond this, working with an innovative partner like the DOF Group represents a great opportunity to drive progress in the sector as a whole,” says Knut Ørbeck-Nilssen, CEO DNV GL Maritime. (*Source: Subsea World News*)

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### *SAPURAKENCANA: FOURTH PLSV STARTS PETROBRAS GIG IN BRAZIL*

SapuraKencana’s fourth pipelaying support vessel (PLSV) **Sapura Jade** has started working with Petrobras in Brazil. SapuraKencana’s first PLSV, **Sapura Diamante**, entered the market on June 28, 2014. SapuraKencana’s offshore operations are being executed in Brazil for Petrobras by its Brazilian joint venture company Sapura Navegacao Maritima (SNM), which is a 50:50 venture with offshore drilling company Seadrill. In November 2011 and in June 2013, SapuraKencana’s joint venture company in Brazil, SNM, was awarded two contracts by Petrobras worth a total of \$4.1 billion to build and operate a total of six PLSVs for offshore deepwater flexible pipelay work in Brazil. The **Sapura Jade** is the fourth of a series of six PLSVs contracted under a long-term contract by Petrobras for deepwater flexible pipelay work in Brazil. Other PLSVs already in service with Petrobras includes the **Sapura Diamante**, **Sapura Topázio**, and **Sapura Ônix**. “SapuraKencana is committed to delivering its promise on the PLSVs to Petrobras. The commencement of our fourth PLSV demonstrates our confidence in our Brazilian venture and mutually, Petrobras’ continued belief in our ability to deliver top operational performance,” said Tan Sri Dato’ Seri Shahril Shamsuddin, President and Group Chief Executive Officer of SapuraKencana Petroleum. Following the **Sapura**

**Jade**, the final two PLSVs, the **Sapura Esmeralda** and the **Sapura Rubi** are set to be delivered progressively in 2016. Similar to previous vessels, **Sapura Jade** is equipped with a 550 tonne vertical (tiltable) lay system for the deployment of a range of flexible products in up to 3,000 metres water depth for Petrobras' pre-salt developments offshore Brazil. It is also fitted with Remotely Operated Vehicles (ROVs) developed and built by SapuraKencana's Australian subsidiary, Total Marine Technology Pty Ltd. *(Source: Offshore Energy Today)*



## RED INK FOR OCEANTEAM



Norway-based Ocean team has booked net loss of \$2.9 million for the fourth quarter ended December 31, 2015. The Oslo-listed company, comprised of two operating segments, Ocean team Shipping and Ocean team Solutions, generated \$12.4 million in operating revenues, down approximately 21% compared to \$15.8 million in the same period last year. Full-year 2015 revenue stood at \$57.1 million, versus last year's \$66.9 million. In the fourth quarter, Ocean team Shipping recorded 56% of the operating

revenues, while Ocean team Solutions generated the rest. Earnings for the year 2015 came out negative \$16 million, widening the last year's loss of \$6.3 million. In addition, Ocean team Shipping ASA changed its name to Ocean team ASA, and the company's marine assets division RentOcean will now operate under the name Ocean team Solutions. The company reported order backlog for 2016 and 2017 for its CSV assets, totalling some USD 211 million. "There is considerable uncertainty as to how long it will take before demand picks up and market conditions are expected to remain challenging for several years," Ocean team said in its earnings report. *(Source: Subsea World News)*

## SHIP FINANCE SHEDS 'SEA BEAR'. ENDS CHARTER WITH DEEP SEA SUPPLY

Ship Finance International, a shipping company, has agreed to sell the 1999-built offshore supply vessel "**Sea Bear**" to an unrelated third party. The company has simultaneously agreed to terminate the corresponding charter party with a subsidiary of Deep Sea Supply which was supposed to last



until 1Q 2020. The vessel is expected to be delivered to the new owner in the first quarter of 2016. Ship Finance says it will receive total proceeds of approximately \$20 million, as a combination of cash sales proceeds and amortizing notes from Deep Sea as compensation for the cancellation of the charter. The notes will be senior unsecured with an interest rate of 7.25% and have a tenor of six years. The company expects to record an impairment of



approximately \$8 million in the fourth quarter 2015 relating to the sale. According to Ship Finance, divesting of older vessels is a part of the company's strategy to renew and diversify the fleet. Following this sale, the number of offshore supply vessels will be reduced to five, all on long-term charters to a subsidiary of Deep Sea Supply BTG AS. *(Source: Offshore Energy Today)*

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## BOSKALIS OFFSHORE BUYS TWO AHTS VESSELS



It is reported that Boskalis Offshore purchase the two DP II Anchor Handling Tug Supply vessels **Sea Bear** (Imo 9185932) and **Sea Lynx** (Imo 9178410) from Deep Sea Supply. The two vessels will be renamed **Union Bear** and **Union Lynx**. The AHTS, type KMAR404, will be drydocked this weekend at the Damen Shipyard - Schiedam; Netherlands. The 1999 built sister vessels have a length o.a. of 73.50 mtrs a beam of 16.40 mtrs and a draught of 6.90 mtrs. The Bear is

built by Kværner Kleven Leirvik under number 271 and the Lynx by Kværner Leirvik under number 281. The two ainengine develops a total output of 11.240 kW (15.000 bhp) *(Photo: D. Thompson)*

## VOS PACE ON CANSON PAPER

A fine painting is seen here from the **VOS Pace**. The watercolor painting on Canson is 17.32 x 26.37 Inches and painted by W.J.Hoendervanger 2016. More info:

[www.wjmaritiem.nl](http://www.wjmaritiem.nl) On this way the painter would also like to let you know that his expo ships on the Westerschelde in the Zeeland Archives in Middelburg due to success has been extended to 2 April 2016. For more info <http://www.zeeuwsarchief.nl/actueel/expositie-schepen-op-de-westerschelde-verlengd-2016/>



## CMM PURITY LAUNCHED



At the Hai Phong Shipyard - Vietnam was launched the Oil Spill Recovery vessel **CMM Purity** for Compagnie Maritime Monegasque, destined for Brasil. She is the last of 5 Oil Spill Response Vessels. The first 3 completed vessels should depart shortly. *(Ian Holland)*

## POSH REVENUES UP ON OFFSHORE ACCOMMODATION BUSINESS GROWTH

PACC Offshore Services (POSH), a Singapore-based provider of offshore support vessels, has posted 29% growth in revenues in 4Q 2015 when compared to 4Q 2014, primarily due to growth in the offshore accommodation business. PACC Offshore Services' revenues for 4Q 2015 amounted to \$71.8 million, up 29% when compared to 4Q 2014 and revenues of \$55.8 million. The offshore accommodation division recorded an increase in revenues to \$26.8 million, versus \$6.8 million in the corresponding quarter in 2014. According to the offshore vessels provider, this was primarily a result of chartering of the 750-pax POSH Xanadu semi-submersible accommodation vessel (SSAV) and the chartering of three 238-pax light construction vessels (LCVs) – POSH Endurance, POSH



Enterprise and POSH Endeavour. In the fourth quarter of 2015, POSH recorded a net loss attributable to shareholders of \$149.7 million, compared to a net loss of \$10 million in the previous corresponding quarter. The results were affected by impairments of \$127 million and \$21.4 million on goodwill and fixed assets respectively in the quarter. Excluding impairments, write-offs and disposals, net loss was \$2.7



million, compared to net loss of \$8 million in 4Q 2014. Offshore supply vessels segment revenues were marginally lower at \$33.9 million versus \$34.4 million in 4Q 2014. Revenue for the transportation & installation division declined by 16% to \$6 million compared to \$7.1 million a year ago, mainly due to lower charter rates and vessel utilisation. *Pressure on charter rates continues* POSH said that, with crude oil prices staying at current low levels, the macro environment for the global offshore marine industry continues to be challenging. The Group expects continued pressure on charter rates and utilisation. Captain Gerald Seow, Chief Executive Officer of POSH, said: “The market conditions for 2016 are expected to remain difficult, and we will continue to take proactive action to streamline operations while further sharpening our business strategy to capture new opportunities and markets, particularly in the Middle East.” (Source: *Offshore Energy Today*)

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## WINDFARM NEWS - RENEWABLES

### SEAJACKS SCYLLA EN ROUTE TO GREAT YARMOUTH

Seajacks has confirmed **Seajacks Scylla's** voyage has recommenced. The vessel is scheduled to arrive in Great Yarmouth Port in time for her naming ceremony on Thursday, 3 March. In early December, **Seajacks Scylla** started her journey from a Samsung Heavy Industries yard in South Korea



to the Port of Rotterdam on-board the heavy load carrier vessel *HLV Osprey*, however, bad weather prolonged the vessel's voyage. Despite the slowdown, the Scylla will still be delivered and ready for her first offshore wind job as planned – in March, following the naming ceremony at Seajacks's home port of Great Yarmouth. The name of the world's largest wind farm installation vessel

originates from Greek mythology, where the Scylla was a monster that lived on one side of a narrow channel of water, opposite its counterpart Charybdis. (Source: *Offshore Wind*)

## FRED. OLSEN OCEAN SINKS FURTHER TO LOSS

Fred. Olsen Ocean, the owner of Fred. Olsen Windcarrier AS and Universal Foundation Norway AS and part of Bonheur ASA, ended 2015 with NOK 105 million (EUR 10.9 million) net loss, as compared to NOK 10 million net loss recorded a year earlier, due largely to delays in construction of several offshore wind projects and increased competition from oil service vessels. The company's



operating revenues in FY 2015 were NOK 1.05 billion, compared to NOK 1.53bn operating revenue reported in 2014. The company's operating revenues in the fourth quarter of FY 2015 were NOK 219 million compared with NOK 392 million in the same period in 2014. Revenues from the jack-up installation vessels *Brave Tern* and *Bold Tern* were lower during the quarter compared to the same quarter last year due to lower utilization following delays in construction of several offshore wind farms and increased competition from oil service vessels. Early November 2015, the *Brave Tern* commenced a 3-month yard stay for the planned vessel upgrade, where she will have legs and boom extended. The upgrade is to position the vessels better to compete for a wider range of projects in deeper waters and with larger turbines. Fred. Olsen Windcarrier Denmark A/S, an operator of eight crew transfer vessels owned by Fred. Olsen Windcarrier AS and Global Wind Service A/S, had only 3 of the 8 vessels on contract at the end of the quarter due to a characteristic slowdown in the offshore wind industry during winter months. (Source: *Offshore Wind*)



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## WIND INNOVATION READY FOR GEMINI GIG



C-bed Floating Hotel's advanced Service Operation Vessel (SOV), MS **Wind Innovation**, has successfully completed all offshore testing and is now ready to engage in the commissioning phase of the 600MW Gemini offshore wind farm off the coast of The Netherlands. The last stage of testing equipment and systems took place offshore the Port of Esbjerg, Denmark, which will also function as home port for **Wind**

**Innovation** during the entire project contract period. Final testing of the dynamic positioning system verified the expected operational criteria of 20m/s and 1.5 knots current. Also, the motion compensated gangway system has been thoroughly tested and approved for the expected 3m significant wave height. Wind Innovation is the result of the extensive conversion of a former seismic survey vessel into a floating four-star hotel and project basecamp. With her DP2 capacity, Comfort Class 3 certification, and uptime compensated gangway system, the SOV is expected to contribute greatly to the completion of the Gemini OWF. "We are confident that Wind Innovation meets all demands relating to the 2nd and 3rd round offshore wind projects and we have already received a very broad range of interest for the vessel. Compared to our existing fleet, Wind Innovation is a smaller but much more advanced vessel. Normally, our fleet accommodates between 100-150 guests, whereas Wind Innovation has room for 90 people in 80 cabins. However, the 'walk-to-work' concept directly connecting the vessel and the wind turbine foundation is definitely the service in demand in the years to come," said Jesper Nielsen, Managing Director in C-bed A/S. Van Oord installed the first of 150 turbines at the Gemini OWF on 16 February, and the first electricity from the wind farm expected by the end of this month. The wind farm is scheduled for completion

in the spring of 2017, and it will supply sustainable energy to 785,000 Dutch households. (*Source: Offshore Wind*)

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## OOC NERZ ARRIVED IN HAMBURG

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Opielok celebrates the first of four deliveries by welcoming its new BMT Stratcat 26m Crew Transfer Vessel. The arrival of CTV **OOC Nerz** in Hamburg marks a threshold for Opielok, which currently operates a modern fleet of 5 DP2 PSVs, serving Wind, Oil & Gas clients worldwide. The vessel's modern BMT Nigel Gee design is complemented with 4 Volvo quads, an active bow fender system & DP system. It has capacity to carry up to 36 PAX at maximum comfort. The vessel will be available for charter following her christening within the next few weeks. (*Press Release GRS*)



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## NEW ENGLAND TAPS INTO OFFSHORE WIND POWER

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A regional transmission organization ISO New England Inc. (ISO-NE) had ran a capacity auction to procure the resources that will be needed to meet New England's projected demand in 2019-2020, and purchased 6.8MW of capacity from Deepwater Wind's Block Island offshore wind farm, among others. New England's annual capacity auction concluded on 8 February with sufficient

resources to meet the demand in three years in the future, at a lower price, and with more than 1,400MW of new generating capacity that will help replace recently retired and retiring generators. Recent and pending retirements of coal, oil, and nuclear power plants expected to shut down by 2019 total more than 4,200MW, including the 680MW Pilgrim Nuclear Power Station that announced its retirement before this auction, ISO-NE said. About 35,567MW of capacity cleared the auction to meet the 34,151MW Installed Capacity Requirement (ICR) for 2019-2020. "Developers were drawn to the New England marketplace because the price of capacity supports construction of new resources," said Gordon van Welie, president and CEO of ISO New England. "This auction procured the resources needed to keep the lights on in New England at a price lower than last year's auction and, in fact, lower than the estimated cost of building a new power plant. More than 850 megawatts of new generating capacity cleared in the Greater Boston, Southeast Massachusetts and



Rhode Island zone where the resources are needed most.” The auction closed for resources within New England after four rounds of competitive bidding at \$7.03/kW-month. The clearing price was more than 25% lower than last year’s \$9.55/kW-month for most resources, according to ISO-NE. At \$7.03/kW-month, the total value of the capacity market in 2019-2020 will be approximately \$3 billion, compared to the estimated \$4 billion for 2018-2019. *(Source: Offshore Wind)*

## YARD NEWS

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### WÄRTSILÄ DESIGNING DIVE SUPPORT VESSEL FOR CHINESE CLIENT

Finland’s Wärtsilä has signed a contract with Shanghai Bestway Marine Engineering Design Co Ltd to design a new type of deep water dive support vessel. The ship is to be built for China state-owned Shanghai Salvage Bureau (SSB), one of the largest professional salvage companies in China. The contract with Wärtsilä was signed in January.



The Wärtsilä design features a combination of capabilities, including deep water (6000 metres) salvage operations, deep water pipe laying and construction work, and saturation (SAT) diving operations for 24 divers using two diving bells. SAT diving is a technique that allows divers to reduce the risk of decompression sickness when working at great depths for extended periods of time. All the design features are based on a single platform operating with DP3, the highest class of Dynamic Positioning. When built, this will be the world’s first SAT diving support vessel with Multi-Lay and ultra deep water construction capabilities, Wärtsilä said. “For a complex vessel design such as this involving the needed sub-sea equipment, both extensive experience and broad know-how are absolutely essential. Wärtsilä was selected because of our strengths in both these areas. This contract highlights once again the value of the proven, sophisticated, and integrated system designs that Wärtsilä produces for the global marine market,” says Riku-Pekka Hägg, Vice President, Ship Design, Wärtsilä Marine Solutions. “The new vessel will certainly be the most sophisticated asset in our fleet. It will carry out operations in very deep waters and in often difficult conditions. We believe the Wärtsilä design will meet all our requirements for successful operations,” says Huang Yan, Director of Deep Diving Technology Development Center, SSB. *(Source: Offshore Energy Today)*

## SENER SIGNS A CONTRACT WITH ASC FOR THE USE OF FORAN



The SENER engineering and technology Group has signed a contract with Australian shipbuilder ASC for the implementation of the shipbuilding CAD/CAM System FORAN, developed by SENER, to be used as the software tool in the stability calculations supporting the construction of the Air Warfare Destroyers (AWD) conducted by the Air Warfare Destroyer Alliance. The execution of this

contract began with an initial training in the Naval Architecture Module of FORAN, which took place at the Maritime Skills Centre at Techport Australia. New interactions between both companies are expected during the first quarter of this year. ASC is currently consolidating the Hobart Class AWDs at its modern shipyard in South Australia and also built, and now maintains, the Collins Class submarines. In the future, FORAN could be used in the design of new naval platforms for the Royal Australian Navy. *(Press Release)*

## ALPHATRON MARINE'S RIVER RADAR SUCCESS IN VENICE LAGOON

Alphatron Marine is pleased to announce to have signed, together with our Italian distributor SIRM, an agreement with the Azienda del Consorzio Trasporti Veneziano (ACTV) authority for the delivery of 40 river radars for the public transport lines in Venice, Italy. With Venice renowned for their many canals and thereby low bridges, the river radar model JMA-610 was required to undergo special modifications. The scanner unit, positioned on top of the wheelhouse should, once the captain puts the radar into standby mode, stop rotating precisely at a fixed position. This way the scanner unit can be lowered at this specific position in the hole cut and allows for safe passage under the bridges. At the end of 2015 we successfully installed this first, 100% working river radar concept onboard of the waterbuses with the owner truly satisfied. This concept has been developed in-house with custom built mechanical foundation with appropriate electronics and software. Our trusted partner in Italy will take care of the installation process and will also be able to quickly support the entire fleet fitted with our river radar. The 40 river radars will be delivered within a period of two years, of which the first one will be installed in April this year.





The river radar plays an integral role in the inland AlphaBridge. The JMA-610 is an cost-effective, user friendly, high quality river radar developed together with JRC. Available as a black box solution featuring a multi speed scanner, the superior radar picture, integrated AIS functionalities and a unique Photoshot recording function, this navigation center is considered the best of its kind. (*Press Release*)

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## BLAGOVESHCHENSK SHIPYARD LAYS KEEL OF ICE-CLASS HYDROGRAPHIC VESSEL PROJECT 19910, FOR RF NAVY



On February 19, Blagoveshchensk, Amur Region based shipyard named after October Revolution laid down the third small hydrographic survey vessel of Project 19910 for RF Navy. According to press center of Amur Region Government, the ship named **Aleksandr Rogotsky** will be launched in 2018. The order is valued at some RUB 3 bln. The small hydrographic vessel /

buoy tender of Project 19910 was designed for surveys and installation of nav aids in the coastal areas, including installation / removal of buoys / beacons of all types; maintenance (inspection, recharge and repair) of onshore and floating Aids to Navigation (A2N); some hydrographic surveys (within her capabilities); transport of various cargoes to supply shore based ATONs and hydrographic stations on unequipped coast. Vessel particulars: displacement overall - 1270 tonnes, length overall - 59 m, beam - 11, 4 m, draft - 3,18 m, speed - 12.5 knots, cruising range - 3,500 miles, endurance - 25 days, crew / accommodations - 17 / 22. With her Arc4 class the ship will be able to sail independently in one-year old Arctic ice of up to 0.6 m thick in winter-spring season and up to 0.8 m thick ice in summer-autumn season, as well as follow an icebreaker in one-year old Arctic ice of up to 0.7 m thick in winter-spring season and up to 1 m thick ice in summer-autumn season. "Amid the challenging economic situation we acknowledge this achievement of our shipyard as a great success", Amur Region Governor Aleksandr Kozlov said at the keel-laying ceremony. The shipyard in Blagoveshchensk was founded in 1887. Today, it specializes in building small fishing

ships, mid-size catching vessels and auxiliary ships for RF Navy. Recent years have seen the delivery of four hydrographic boats of Project to the Pacific Fleet of RF Navy. The ships are deployed for operation in Primorje, at Sakhalin and Kamchatka. (*Source: PortNews*)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
  - [IMT2001 Research Vessel for TORI](#)
  - [OSD develops new series of multipurpose tractor tugs](#)
  - [First Damen tug for Fratelli Neri](#)
  - [South African Navy welcomes new Damen ATD Tug 2909 into fleet](#)
  - [Damen delivers cable installer to Maersk Supply Service](#)

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