Tugs Towing & Offshore Newsletter

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

TUGS & TOWING NEWS

TUGBOATS OF PROJECT 02980 BUILT FOR RF NAVY'S BALTIC FLEET COMMENCE STATE TRIALS

Ice class tugboats of Project 02980, SB-121 and SB-123 built by Pella shipyard (Leningrad Region) for RF Navy's Baltic Fleet have commenced state trials in the Gulf of Finland, says press center of Western Military District. Upon completion of the trials, signing of acceptance/delivery certificates and hoisting the flag of the Russian Federation, the tugboats will join the Baltic Fleet of RF Navy. The tugs of Project 02980 are designed to perform ranged services: towing of seagoing vessels, floating units and structures in the ice and clean waters, supplying offshore facilities with equipment and materials, fast supply of personnel and goods, assisting construction at offshore facilities in the sea, participation in salvage operations, providing assistance to stricken ships, conduct SAR operations and evacuation of people, providing them with medical care, rescue operation in areas of shipping, offshore oil and gas fields, extinguish fires on floating and shore-based facilities, extinguish burning oil on the sea surface, and response to oil spills. Also the tug can assist in cargo transshipments at ports, operate on shallow waters and coastal shelf, support diving works. The ice class tug is able break the 1-meter-thick ice at a speed of 2÷5 knots and escort ships at speed of 10 knots. Leningrad Shipyard Pella was founded in 1950 and privatized in 1992. The holding incorporates a head company and a number of subsidiaries. The shipyard specializes in construction of tug boats for Russian customers. *(Source: PortNews)*

TUG STABILITY – A PRACTICAL GUIDE TO SAFE OPERATIONS

KIRBY TO BUY SEACOR INLAND TANK BARGE FLEET

Kirby Corporation (NYSE: KEX) reports that it has agreed purchase the Seacor Holdings Inc. inland tank barge fleet for approximately $88 million in cash. The asset purchase will consist of 27 inland 30,000 barrel tank barges and 13 inland towboats, plus one 30,000 barrel tank barge and one towboat currently under construction. As part of the agreement, Kirby will transfer to Seacor the ownership of one Florida-based ship docking tugboat. The closing of the asset purchase is expected to occur early in the second quarter of 2016. David Grzebinski, Kirby's President and Chief Executive Officer, commented, "The purchase of the Seacor inland tank barge and towboat fleet further expands our inland marine fleet with well-maintained and recently constructed vessels. Operating primarily in the refined products trade, these assets will be complementary to our existing fleet and will allow us to continue to enhance customer service." *(Source: MarineLog)*

TUG CHALLENGER REMOVAL, DESTRUCTION COMMENCES

Removal of the pilot house on Tug Challenger began today after the tug was successfully relocated to the Rock Dump. Global Diving and Salvage, Inc is providing oversight of the complete destruction and removal of the tug which is being performed by Southeast Underwater Services of Juneau. Since the tug sank in September and through last week's abatement process, the following hazardous materials and petroleum products have been recovered: 437 gallons of petroleum product, 1,540 gallons of oily water, 550 pounds of hazardous waste (includes paint, fire extinguishers, waste oil, polyester resin,

grease), 1 refrigerator, 1 freezer, 2,467 pounds of lead acid batteries and 2,893 pounds of materials containing asbestos. Petroleum products have been properly disposed of by Southeast Alaska Lighterage. Household hazardous materials, paint, and batteries were brought to an approved City & Borough of Juneau hazardous material facility for disposal. Recyclable metals are being delivered to Skookum Sales & Recycling. All remaining materials will be brought to the Juneau landfill. "We remain vigilant as we move into the final phase of this operation," said Bob Mattson, state on scene coordinator. "A 24 hour security watch of the tug has been established so that we can continue to ensure the safety and welfare of response personnel as well as the local community and environment." The destruction of Tug **Challenger** will continue throughout this week with crews working during the day and at night. *(Source: USCG)*

ISA BOUND FOR GDYNIA

On her way from Rotterdam to Gdynia, the tug **ISA** was seen passing the Kiel Canal on March 5th. **ISA** is owned by Sleepboot Isa vof, built by Gebr. Kooiman at Dordrecht and active in many international projects. Her tow was the barge NP 440, loaded with construction tools and three of Acta Marine's crew transfer vessels, **Offshore Provider, Offshore Response** and **Offshore Progress**. In the rear, vintage tug Moritz assisted during the Canal passage. The Three Acta Marine vessel has been contracted for a long term commitment Indian Ocean. (Photo: Martin Lochte-Holtgreven)

FORMER SMIT MADURA SPOTTED IN DUBAI

Aquila (ex Smit Madura) spotted in Dubai. The AHT is built in 1989 by Cantieri Navale Ferrari SpA., La Spezia, Italy, under yard number 68 as the **Salvatore**. The AHT is at present operated by Dubai based Mubarak Marine which company is a marine and offshore service organization and is specializes in areas of Towage, Salvage, Offshore Support, Terminal/SPM Support & Maintenance, Heavy Lift, Emergency Response and Rescue. The company is focused on providing its clients safe, efficient and value driven marine and offshore services. The company offers variety of vessels to suit the ever growing needs of its clients based in and outside the Middle East. From its humble beginnings in 1979, the Mubarak Marine

fleet has grown to a diverse fleet of 38 vessels, with additions being made continuously of modern and versatile vessels to adapt to the rapidly growing and changing marine offshore industry. The fleet is manned by highly experienced and professional mariners. Onshore the fleet and crew are supported 24 hour round the clock by an equally professional, efficient and hardworking team of managers and well trained staff. *(Photo: Peter Maanders Port Towage Amsterdam)*

ZWERVER II LAUNCHED

Last Friday evening around 19,00 the Multi Purpose DP2 support Vessel **Zwerver II** was launches at the Shipyard of the gebr. Kooiman – Zwijndrecht; Netherlands. Owner for this new vessel is H. Van Stee – Harlingen. The vessel is based on the existing DPI 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 cooperations between the owners and the yard, enabling the new **Zwerver II** to serve the top of the market and be the first walk to walk vessels 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 the owners. *(Photo: Piet van Roon)*

NEW BUILDINGS AT ASL

Last week was seen two new building tugs at the ASL Singapore yard. The two tugs are the **Svitzer Dugite** and the **Svitzer Kadala**. Both tugs are at the outfitting stage. They are probably part of the Australia Wheatstone project. The names **Dugite** and **Kadala** are Australian Aboriginal words for snake. The **Kadala** is a tiger snake and the **Dugite** a potentially lethal snake. *(Photo: Jacco van Nieuwenhuyzen)*

OCEAN GUARDIAN LEAVING BURNTISLAND

The Semisubmersible Rig, **Ocean Guardian** (Imo 8025989) 14,460 gt, 14,476 dwt, operated by Diamond Offshore, seen preparing to leave Burntisland on 9th March for the North Sea. The rig which has a rated water depth of 1,500 ft, and a drilling depth of 25,000 ft was built in 1985 at the Clyde yard of Scott Lithgow Ltd., one of the SEDCO 700 series (no. 713), and named **Sea Explorer** till 1992. Diamond Offshore has confirmed the **Ocean Guardian** was awarded a contract for a one-year term in the UK North Sea beginning in March of 2016 at a rate of $220,000 per day. She had previously operated in The Celtic Sea prior to lay up in August last year. She was also the rig that operated off the Falklands in 2010 for the exploration group Desire Petroleum – named after HMS Desire, which claimed to have discovered the islands in 1592. She was towed out by the AHTs **Havila Jupiter** (Imo 9418042) (left), assisted by **Havila Venus** (Imo 9418030) (right) both built 2009, and the 2010 built **Rem Gambler** (Imo 9447964) (centre). Meanwhile a sister rig, Transocean Ltd's rig **SEDCO 714**, arrived towed by the AHTs **Tor Viking II, Siem Opal** and **Siem Garnet**, anchoring next to her sister rig **SEDCO 711** which arrived in the estuary on the 15th October. Thus over the

last seven months there has been an average of three rigs – **Ocean Guardian** left this week, **Henry Goodrich** (arrived 2nd July 2015 left 26th November for Canada) and at present: **711, 714**, and **Transocean Prospect** which arrived Forth 22nd July 2015. (Source: Iain McGeachy)

ACCIDENTS – SALVAGE NEWS

TWO MISSING AFTER TUG AND TANKER CLASH IN STRAIT OF MALACCA

Two seafarers are reported missing after a tug boat **Ayu Lestari** sank due to a collision with an Italian-flagged crude oil tanker *Mare Tirrenum* some five miles south of the island of Pulau Rupat in the Strait of Malacca, Indonesia, the owner of the tanker Fratelli d'Amico Armatori SpA confirmed to World Maritime News. "At approximately 0038 hrs local time on March 7, the vessel came into contact with a small vessel towing a barge carrying a cargo of palm oil and reportedly not complying with the COLREG regulations," Carlo Cameli, General Manager of Fratelli d'Amico, said in an email. At the time of the incident the 110,673 dwt Mare Tirrenum was on ballast passage from Singapore and was approaching the pilot station of its next loading port, Dumai, Indonesia, Cameli said. "As a result of the collision, the towing vessel sank and two of its crew were rescued from the sea by the pilot boat. It was reported that two further crew members from the towing vessel were missing. The Master of the Mare Tirrenum immediately broadcast man overboard signals to passing vessels in the hope that the missing crew members could be found," Cameli added. The search for the missing crewmembers is being led by local naval personnel. Cameli wrote that the oil tanker continued its journey to Dumai roads, adding that the incident did not cause any pollution or injuries to Mare Tirrenum's crew. *(Source: World Maritime News; Photo: Riau News)*

INTRACOASTAL WATERWAY REOPENED AFTER TUG CRASH

The U.S. Coast Guard has removed restrictions for Intracoastal Waterway traffic near the Black Bayou Bridge in Lake Charles, La. The waterway was restricted when a part of the bridge's fendering

system was struck by a tug that lost steering with three barges Monday night. The bridge and waterway opened to all highway and vessel traffic at 12:26 p.m. Wednesday. At 10:27 p.m. Monday night, the bridge operator notified the Coast Guard that a towboat was pushing 3 hopper barges and struck the fendering wall that protects the pontoon bridge crossing the waterway. The Coast Guard Captain of the Port in Port Arthur, Texas, established a safety zone at the bridge to restrict marine traffic while a salvage barge worked to schedule removal of the debris. The Intracoastal Waterway is a busy waterway, and it didn't take long for a backlog of inland towing vessels to build on both sides of the bridge. The Coast Guard worked with stakeholders to begin moving limited traffic through the bridge Tuesday while awaiting salvage equipment to arrive Wednesday morning. Overnight nearly half of the delayed tow traffic had safely passed through the area. The bridge was closed to all traffic for several hours while salvage crews removed the damaged fendering wall. *(Source: MarineLink)*

SOUTH KOREAN FISHING VESSEL RUNS AGROUND; SEYCHELLES AUTHORITIES PLAN

A challenging operation is being planned to free a South Korean-flagged fishing vessel, which has run aground at L'ilot, Glacis, on the northern coast of the Seychelles main island, Mahé, the Port Authority said Wednesday. The '**Oriental Kim**' was heading towards Port Victoria when the incident occurred, in the early hours of Wednesday. According to the Port Authority's Chief Executive, Colonel Andre Ciseau, the island nation's Coast Guard was alerted at around 3 am. Giving details about an initial assessment of the situation, the Director-General of the Seychelles Maritime Safety Administration, Captain Joachim Valmont said that all valves have been switched off eliminating the risk of an ammonia leak. He nevertheless confirmed that some minor oil spill has been observed, due to damages the boat has sustained. "The captain and chief officer informed us that they had transferred the diesel that was in the front tank that has been damaged to the inner tank. There's 250 tonnes of diesel on the boat, so the priority is to pump it all out and the Coast Guard will also be deploying

some booms to contain any oil that has already spilled," Valmont told SNA adding that removing the diesel will make the boat lighter. The Seychelles authorities have also been informed that the 'Oriental Kim' is holding around 700 tonnes of fish. Currently, the rear part of the boat remains in the water, while the front part [bulbus bow], which has come onshore among rocks has suffered some damages. Captain Valmont said that divers will also be undertaking some repair work on the front part of the boat before the tugs can begin the salvage. Representatives of the different emergency services including the Ports Authority, Maritime Safety Administration, the police, fire and rescue services have been meeting Wednesday morning to coordinate and plan the operation. "We are at this point where the [vessel owner's] representative needs to come to us [Port Authority] or ask other companies to salvage the boat. This involves insurance and other risks involved when carrying such an operation," Colonel Andre Ciseau told SNA. "We [the Port Authority] will coordinate the operation until we can successfully salvage the boat and if we do not have enough resources we will need to mobilise bigger tugs," said Ciseau. He noted that the operation should start at around 5 pm and resume early Thursday morning should the first attempt fail, taking into account the next high tides. It's not yet known what caused a boat of such size to run aground, so close to the shoreline, which is quite unusual. "We will be conducting an investigation to determine why the boat had run aground at the said location," said Valmont. 'Oriental Kim' was carrying 25 crew members including fishermen. There's no reports of any injuries following the incident and only 10 of the crew members remain onboard the fishing vessel awaiting the salvage operation, said Valmont. *(Source: Seychelles News Agency)*

SUNKEN CONDOR RAISED AND TAKEN TO ROSTOCK

In the evening of Mar 7 at 8.30 p.m. the wreck of the "**Condor**" was finally lifted off Fehmarn and placed onto the deck of the "**Sanne A**" onto which it was transported to Rostock-Warnemünde during the night. On Mar 8 at 10 a.m. the convoy with the "**Mira A**" berthed at the terrain of the water and shipping authority where experts will investigate the reason for the sinking in the forthcoming days. From outside only little damage was visible. The life raft had opened partially but got stuck on the roof of the wheelhouse. *(Source:*

Vesseltracker; Photo: B. Wüstneck/dpa)

BOXSHIP HARD AGROUND OFF TAIWAN

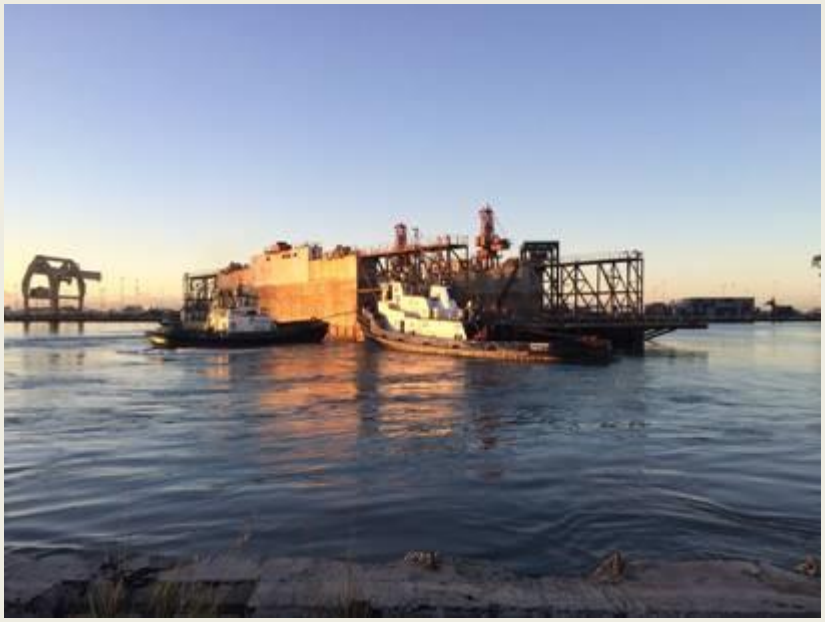
A crew of 21 people was evacuated after the 2006-built containership **TS Taipei** ran aground off Shimen, Taiwan in the morning hours of March 10, according to local media reports. The 20,615 dwt vessel lost propulsion and grounded on a rocky shallow due to harsh weather conditions at the site. **TS Taipei** reportedly suffered breaches in the aft part and its engine room was flooded. One of the vessel's fuel tanks was also damaged, causing an oil spill in the area. Due to inclement weather, the rescue vessels could not approach the containership, so the Taiwanese Coast Guard sent a helicopter to airlift the crew members. None of the seafarers were injured. Relevant authorities launched an investigating into the cause of the grounding, and salvage operations will be conducted as soon as the weather conditions allow. At the time of the incident the vessel, managed by TS Lines, was on its way from Taiwan's Keelung to Taichung. *(Source: World Maritime News)*

NTSB REPORT ON OSV ALLISION WITH UNMANNED PLATFORM

NTSB has issued the report of its investigation of the allision of the offshore supply vessel **Connor Bordelon** with the unmanned platform South Timbalier 271A in the Gulf of Mexico on 23 January 2015. The allision caused the pipelines attached to the platform to rupture, releasing natural gas and oil, which ignited. NTSB determines that the probable cause of the allision of the offshore supply vessel **Connor Bordelon** with the unmanned natural gas platform South Timbalier 271A was the failure of the mate on watch to ensure that the bridge team maintained a proper lookout, and his delay in changing from the autopilot to manual steering, which precluded him from taking the necessary action to prevent the allision with the platform. *Safety Issues* 1.Voyage planning: The company's safety manual provided instructions on how to execute a voyage plan that would mitigate the risks of navigating through the congested waters of the Gulf of Mexico. It is important for vessel owners and operators to verify that the safety procedures in their manuals, including those for drawing course lines that avoid chartered

obstructions and other hazards to navigation, are being followed. 2. Watchstanding practices: The officer of the watch needs to ensure that a proper lookout is posted during navigation. In this case, the officer did not designate one of the available watchstanders as the lookout, resulting in a missed opportunity to detect the platform earlier. *3.Use of electronic chart display and information system:* The Connor Bordelon was equipped with state-of-the art technology, including an ECDIS. The vessel had been operated for more than 1 year before the accident, but crewmembers had not yet taken certification courses in the use of the ECDIS. It is important for vessel owners and operators to ensure that their crews are proficient in the use of all electronic bridge equipment in a timely manner. Further details may be found by reading the report HERE

SUNKEN DRY DOCK REMOVED FROM HONOLULU HARBOR



A damaged dry dock vessel has been removed from Honolulu Harbor last month after electrical problems caused the vessel to sink in September 2015, the Hawaii Department of Transportation (HDOT) announced. The dry dock, named **Kapilipono**, took on water and sunk in its berth on September 9, 2015 due to an electrical malfunction. In the following months, recovery plans were activated, the water was removed and the vessel was refloated in January. **Kapilipono** was fully cleaned of any and all petroleum products, and all cargo holds, tanks, voids and bilges were emptied as verified by the U.S. Coast Guard (USCG). Ocean and wind conditions presented a favorable window of opportunity on February 20, 2016, enabling **Kapilipono** to be towed 12 miles off Oahu's south shore where it was sunk at an approved Environmental Protection Agency (EPA) disposal site located at coordinates 21° 6'0.00"N 157°58'45.00"W. Piers 40 and 41 where the dry dock was previously berthed are now clear. **Kapilipono** was originally constructed in 1974 and belonged to Pacific Shipyards International LLC, which paid for the disposal costs. The floating dock was 375

feet by 105 feet and capable of lifting a 400-foot container barge. "Moving this massive vessel, which was about the size of a football field, was a complex undertaking that took careful coordination with several agencies and it happened without a hitch," according to Ford Fuchigami, Hawaii Department of Transportation Director, who said a team comprised of federal, state and private sector parties ensured the safe and successful resolution to this situation. *(Source: MarineLink)*

OFFSHORE NEWS

CLEANEST SEA-GOING VESSEL TO EVER CALL ON ROTTERDAM

The Port Authority of Rotterdam Friday announced that the cleanest modern ship to ever call on the port, the **Island Condor**, made a "soundless" call on 1 July 2015. The ESI is a certificate that has been issued to vessels, at the ship-owners request, by the World Port Climate Initiative since 1 January 2011. The index shows the vessels' environmental performance in terms of air-polluting emissions (NOx and SOx) and CO2. Vessels that are awarded a high score on the Environmental Ship Index are eligible for a premium, to the amount of roughly 10% of their port tariffs charges. As of 1 January 2015, this discount is doubled if the vessels can also prove their NOx emissions are below a certain threshold. Issuing premiums to sustainable ships is in line with the Port Authority's policy to make Rotterdam the most sustainable port of its kind. Last year the Port Authority awarded close to EUR 2 million in premiums to vessels that score high on the Environmental Ship Index. Island Offshore **Island Condor** is a Platform Supply Vessel built in 2014. The vessel is owned and operated by Island Offshore; a privately owned company providing high quality solutions for the offshore oil industry based on a fleet of advanced high quality service and subsea service vessels. **Island Condor** is designed and built with the objective of minimizing the environmental footprint. The hull design UT 776 CD was first introduced in 2008; the same year as the World Port Climate Initiative was launched. She is built to DnV GL Clean Design notation which indicates reduced emission to air and reduced discharge to sea compared to minimum standard. SCR technology is used in order to reduce the specific emission of NOX with more than 90%. "The crews on our vessels take pride in operating environmentally friendly. Since 2008 we have seen a reduction of CO2 emission of more than 30% as a direct result of fuel saving initiatives from crew members. Island Offshore, and **Island Condor** in particular, is honored to be appointed 'most sustainable ship 2015' and take it as an acknowledgement of our continuous effort in reducing our environmental footprint," says Managing Director in Island Offshore Management AS, Mr. Håvard Ulstein. *(Source & Photo: Port of Rotterdam)*

HAVYARD BUYER BAILS

The unidentified buyer of a new-design subsea vessel at the Norwegian ship technology company Havyard has cancelled the shipbuilding contract amid horrible conditions in the market for offshore vessels. Havyard Ship Technology AS entered into the NOK 700 million contract with the

international buyer in July 2015 calling for the design and construction of a Havyard 858 L WE subsea vessel to be delivered in the second quarter of 2017. By October, Havyard said that due to the difficult market situation for offshore vessels internationally it agreed to postpone delivery of the vessel until the second quarter of 2018. The revised contract stipulated that the buyer could cancel the contract by March 2016, provided the buyer pays Havyard Ship Technology an undisclosed fee. "In light of the continuing challenges in the offshore market internationally, Havyard Ship Technology AS and the buyer have today signed an agreement for cancellation of the shipbuilding contract," Havyard Group said in a statement announcing the cancellation. "The agreement involves payment of a compensation to Havyard." The company added that the cancellation will have no affect for liquidity and profits in Havyard Ship Technology AS for the financial year 2016, but will lead to a lower activity and a smaller margin loss in Havyard Design & Solutions AS for 2016. The Havyard 858 L WE is developed by Havyard Design & Solutions in Norway. The DP3 vessel was to perform IMR (Inspection Maintenance and Repair) and light construction work on subsea installations. The vessel would have measured 121 meters long by 24 meters wide, and come equipped with two cranes (250 and 30 tonnes), a moon pool, helideck, 1,500 square meters of deck space, and accommodations for 140 people. *(Source: gCaptain)*

ISLAND OFFSHORE LAYS UP TWO PSVS

Island Offshore, a Norwegian provider of offshore vessels for the oil and gas industry, has decided to lay up two platform supply vessels with immediate effect. The two vessels set for layup are the **Island Dragon** and **Island Duchess**, built in 2014 and 2013, respectively. The **Island Dragon** has been on contract with Lundin Norway since it was delivered in June 2014, and will now be replaced by Island Commander. The reason for making this change is a request made by the oil company, wanting a vessel with larger deck capacity, Island Offshore explained. The 2009-built **Island Commander** has now been prepared for standby duty. "The situation in the spot market is still fragile and we cannot justify letting **Island Dragon** operate in this market. This means that we will have to lay her up indefinitely. As Lundin is an important customer to us, we want to be flexible to

adapt to their change of needs. It is an implicit strength to be able to meet their requests," says Managing Director of Island Offshore Management AS, Håvard Ulstein. The **Island Duchess** has been in Las Palmas for some time, being available for jobs off the coast of Africa, but the low activity has made Island Offshore decide to stop offering Island Duchess and lay her up. The vessel is now in Ulsteinvik. "We have started discussions with employee representatives regarding work force reductions," the Norwegian shipping company said. With this, Island Offshore has four PSVs in layup, as well as three LWI vessels and one ROV/construction vessel in winter layup. Two of the LWI vessels have started to mobilize for this year's campaign for Statoil with start up on April 1, 2016. *(Source: Offshore Energy Today)*

SUBSEA 7 AND TECHNIP TO DIVE FOR DET NORSKE

Det Norske has been given permission to carry out manned underwater operations in the period from January 1 to December 31, 2016. According to the Petroleum Safety Authority Norway, the consent covers operations at Bøyla, Boa, Volund, Øst Kameleon, Viper Kobra and Alvheim FPSO. Under framework agreement, diving operators Technip Norway and Subsea 7 will perform the work. Technip will be using DSV **Skandi Arctic**, and the light diving craft LDC **Technip Seahunter**. Subsea 7 will be using DSV **Seven Falcon**, DSV **Seven Atlantic**. The consent applies to operations down to 130 meters. *(Source: Subsea World News)*

POLARCUS STARTS 3D CAMPAIGN IN BRAZIL

Offshore geophysical company Polarcus has announced the start of production in the first of a series of three 3D seismic projects offshore Brazil. The seismic company said that the project is being acquired using the Polarcus A-Class 3D seismic vessel, **Polarcus Alima**. The first project is being acquired for Chariot Oil & Gas, and the duration of the combined campaign is seven months, Polarcus stated. The survey for Chariot covers the company's 100% operated BAR-M-292, BAR-M-293, BAR-M-313 and BAR-M-314 licences in the Barreirinhas basin, offshore Brazil. According to Chariot, the survey is anticipated to take approximately 30 days to complete. Commenting on this, Richard Price, Senior Vice President, North & South America, stated: "We are delighted that our

geophysical service offering and our environmental agenda have created the opportunity for delivering these projects for key clients in Brazil. "The seven-month Brazilian campaign is an important element of our global strategy to maximize utilization of the Polarcus fleet through extending regional campaigns and minimizing vessel transits". *(Source: Offshore Energy Today)*

WORK CONTINUES ON WESTERN HVDC LINK

The vessel **Go Pegasus** will carry out pre-lay survey and pre-lay grapnel run for the cable laying campaign of the second deep water cable of the Western HVDC Link in the Irish Sea, AWJ Marine informed Wednesday. This installation campaign will take place over a distance of about 120km, starting in Liverpool Bay and finishing to the south of the Isle of Man. The survey along the route will be conducted by using a remotely operated vehicle (ROV). This will include a survey of the pre-lay mattresses that were installed at cable and pipeline crossings along the route during 2015. After surveying the route, the pre-lay grapnel run (PLGR) should ensure that the cable route is clear from any obstructions that could hamper cable burial. During the PLGR, sonar markers will be installed at cable and pipeline crossings to ensure that the cable is layed across the mattresses at these locations. According to AWJ Marine, the PLGR is expected to start March 18, 2016. Cable

laying and burial work will then follow, carried out by the cable laying vessel Giulio Verne, accompanied by the Go Pegasus. *(Source: Subsea World News)*

BOURBON BOOKS $84 MLN LOSS IN 2015

Bourbon has ended the year 2015 in red as the lower utilization rate and an negative unrealized foreign exchange drove the company into a loss. French vessel owner and offshore services provider has taken a €76.6 million ($84 million) net loss (group share) in 2015, compared to €73.7 million net profit in 2014. The company generated a total of €1,437 million in full-year adjusted revenues. Bourbon said it expects 2016 adjusted revenues to have a moderate decline versus 2015 and the operating margin to decline slightly compared with 2015. Capital expenditures were slashed to €298 million in 2015 from €568 million in 2014. "Cost reductions and operational efficiency remains a high priority for the upcoming quarters," said Christian Lefèvre, Bourbon CEO. In order to reduce operational costs, Bourbon informed it will continue to stack up to 20% of its supply fleet if there are no commercial opportunities in the medium term. The company proposed to maintain dividend payment of €1.00 per share to shareholders, with a payment date of June 6, 2016. *(Source: Subsea World News)*

FUND HAS TO SELL SUPPLY VESSEL

The "Offshore Fund 3" has to sell one of its two supply vessels, the "**E. R. Haugesund**" which is unemployed, according to fund initiator Nordcapital, since October 2015 in the Caribbean. As a result of the crude oil oversupply and low prices, the oil production in many offshore oil-producing regions is no longer covering the costs and in the direct result many drillships and rigs are currently not required. The global utilization of rigs has dropped to below 80 percent. Consequently, the demand for supply vessels has decreased significantly. Now investors are to decide a private sale of the ship by mid-March 2016. The 2009 launched fund remained far back behind expectations, investors have paid a total of only 15 percent to date. *(Source: Vesseltracker)*

SUPPLY VESSEL SANK AT ITS BERTH

The "**King Jesus**" which was at the Junglighat jetty in Port Blair for more than three months has sunk at its berth. Staff on duty had used to pump out water in recent weeks, but for the past many days nobody cared about it and the vessel foundered on Mar 10, 2016, at 9.30 a.m. It seemed it was done deliberately for some unknown reason by the concerned party as no staff was available in the vessel when the incident happened. All the six crew members were safe. *(Source: Vesseltracker)*

POLAR MARQUIS TO SHOOT NEWGRANGE 3D SEISMIC

Providence Resources has received a confirmation from Searcher Seismic that '**Polar Marquis**' seismic vessel will carry out 3D survey over its Newgrange Prospect. The 3D seismic programme is scheduled to begin in summer 2016, subject to necessary regulatory approvals. The Newgrange Prospect is located in Frontier Exploration Licence (FEL) 6/14 around 260 km off the south-west coast of Ireland. Earlier, a 2D survey was conducted over the prospect, using SeaBird's '**Harrier Explorer**' vessel. In its latest report,

Providence said that the geopressure analysis from the 2D seismic data indicates the likely presence of top-seal at Newgrange. "Mapping of newly acquired 2D seismic data indicates the pre-rift Base Cretaceous Newgrange structural closure to be much larger than previously thought covering a total area of c. 1,800 km2, with c. 1,000 km2 within the Providence licenced area," the company wrote. The Newgrange Prospect is operated by Providence 80% and its partner Sosina Exploration 20%. *(Subsea World News; Photo: Shipspotting)*

CONTRACT HAT-TRICK FOR BOA OFFSHORE

Norwegian offshore services player, BOA Offshore, has, through its subsidiary BOA OCV AS, secured two additional contracts in West Africa, following the completion of a subsea installation campaign, by the construction vessel **BOA Sub C**. The two contracts are for a combined period of up to 130 days including options. The **Boa Sub C**, with a length 138.5 meters, is capable of operating in waters up to 3,000 meters. According to the company's statement, the first job is scheduled to start in late March. Furthermore, BOA has bagged a contract with prompt start-up for the vessel **BOA Deep C** in South America. The South American contract is for up to seven months, BOA noted. *(Source: Subsea World News)*

GAZPROM NEFT SHELF EXTENDS ITS FLEET FOR PRIRAZLOMNOYE FIELD WITH TUGBOAT ALEUT

Gazprom Neft Shelf, Gazprom Neft subsidiary which develops Prirazlomnoye oilfield in the Pechora Sea, has extended its fleet with a new tug/supply vessel Aleut (flag of Russia, homeport – Kholmsk in the Sakhalin Region), says press center of Gazprom Neft. The vessel has been built specially for the project on production of first Arctic oil and will execute the entire range

of supply functions as well as technological/ecological standby functions. The tugboat is designed for long-term operation in the Arctic under extremely low temperatures. The vessel's Icebreaker Ice 10 of Det Norske Veritas corresponds to Icebreaker 6 of Russian Maritime Register of Shipping. The ship is equipped with a dynamic positioning system. Key particulars of the 14 MW ship: deadweight – 2,600 t, length — 86.7 m, width — 19.5 m, draught— 7.25 m, crew - 16. The Aleut is equipped with state-of-the-art facilities for collecting oil and firefighting. The Prirazlomnoye oilfield (with recoverable reserves estimated at more than 70 million tonnes) is located in the Pechora Sea, 60 kilometres from the shore. Field development has required the construction of a unique ice-resistant platform, designed and constructed in Russia. The platform is anchored to the seabed, and designed for use in the most extreme climatic conditions, as well as being able to withstand maximum ice-loads. The Prirazlomnoye field is currently the only field on the Russian Arctic Shelf already under development. *(Source: PortNews)*

GSO MARECHAL RONDON DEMOLUTION

It is reported that the Antillean Scrapyard Company Parera Willemstad; Curacao started with the demolution of the 1975 built **GSO Marechal Rondon** (Imo 7396757). The Patje designed vessel was built by Fa C Amels & Zoon Scheepswerf & Machinefabriek 'Welgelegen' – Makkum; Netherlands as **Seaway Cambrium** for Stolt Seaway – Haugesund; Norway in 1977 sold to Supply Service Management – Farsund; Norway and renamed **Lady Supplier**. In 1979 sold to Vroon Offshore BV – Breskens; Netherlands and renamed **Energy Express**. In 2007 sold to Vestland Marine – Gdynia; Poland and renamed **Ramco Energy**. In 2010 sold to Liderbenc; Uruquay and renamed **GSO Marcechal Rondon**. *(Photo: John Smit)*

WINDFARM NEWS - RENEWABLES

E.ON TO INFUSE EUR 1.5 BILLION IN RENEWABLES, EU OFFSHORE WIND MAIN TARGET

In its 2015 financial results published today, E.ON set out a 2016 investment plan worth EUR 4.5 billion, of which EUR 1.5 billion (34%) will be dedicated to renewables, with the main focus on offshore wind in Europe and onshore wind in the US. Offshore wind projects in Europe were also in the spotlight of last year's investments at E.ON's renewables business, which amounted to EUR 1.1 billion, a decline of EUR 116 million compared to EUR 1.2 billion in 2014. In 2015, two new E.ON offshore wind farms, Amrumbank West and Humber Gateway, entered service. The company also passed a resolution to move forward with the construction of the Rampion offshore wind farm. "We're the world's second-largest offshore wind company and have a well-deserved reputation for excellence in planning, building, and operating offshore assets. This makes us a sought-after partner for companies that want to invest in green energy," said Johannes Teyssen, E.ON's Chairman and Chief Executive Officer. E.ON's Renewables business recorded an EBITDA of EUR 1.3 billion in 2015, compared to EUR 1.5 billion in the previous year. The company said it expects that Renewables' 2016 EBITDA will be slightly below the prior-year level. Overall, the company posted an EBITDA of EUR 7.6 billion (EUR 8.4 billion in 2014), and a net loss of EUR 6.4 billion (EUR 3.1 billion in 2014). The substantial net loss is due to significant impairment charges, E.ON explained. Last year, E.ON separated its business into two operationally independent companies, and completed all legal, organizational, HR-related, and financial aspects of the process according to plan and on schedule. This year, the company will complete the remaining steps to allow the Annual Shareholders Meeting in June to decide on the spinoff so that Uniper can be listed on the stock market. The number of employees in the E.ON Group will decline slightly by year-end 2016, and if the Annual Shareholders Meeting approves the planned spinoff of Uniper, the number of employees will decline considerably, the company said. *(Source: Offshore Wind)*

FUGRO STARTS SURVEYING SOUTH HOLLAND OFFSHORE WIND ZONE

Fugro has begun preliminary site investigations at the Hollandse Kust (zuid) Wind Farm Zone in the Dutch sector of the North Sea. The site characterisation specialist will perform geophysical surveys from its 54-metre multi-purpose survey vessel, **Fugro Pioneer** and the 40-metre Victor Hensen. According to the company, the work should take place over a period of 3 to 4 weeks and will focus on mapping the seabed characteristics and sub-surface soil conditions. The Netherlands Enterprise Agency, part of the Ministry of Economic Affairs, will provide site specific information on the conditions of wind energy areas to future developers of the Hollandse Kust (zuid) Wind Farm Zone.

The site information acquired by Fugro will be made available to the participants in the SDE+ subsidy and permit tenders for the construction and operation offshore wind farms in the Netherlands. The first tender for the Hollandse Kust (zuid) Wind Farm Zone is scheduled to close in the third quarter of 2017. The 356-square-kilometre Hollandse Kust (zuid) Wind Farm Zone is planned to be divided into four sites, with each site capable of accommodating 350 MW. *(Source: Subsea World News)*

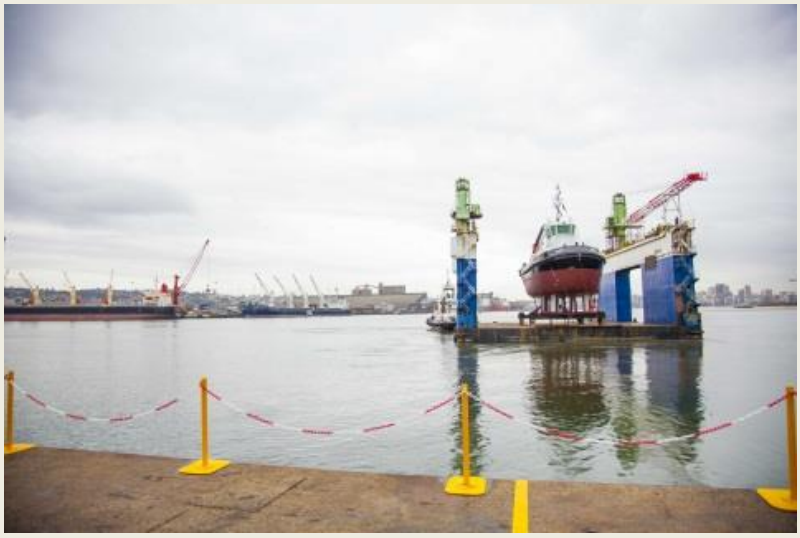
DONG PICKS FUGRO FOR WALNEY EXTENSION SEABED SURVEYS

DONG Energy has appointed the Portsmouth-based Fugro EMU to carry out offshore pre-construction surveys for the Walney Extension offshore wind farm off the coast of Cumbria. Fugro will begin seabed survey work in the Irish Sea this month using three specialist vessels. The 41-metre **Fugro Helmert** will concentrate on surveying the main windfarm site, while the 24-metre RV Discovery will operate on both the wind farm site and the export cable route. The nearshore works on the export cable route will be undertaken by the 12-metre Fugro Valkyrie. Andrew Cotterell, DONG Energy's programme director for Walney Extension, said: "Carrying out geophysical surveys is an important step before we can safely begin offshore construction. We are delighted to be working with an experienced UK contractor on this phase of our programme." The purpose of the pre-construction & engineering survey is to provide detailed information to the Walney Extension project team, including additional geophysical data to

ensure the seabed is clear of obstructions, including unexploded Second World War ordnance, before wind farm construction starts. “We are looking forward to applying our specialist skills and resources in UXO detection at this significant site and are pleased that our extensive experience continues to contribute to the strong relationship between Fugro and DONG Energy,” Nick Simmons, Deputy Geophysics Business Line Manager at Fugro EMU, said. At a later stage, a contractor will be appointed to carry out a detailed survey with a remotely operated vehicle to check for and, if necessary, deal with any debris or ordnance found. DONG took a final investment decision to construct the 660MW Walney Extension offshore wind farm in October 2015. The wind farm is expected to be fully commissioned in 2019, at which point it will be the biggest offshore wind farm in the world, surpassing the 630MW London Array offshore wind farm which was commissioned in 2014 by DONG and its partners. *(Source: Offshore Wind)*

YARD NEWS

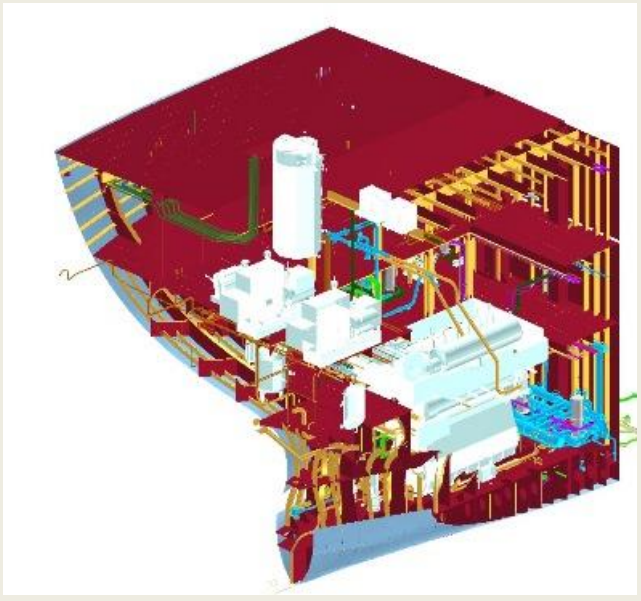
TRANSNET SETS R7 BILLION ASIDE FOR NEW PORT FACILITIES



The launching of the tug MVEZO at Durban's Southern African Shipyards in November last year marked the first of nine new tugs being built for the TNPA at an estimated cost in excess of R1.4 billion. This is not exactly breaking news but comes from the government news agency so we will repeat it here for the purposes of helping to place it on open record. The news from Pretoria yesterday is that Transnet National Ports Authority (TNPA) has allocated R7 billion to build new port facilities to grow South Africa's ocean economy. Two hundred jobs have already been created in new port facilities. Over the last 12 months, existing ports have been refurbished and maintained, the Economic Sectors, Employment and Infrastructure Development cluster said in a statement on Tuesday. The cluster was holding a media briefing in Cape Town, chaired by Rural Development and Land Reform Minister Gugile Nkwinti. According to the cluster the growth of the ocean economy is gaining momentum. "Through the public-private partnership to establish Saldanha Bay as an oil and gas hub, an investment of R9.2 billion has been realised, which will be utilised over the next five years. "With 14 licences issued for oil and gas exploration, drilling of two exploration wells for potential oil and gas finds will take place along the South African coast. The investment in gas infrastructure has commenced and will contribute to the energy security," the cluster said. Work on the offshore supply base has already commenced, which will see Saldanha Bay attracting oil rigs for maintenance and repair. This will create secondary job opportunities for surrounding communities. According to the cluster, the boat building sector has been revitalised, leading to 500 direct jobs and 3,000 indirect jobs. "An amount of R353 million over the next three years has already been unlocked in the ports of Durban and Cape Town for boatbuilding infrastructure through incentives provided by government. "Further investments in boat building -- catamaran production, workboat ferries for

the navy, two offshore mining vessels and tugboats for the ports authority -- and a fuel storage facility amount to approximately R3.6 billion," the Economic Cluster said. For the 2016/17 financial year, R80 million has been allocated for the rehabilitation and maintenance of proclaimed harbours in Gansbaai, Saldanha Bay, Struisbaai, Gordons Bay and Lamberts Bay, as well the establishment of three new harbours in Boegoebaai in the Northern Cape, Port St Johns in Eastern Cape and Hibberdene in KwaZulu-Natal. This will provide opportunities for local and rural economic development. The aquaculture sector has unlocked investments of more than R400 million across 10 aquaculture farms, which are already in production. The community of Hamburg in the Eastern Cape has seen its first harvest of dusky kob (kabeljou) and the Siyazama Aquaculture Cooperative in Hamburg has sold its first harvest of dusky kob to the Cape Town Fish Market at the V&A Waterfront in Cape Town. The cluster said the expansion of aquaculture projects to inland and other coastal areas in support of SMMEs will create 3,200 jobs and contribute R500 million to the gross domestic product (GDP) over the next year. The first two bulk carrier vessels have been registered in Port Elizabeth, and a third tanker in Cape Town, providing opportunities for South African cadets to work and train on board these vessels. *(Source: SAnews.gov.za; Photo: Terry Hutson)*

THE CHINESE SHIPYARD DSIC ACQUIRES FORAN



The SENER engineering and technology Group has signed a contract with the Chinese shipyard Dalian Shipbuilding Industry Co. Ltd. (DSIC) for the implementation of the shipbuilding CAD/CAM System FORAN, developed by SENER. DSIC is operated under the China Shipbuilding Industry Corporation (CSIC), which is a public company that has been listed on the stock market. The license contract has been signed between SENER, DSIC and SENER´s partner in China, United Force Corporation. The scope of the contract includes the installation of permanent licenses of the FORAN System in different disciplines including Hull Forms and Naval Architecture, Hull Structure, Machinery & Outfitting,

Electrical Design and Drafting. In more than 100 years of history since the foundation of the Chinese shipyard, DSIC has created numerous glories and brilliant achievements during the development process of the China's Shipbuilding Industry. The successful implementation of FORAN system in DSIC will strongly push FORAN expansion in China. For its part, SENER's Marine Unit is strengthening its presence in Asia, as China, Japan and South Korea are currently the worldwide leaders in shipbuilding. SENER's FORAN System, a CAD/CAM software for design and production of all kinds of ships and offshore structures, has celebrated its 50 years in 2015, half a century of continuous reinvention that makes it the longest available in the market. Today, FORAN is in the state-of-the-art of technology, installed in 40 countries and used in world-renowned programs. *(Press Release)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

   - Iskes' new ASD 2411 Venus up and running after delivery
   - Eastern Shipbuilding Group, Inc. launches the ZYANA K for Bay-Houston Towing Co.
   - Eastern Shipbuilding Group, Inc. delivers the H. DOUGLAS M to Bay-Houston Towing Company
   - Leading Latin American towage firm orders two Damen ASD Tugs 2411
   - Damen delivers its first hybrid tug boat to the Royal Netherlands Navy

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