Tugs Towing & Offshore Newsletter

LEKKO All about tugs

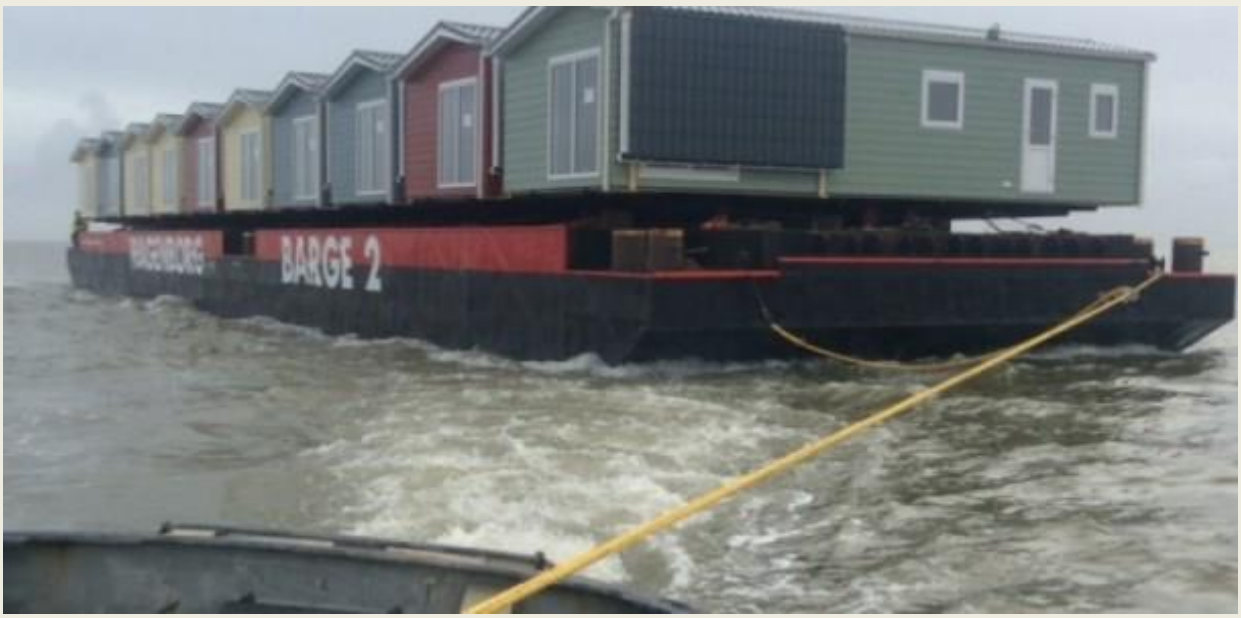
17th Volume, No. 26 *1963 – "52 years tugboatman" - 2015* Dated 30 March 2016

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

MIDWEEK–EDITION

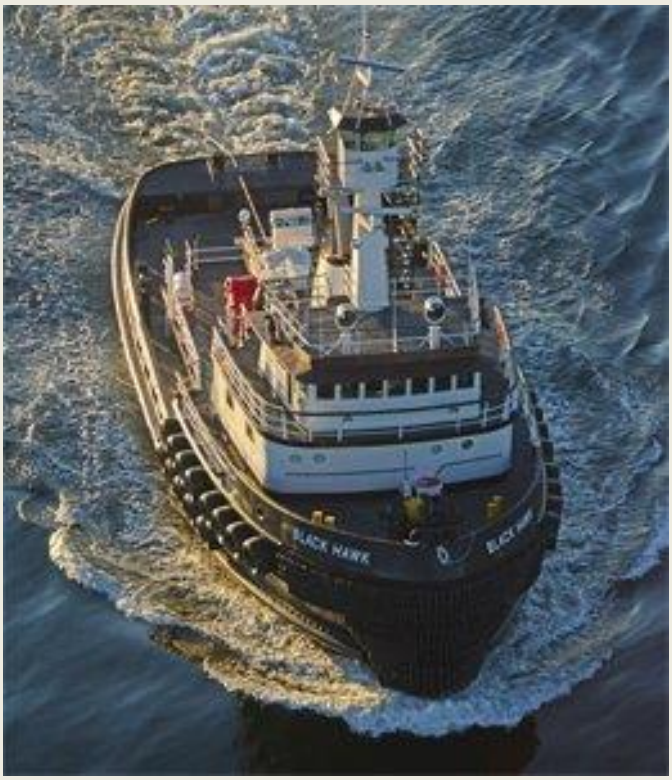
TUGS & TOWING NEWS

SPECIAL TRANSPORT ACROSS THE WADDEN SEA



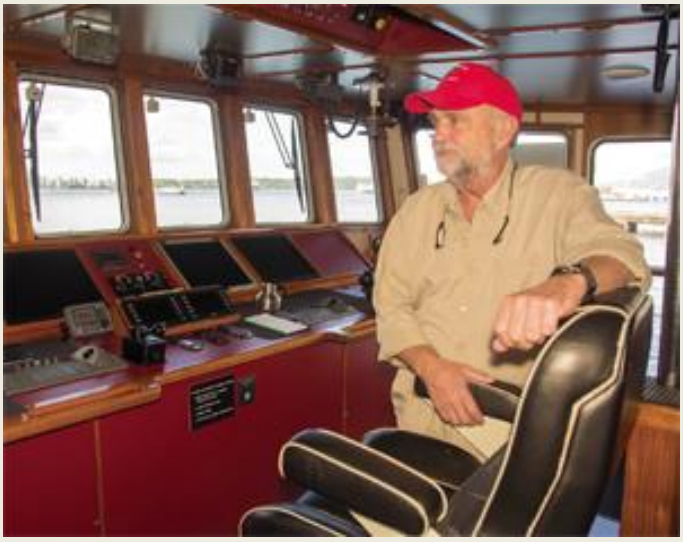
Wagenborg recently chose a special transport route to transfer ten mobile homes to the Dutch Wadden island Ameland. Due to substantial maintenance work currently carried out to the jetty at Ameland, the caravans could not be transported by ferry which would be the most logical thing to do under normal circumstances. However the temporary bridge is not constructed for such a transport. Reason why an alternative had to be found. In close collaboration with all parties involved a transport route was chosen, using *Wagenborg Barge 2* and **two pusher tugs**. In Eemshaven the ten mobile homes, each weighing eight tonnes, were loaded on the barge and Wagenborg could embark on the journey across the Wadden Sea. The next day, the special transport docked at Ballumerbocht on Ameland, and the caravans could be transported to their final destination. *(Press Release)*

SAUSE'S REFURBISHED DEEP-HULL TUG CAN HANDLE THE PACIFIC



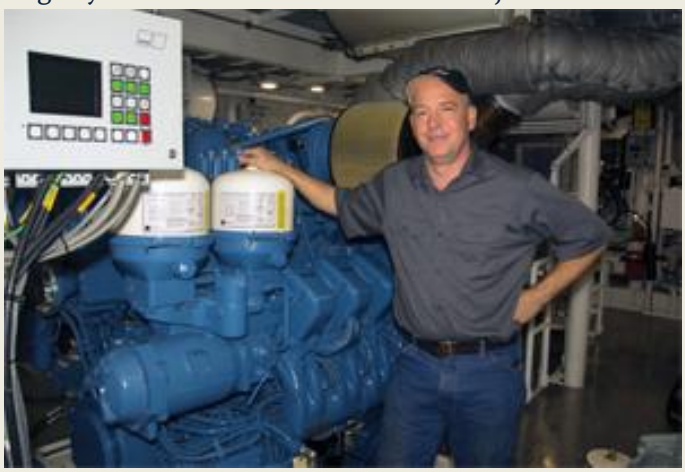
"She is lively but she has a slow-motion roll. She feels like a racehorse sliding through the ocean," said Capt. Scott Jacobsen of the tug **Black Hawk**. "The new tugs push through the ocean but this boat has a fine entry and a fine exit." Jacobsen had just towed the empty 80,000-barrel 374-by-76-by-29.5-foot double-hulled tank barge *Commencement Bay* from San Francisco Bay to Vancouver, British Columbia, for dry-docking. The 122-by-34-foot **Black Hawk** had been recommissioned into the Sause Bros.' fleet a month earlier in mid-September. Built in 1968 at Halter Marine on the Gulf of Mexico to a design by L.R. Glosten and Associates, the tug had two well-known sister ships, **Apache** and **Seminole**. Sause Brothers' naval architect Mark Babcock noted about the original drawings, "When this boat was designed, Larry Glosten also had J. Fisker Andersen and Ben Jensen working with him. Both of these men went on to become very influential naval architects in the Pacific Northwest." **Black Hawk** underwent a three-year rebuild at Sause Bros.' Coos Bay shipyard. "They took her hull right down to the ribs," explained Jacobsen. "Then they redid all the piping and put in new machinery." Company President Dale Sause bought the boat in 2012. He recognized the efficiency of the heavily built deep hull. The hull has a mid-ship molded depth of 16.5 feet and a maximum draft of 15 feet. The fine entry and exit, combined with rounded bilges that curve up aft, provide good water flow to the props. Sause knew that this would be a kindly sea boat and an efficient towing vessel. He subjected the hull's lines to his own computational fluid dynamics analysis and his enthusiasm was confirmed.

The gracefully rounded chines, often replaced by the less costly hard chines on boxy tugs of modern design, contribute to that smooth roll to which Jacobsen referred. With a solid and well-designed hull, Sause Brothers filled the engine room with several new engines.



The centerpiece of the white-walled engine room is a pair of bright blue 12-cylinder MTU 4000 M53s. Although each engine develops 1,851 hp at 1,800 rpm, they operate at an efficient 1,550 rpm, turning 102-inch-diameter wheels with 81 inches of pitch. The marine gears are Reintjes WAF 773s with 7.454:1 reduction. Engineer Bryan Long is unstinting in his engine room pride and his praise of the engines. Long gives the centrifugal oil filter system special praise. "I'm pretty impressed," he said. "It

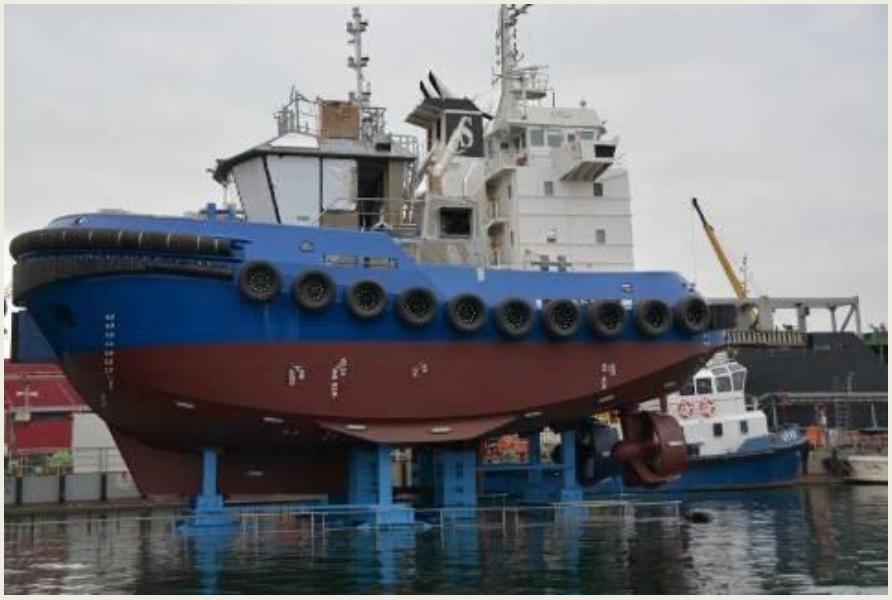
needs overhaul only after 20,000 hours compared with 500 hours for screw-on filters." At 1,550 rpm, **Black Hawk** makes 8 knots towing the loaded *Commencement Bay* and 9 knots light. In the pushing mode, an extra half-knot is gained with the loaded barge — a significant difference over the long haul. A pair of John Deere 99-kW generators meets the tug's extensive electrical needs, including a 60-hp electric over hydraulic system to power the bow winch and a Pullmaster tugger winch mounted aft just below the main towing winch drum. The bow winch is loaded with 600 feet of bright yellow 2-inch Samson 12-strand jacketed Turbo-75 line for making up on the barge hip. The



tugger winch is important to recover the heavy pigtail and surge chain onto the tug's aft deck. The chain, with 3-inch stud links, each one about 18 inches long and weighing 98 pounds, includes two 90-foot shots of chain in addition to two more shots of surge gear. The barge bridles are 90 feet of the same chain on each leg. "The towing winch is the only piece of equipment on the tug that is not new," said Jacobsen. There is a reason: It is one of the legendary Burrard Iron Works single-drum towing winches. Manufactured in Vancouver in 1967, it has, like others of that vintage, a reputation for being indestructible. The brass manufacturer's plate has been polished up and is kept proudly in the engineer's control room. The winch, loaded with 2,200 feet of 2.25-inch wire, is one of a series that has a reputation for strength and durability. While Black Hawk was laying alongside at the shipyard in North Vancouver, Burrard Iron Works, in continuous operation since 1912, sent a pair of technicians down to service the winch. In the engine room, a six-cylinder 265-hp John Deere powers the winch's hydraulic system as well as a deck winch. Other hydraulics power the four 16-inch tow pins mounted in the aft bulwarks. These can be used in various combinations with the two outer pins designed to rotate their heads with an elongated side that allows the pin to be lowered against its neighbor to effectively "trap" the towline when maneuvering. *(Source & Phot's: Alan Haig-Brown to be continue next issue)*

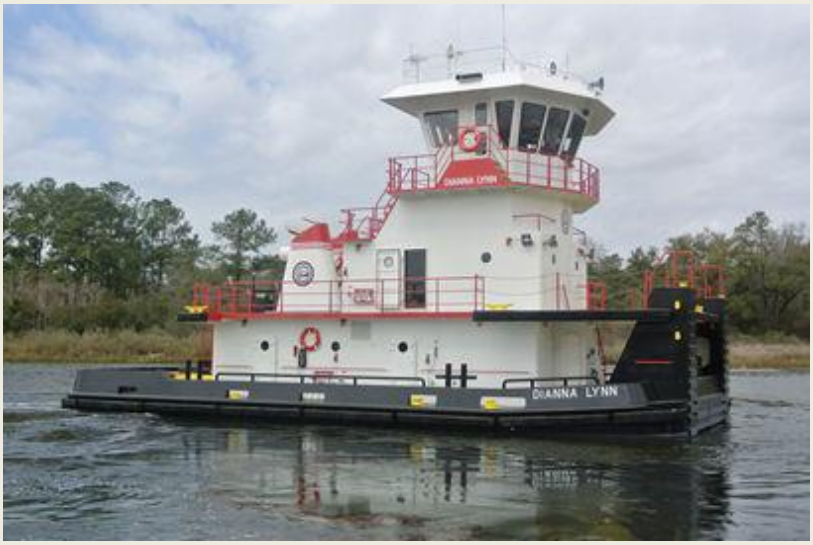
M/T ARIHI BEING BUILT FOR PORT OTAGO LIMITED WAS LAUNCHED TO SEA

Port Otago Limited (POL) entered into a contract with Sanmar Shipyards in Istanbul Turkey (www.sanmar.com.tr) in December 2015 to build a Robert Allan design RAscal 1800 Class ASD Tugboat; 18 meter and 30 ton bollard pull. POL commenced channel dredging during 2015 with the



aim to have a maintained channel depth of 14 meters; the work is being undertaken using the Port Otago owned and operated dredge New Era. This vessel will be primarily used for maneuvering a 750m3 split hopper barge that will work alongside the dredge New Era. Added to this the new tugboat will be available as required for ship assist duties and possible external charter opportunities. The new tugboat will be named **Arihi** with the name chosen in consultation with the local Rununga, **Arihi** as launched to sea 3rd week of March. RAscal 1800 Class ASD Tug is a result of the high level of cooperation between both the operational and construction teams of Sanmar AS and the designers at Robert Allan Ltd. The vessel is expected to achieve a 30 tonne bollard pull, with a speed of 12 knots. She measures 18.7m x 9.2m with a draft of 3.7m. The vessel is powered by a pair of Caterpillar C32 main engines, each developing 970kW at 1800 rev/min driving Veth VZ-900 azimuth drives with carbon composite shafts turning 1700mm dia propellers inside high efficiency nozzles with stainless steel inner surfaces. Auxiliary generator sets are also by Caterpillar – a pair of 86ekW C4.4s. The first 2 sister vessels of this design are in operation at Sanmar's own fleet. ARIHI will be delivered to POL first week of this May upon completion. *(Press Release)*

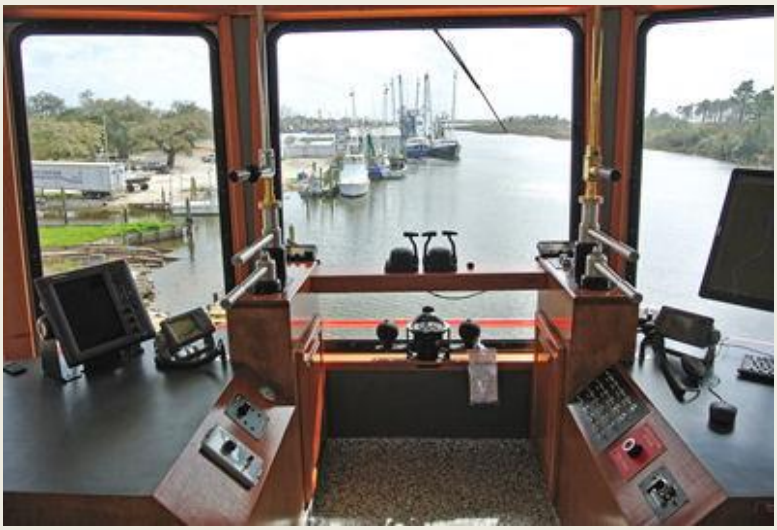
RODRIGUEZ TOW BOAT FOR MID-RIVER



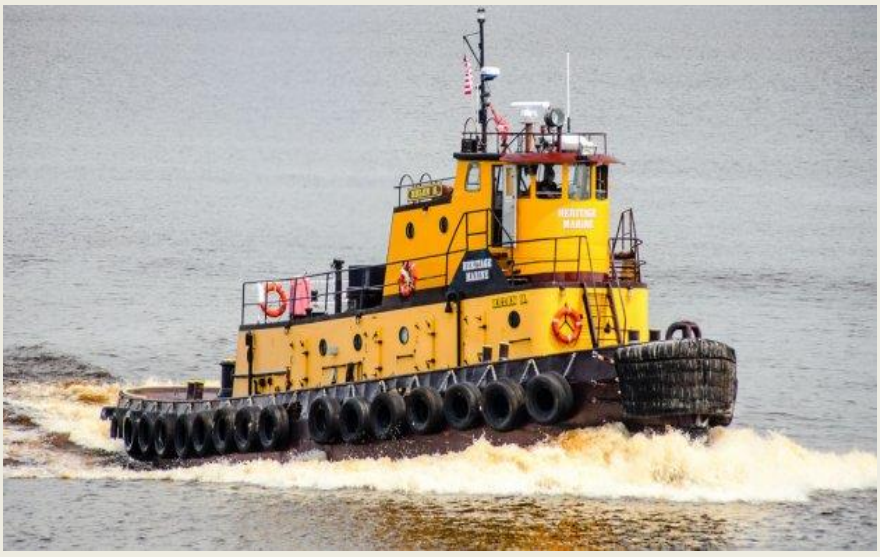
Over the years Rodriguez triple-screw shallow-draft towboats have won a following in the shallow waters of the Mississippi River estuary. Many of these boats are the distinctive aft-cabin Lugger-type of vessel.

Recently Mid-River Terminals of Osceola, Arkansas has taken delivery of a new design towboat from Rodriguez. With a conventional forward-house pusher configuration, the new 70 by 30-foot MV/ **Dianna Lynn** utilizes the same propulsion as the Lugger tugs. This is composed of three in-line 6-cylinder Cummins QSK19 engines, each delivering 660 HP. Each engine turns a 66-inch stainless steel propeller through ZF gears with 6:1 reduction. The combination gives the 1,980 HP-towboat an eight-foot operating draft. The wheelhouse has a full 360-degree view with large windows and is set atop two accommodation decks and a half deck that also serves for bridge electronics support. This

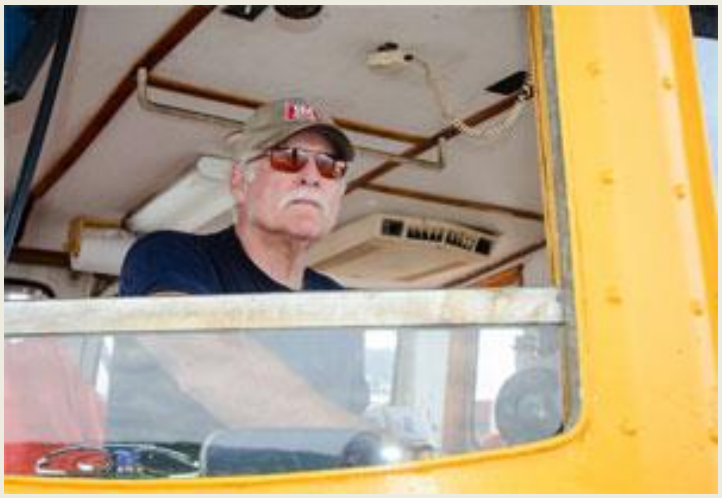
gives the towboat a 31-foot eye-level, with full tanks, for working high barges. Steering and flanking rudders are controlled by wheelhouse levers with mechanical shafts through the houses and connected to the hydraulic actuator valves in the upper engine room. A set of push knees and deck winches with cheek blocks facilitates barge work. A pair of 55 kW gensets meets the boat's electrical requirements. Zero discharge tanks, built integral to the hull, provide storage for treated sewage and all drains. A separate tank handles waste oil. The M/V **Dianna Lynn** is the fourth boat in the Mid-River Terminal fleet, all of which are Cummins powered. Owner Rick Ellis said by phone, "We wanted the three engines for redundancy so that even if we loose an engine we still have over 1200 horsepower." The new boat will be primarily involved in fleeting and harbor work, "Rodriguez did a great job and it is a great handling boat," Ellis added. *(Source: Alan Haig-Brown; Photo's: Rodriguez Boat Builders)*



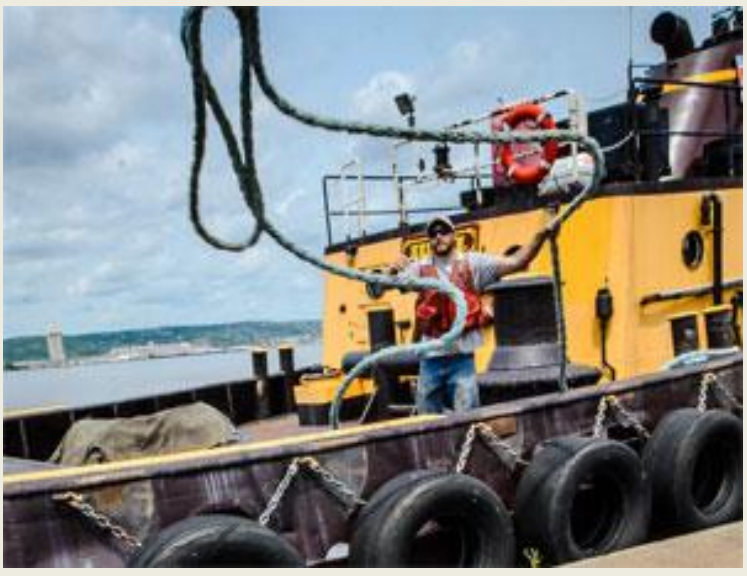
HERITAGE MARINE REJUVENATES GULF TUGS FOR SERVICE AT GREAT LAKES PORT



When Michael Ojard founded Heritage Marine in the Great Lakes port of Duluth/Superior in 2007, his ancestral heritage furnished him with the name. Hailing from Knife River, a few miles north of Duluth, successive generations of Ojards took to their commercial fishing boats and tugs, succumbing to the DNA of their

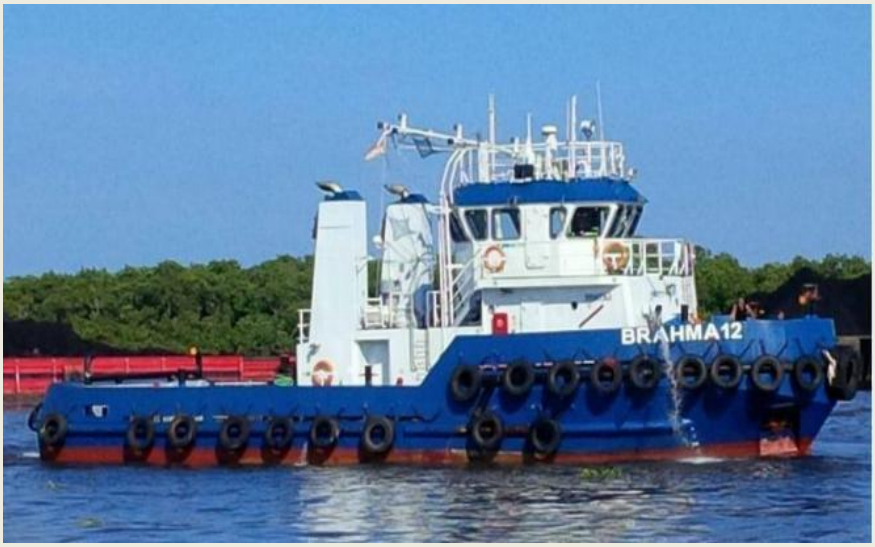


Norwegian homeland. “So many of them were tug men and sailors who spent their entire lives on the water, both deck and black gang,” Ojard said. “I always wanted a tugboat. I grew up on one.” That was the tug **Edna G**, built in 1896. Now on the National Historic Register, Ojard’s former home away from home is a museum in Two Harbors, Minn. Ojard took a circuitous route to get to owning his first tug, a route that included owning an auto body shop and a transmission shop, and building hot-rod cars. “I bought our first tug, the old **Forney**, in ’07 and renamed it the **Edward H**. after my dad,” Ojard said. He found the tug in Manitowoc, Wis., and, as a freshwater boat, the hull of the 86-by-23-footer was in good shape, as was the original eight-cylinder direct-drive Enterprise engine. “The Enterprise had gobs of torque and we had lots of parts for it,” he said. Ojard is no stranger to a cutting and welding torch, and that’s a good thing when it comes to the Heritage Marine fleet, currently numbering four conventional tugboats, all of which came with challenges. His son Patrick is an engineer and part owner of the company. “He’s the best wrench around, and with my background in welding and fabrication we can make things work,” said Ojard. Good engine or no, Ojard decided that **Edward H**. needed to be modernized. Out came the direct-drive Enterprise and in went an EMD 12-567 supercharged main with a Reintjes WAV 2.94:1 gear. “We did all the fabrication, all the welding and pipefitting,” he said. “We put in all new hydraulics.” Other upgrades include additional steel throughout the hull for icebreaking. “Between the new computer controls and the clutch assembly, the tug can go from making 200 (degree) turns ahead to 200 astern in less than three seconds.” **Edward H**. is outfitted with three generators, a welding machine, cutting torches, a full galley, comfortable quarters and modern electronics. “The **Edward H**. is a hot rod,” said Ojard. “She is small with a shallow draft and responds quickly and is able to get into the small slips.” In 2009, Ojard acquired the 103-foot **Ares** from Seabulk Towing’s operations in Port Arthur, Texas. He renamed the tug **Nels J**. after his great-grandfather. Before beginning the journey north, Ojard put the tug, built in 1957, in dry dock in New Orleans and reinforced the hull with 1.5 inches of steel on the bow to increase its icebreaking capability. Once home in Duluth, out came the torches and tools. **Nels J**. was fitted with a bow thruster and given a complete exterior overhaul. When the dust settled, the 16-645-E2 EMD locomotive engine and Falk MK4 4:1 ratio gear with a 110-inch stainless propeller delivered 2,200 hp. At the time **Nels J**. was the most powerful tug in the Duluth/Superior harbor. The third tug to join the fleet was the 95-foot **W. Douglas Masterson** from Bay Houston Towing of Galveston, Texas. The tug, built in 1967 by Bludworth Shipyard of Corpus



Christi, was renamed **Helen H**. after Patrick Ojard's wife. Again, the engine, an EMD 16-645 with a Western 3:1 ratio reduction gear, was coaxed up from 1,700 hp to 2,000 hp. The electronics and safety equipment were brought up to modern standards. On a tour of **Helen H**., deckineer Brandon Willenarck explained the tug's icebreaking attributes: "She is a great icebreaking tug because the shape of the hull causes the bow to porpoise out of the water and walk up on the ice and use its weight to break it. We take runs at ice up to 3 feet (thick). Two years ago we were at the shipyard breaking out the 850-foot laker *Roger Blough*, and we were busting chunks of built-up ice that were 4 to 5 feet thick." Willenarck gave up the pizza delivery life for all the grease and diesel he can handle at Heritage Marine. There is only some sea time between him and his 500-ton license and he gets high praise for his acumen as an engineer and his work ethic. In 2014, Ojard acquired the 90-by-30-foot tug **Horace** from Harbor Docking and Towing of Lake Charles, La., He renamed it **Nancy J**. after his wife. It is the company's first twin-screw tug, and Ojard is optimistic that the tug's power and maneuverability herald a bright future for Heritage Marine in the twin harbors. *(Story & Photo's by Brian Gauvin-Professional Mariner to be continue next issue)*

MILITANTS DEMAND RANSOM FOR INDONESIAN CREW

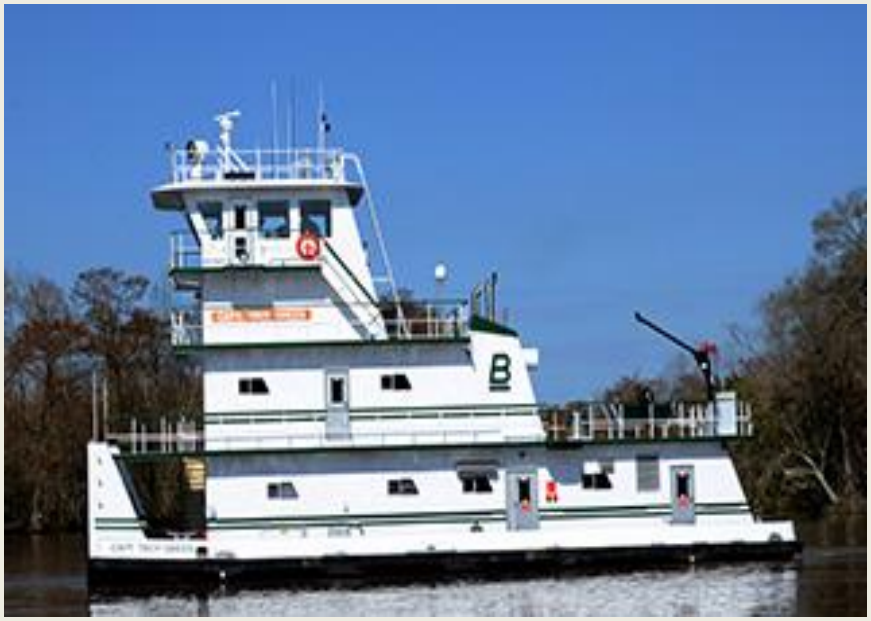


The families of 10 Indonesian crew believed taken hostage by Islamic militants in the Philippines face an anxious wait as authorities try to track down their whereabouts. The crew, believed to be all men, were on a tugboat and barge flying Indonesian flags and carrying 7000 tonnes of coal when their vessels were hijacked last week. Exactly when and where the boats were overrun is not yet known, only that the owner of the vessels discovered what had happened on March 26 via a call from someone claiming to be from the Abu Sayyaf Group - a band of militants from the southern Philippines. The hijackers have since contacted the owner twice demanding ransom, Indonesia's foreign ministry spokesman Arrmanatha Nasir said on Tuesday. It is believed the group has called for a ransom of 50 million Philippine peso for the group or about $A1.43 million. The group is known for its kidnap-for-ransom and extortion ventures, with the

former in particular its main source of funding since its creation in 1991. It has been linked to numerous kidnappings, including the 2011 hostage taking of Australian Warren Richard Rodwell, released more than 15 months later after a payment of about $A94,000. Abu Sayyaf has also been tied to larger deadly attacks, including on a wedding in Zamboanga City in the southern Philippines in November 2011 in which three people were killed. Months earlier five people died when an improvised explosive was detonated outside an elementary school in Jolo, also in the south of the country. Mr Nasir said the Indonesia's foreign ministry was continuing to communicate and co-ordinate with various people, including the foreign minister of the Philippines. Youla Lasut, wife of one of the crew told the Indonesian website Kompas he had called her on Sunday to say his boat had been hijacked. '(He said) mama don't panic, the condition is safe. But please immediately call the company (Patria Maritime Line) so that they immediately pay the ransom (he said).' The vessels - tugboat **Brahma 12** and barge *Anand 12* - were on their way from South Kalimantan to Batangas in the southern Philippines when captured. The abandoned tug has since been found by Philippine authorities. The barge and the 7000 tonnes of coal remain in the hands of the kidnappers whose location is unknown. Mr Nasir said the priority was the safety of 10 Indonesians taken hostage. The Philippine Department of Foreign Affairs told AAP it had 'no comment to give at this time'. Patria Maritime Line has been contacted for comment.

(Source: SkyNews; Photo: Aryo Wicaksono)

BLESSEY TAKES DELIVERY OF NEW TOWBOAT



The relationship between boatbuilder Verret Shipyard and boat owner Blessey Marine Services, Harahan, La., is a strong one. The Plaquemine, La.-based shipyard in late February delivered the 70'x30'x10'8" twin-screw towboat **Capt. Troy Green** to Blessey. The delivery takes the Blessey fleet to over 80 vessels. "We're sitting at 82 today," said Claude Mixon, Blessey's vice president boat construction & maintenance. "We have three more due out by late summer (a 1,350 and a 2,000 hp from Verret and a 2,000 hp sister to the Chief), but we will likely sell as many as we build for the time being." Sporting a draft of 8'6", the new towboat, which has a GRT of 185, is powered by twin Cummins QSK19 diesel engines, producing 660 hp at 1,800 rpm each, connected to Kahlenberg 4-bladed stainless steel 74"x58" wheels through Reintjes WAF-374 marine gears with 7.1:1 reduction ratios. "She will run the Mississippi and GIWW — most of the 2,000s will go anywhere we need [them]." Capacities include 20,000 gals. of fuel and approximately 14,800 gals. potable water. Ship's service power comes from two Cummins QSB7-DM gensets, sparking 85 kW of electrical power each. The wheelhouse has an air draft of 49'11" (mast up) and 43'11" (mast down), an eye level of 33'6" and a custom hydraulic dual electro-hydraulic full follow up/non follow up steering system. The electronics suite features two Furuno radar, AIS, GPS, Depth Sounder, SAT Compass, Intercom/PA,

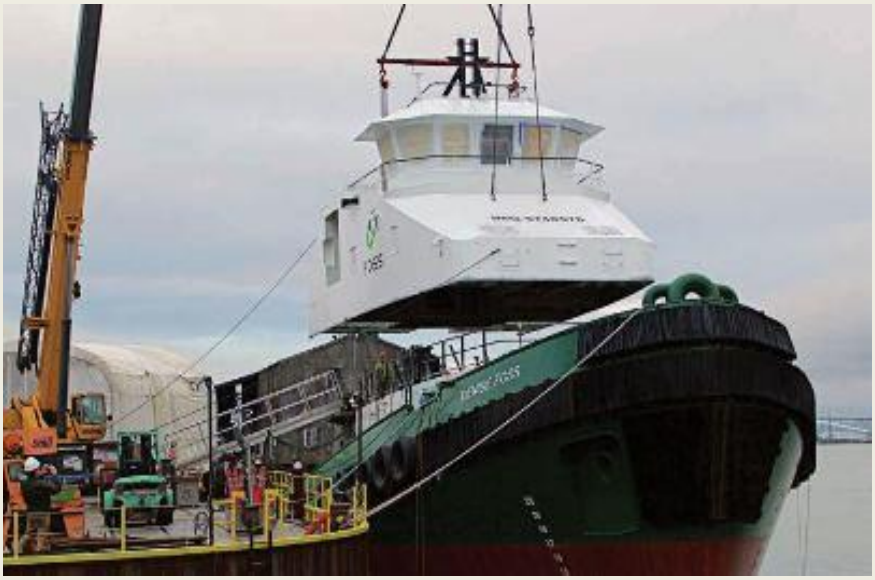
Weather Station, three Icom VHS and DeHart Swingmeter. On deck are two Patterson 40-ton electric winches while down below are five staterooms featuring seven berths. Ancillary equipment includes a Blue Box Voyage Recording System, twin 500 watt Carlisle & Finch remote control Xenon spotlights, Eagle fire detection system, Herbert Hiller CO2 system, ERO aluminum weatherproof doors, Baton Rouge Marine Electric alarms and automation, including an incapacitated wheelman alarm, and Schuyler fender and bumper system. *(Source: Workboat.com)*

FOSS ATB COMPLETES FIFTH CHINA-ABU DHABI VOYAGE FOR RIG BUILDER

The Foss International articulated tug-barge (ATB) **Strong** *Mariner* completes its fifth voyage carrying land-based oilrigs from Shanghai, China to Abu Dhabi, UAE, recently, a 60-day round trip for the manufacturer, Sichuan Honghua Petroleum Equipment Company, Lyd. The drill rig components consisting of 191 pieces ranging from 54 to 70 metric tons for each voyage were trucked

from the manufacturing site in Guanghan about, 1,200 kilomets inland, to the Port of Shanghai, where they were loaded onto the **Strong** *Mariner* at Luo Jing Terminals on the Yang Tze River. "The crews have performed admirably, and every voyage has been extremely safe," said Rob Wagoner, director of cargo operations. On each trip the **Strong** *Mariner* proceeded to Singapore for refueling, then to Sri Lanka to pick up security personnel for protection from pirates during the leg across the Indian Ocean. The ATB dropped off the security contingent in Fujairah, United Arab Emirates, and then sailed into the Arabian Gulf to Abu Dhabi, UAE. There, the tug **Strong** was separated from its barge, *Mariner*, and two local tugs moved the barge to the UZ750 Islands in the Upper Zakum Field, a group of four man-made islands about 80 kilometers offshore. A third local tug met the *Mariner* offshore and assisted with the shallow-water arrival at the island. Cargo on the Mariner's main deck made the voyages on 100-ton MAFI trailers, which were rolled on and off the barge and delivered directly to the site where the manufacturer assembled the drill rigs. Cargo from upper decks was lifted off by crane and loaded on trailers for transportation to the site. Five crewmembers from the tug **Strong** and four Foss supercargoes supervised the unloading of the Mariner on a 24/7 basis. Those crew members on the fifth voyage included Terry Patterson, Don Havelin, Jon Blair Peterson, Richard Combs and Terrin Dowdell. The Supercargoes included Robert Wagoner, Aref Ali, William Roy and Jeff Cronn; Capt. Eric Van Arsdale was port captain and was responsible for the safe departure and arrival of the *Mariner* UZ750 voyage. "A unique advantage of our service was that most of the cargo was already on the MAFI trailers, and it could be driven off the vessel and to the job site," said Wagoner. "Essentially, we provided a direct delivery to Honghua's rig-up pad on the island, which lessened re-handling and saved time, which was a cost saving for the customer." The five deliveries over the last two and a half years have been for the ZADCO-UZ750 Project, a joint venture of ADNOC (Abu Dhabi National Oil Co.), ExxonMobil and JODCO (Japan Oil Development Company). One of the challenges getting to the UZ750 Islands was qualifying for the Mission Visa (UAE Customs and Immigration), qualifying for security passes, and completing the ZADCO Island requirements which included medical exams, background checks and safety training. "It's a complicated process because the islands are considered a critical national infrastructure," Wagoner said. "They have very stringent vetting for anyone who goes out to the islands." *(Press Release)*

A HOUSE FOR DENISE



Foss Rainier Shipyard recently lifted the 65,000-pound pilothouse onto the hull of the 130-foot ocean-going tug **Denise Foss**, the second of three Arctic Class tugs being built at the facility on the Columbia River. The tug is scheduled for delivery this spring, followed by construction of the third tug, the **Nicole Foss**. The first, the **Michele Foss**, was delivered last year. The tugs are named for Michele Seaver, Denise Tabbutt and Nicole Engle, the primary shareholders of Foss parent Saltchuk and the daughters of Saltchuk co-founder Mike Garvey. *(Press Release)*

ASD TUG BOAT SUCCESSFULLY LAUNCHED

In the morning of 18th March 2016, another 2660KW ASD Tug Boat was launched by lifting successfully at the Jiangsu Zhenjiang Shipyard – China. Another tug boat in the background under construction will be launches soon. *(Press Release Jiangsu Zhenjiang Shipyard)*

ACCIDENTS – SALVAGE NEWS

TWO DEAD IN HELICOPTER CRASH DURING SALVAGE EFFORTS

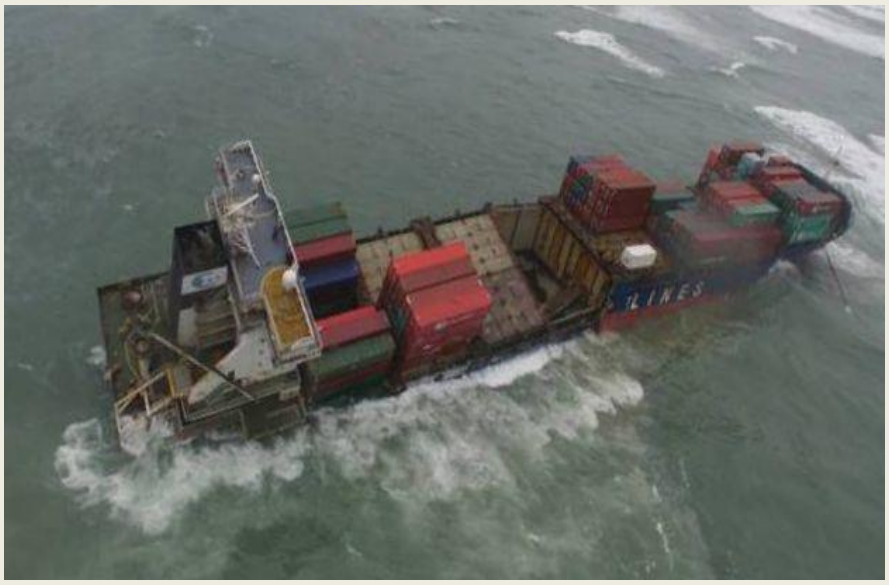
Two persons died and one sustained severe injuries after Taiwan Coast Guard's helicopter crashed on Friday while assisting the grounded containership **TS Taipei** off Shimen, Taiwan, according to local media. The pilot and a rescue team member were reportedly killed in the crash, while other crew members were brought to safety. The helicopter, carrying five people, was inspecting the oil spill from the grounded vessel when it lost control and crashed into the sea around noon. Relevant authorities reported that the deceased members may have been hit by the rotor blades of the helicopter. **TS Taipei**, a 2006-built boxship, grounded on a rocky shallow in the morning hours of March 10 when it lost propulsion in

inclement weather. The vessel's crew of 21 people was safely evacuated. The grounding of the 20,615 dwt ship caused an oil spill in the area as one of the vessel's fuel tanks was damaged. **TS Taipei**, managed by TS Lines, also suffered breaches in the aft part and its engine room was flooded. Watch the video Here at the crashed helicopter *(Source: World Maritime News)*

DRUNKEN CAPTAIN GROUNDS SHIP, BLOCKS ENTRANCE TO PORT OF ROSTOCK

The master of Dutch general cargo vessel **Abis Bergen** is in serious trouble after his ship veered off course, ran aground and blocked the entrance of the German port of Rostock. The master was taken in by police having been found to be drunk, his breathalyzer test revealing a reading of 1.48, well above the legal limit. The 85 m long ship was damaged in the accident. The ship was eventually refloated and towed away from the port entrance, allowing other vessels to enter the port. The ship's captain is now facing charges for 'endangering naval traffic' and piloting the ship despite being 'absolutely unfit for duty'. *(Source: Splash24/7)*

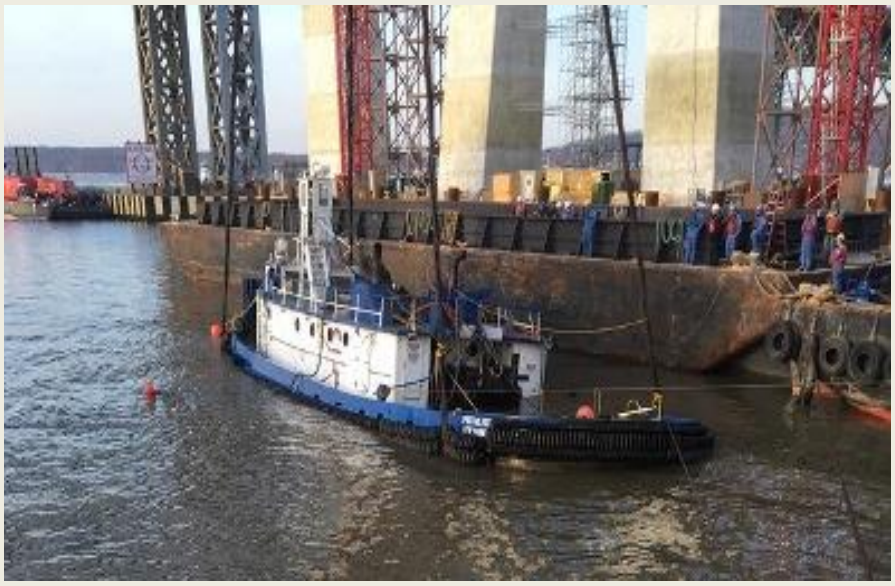
GROUNDED CONTAINER SHIP OFF TAIWAN BEGINS TO BREAK UP



The grounded container ship **TS Taipei**, which lost power and came to rest off New Taipei City, Taiwan on March 10, has begun to break up and is in danger of capsizing. "The ship has fractured down the middle and could capsize anytime . . . if [she] capsizes, the remaining fuel could leak out and the cargo containers will fall into the sea, affecting the local coastline and ocean habitat," sad Taiwan's Environmental Protection Administration (EPA). She began to show cracks on March 24, and has nearly parted in two. Oil has been leaking from the stricken vessel since the grounding. The **TS Taipei** reportedly carries about 70,000 gallons of fuel, plus lube oil and oily wastewater; a combined task force has been working to lighter the pollutants, but weather has been poor, leaving only six days since the grounding with conditions calm enough to work. Authorities

do not expect to have a good weather window until Monday. In addition to the contents of her tanks, she carries nine cargo containers with hazardous goods, including potassium perchlorate and toluene. EPA director Ye Jun-hong said that his staff are preparing for the worst. Over 100 workers have already been dispatched to the rocky beaches at Shimen District, New Taipei, to clean the oiled shorelines. Taiwain's Premier Chang San-cheng has defended the government against attacks over a percieved slow response to the wreck. Helicopter crews with the National Airborne Service Corps rescued all 21 crewmembers on board the day of the grounding; shortly thereafter, during spill mitigation work, a Service Corps helicopter went down, killing two and seriously injuring one. Premier Chang said Friday that while it is important to address environmental concerns, the government needs to keep the safety of response crews a top priority. The **TS Taipei** is owned by regional carrier TS Lines, a Hong Kong-based private company with 72,000 TEU of smaller container vessels, mostly chartered. She is one of the company's two owned ships. A full salvage plan has not yet been publicly mentioned, nor any contracted salvors identified. TS Lines did not immediately respond to a request for comment. *(Source: Marex)*

SUNKEN TUGBOAT WITH BODY INSIDE RECOVERED FROM HUDSON



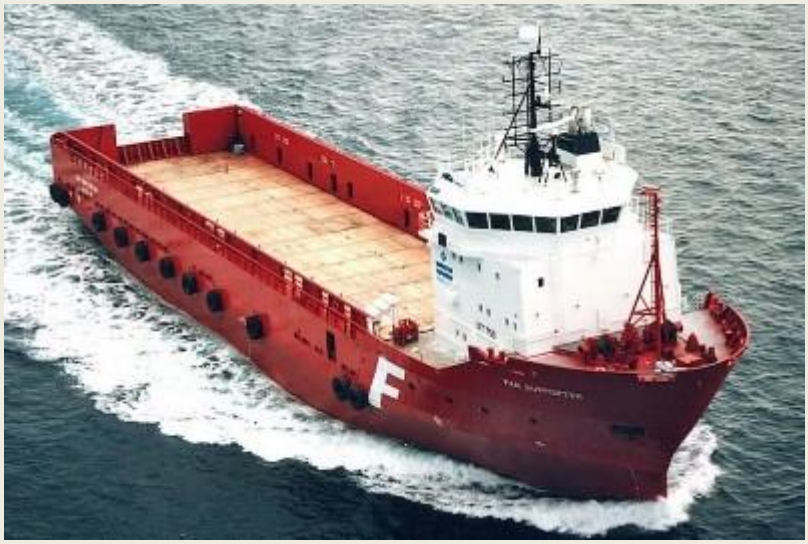
The raising of a sunken tugboat brought closure to a family and will give investigators critical pieces to the puzzle of how the vessel ended up at the bottom of the Hudson River, officials said. The tugboat **Specialist** and the body of its third crew member, Harry Hernandez, were recovered Thursday, almost two weeks after the boat smashed into a construction barge in the early morning March 12 and sank near the Tappan Zee Bridge. Officials hope that a preliminary report on the accident, which killed all three people on board the tugboat, will be available next week, Westchester County Executive Rob Astorino said. *(Source: Vesseltracker)*

TS TAIPEI'S OIL SPILL REACHES TAIWANESE COAST

TS Taipei, the 2006-built containership which recently grounded off Shimen, Taiwan, caused a massive oil spill after its hull broke in two on Thursday, Taiwan's Environmental Protection Department (EPA) said. Relevant authorities managed to pump out some of the vessel's diesel fuel before it split, however, there still remained some 240 cubic meters of fuel aboard **TS Taipei**. Due to the extent of the oil pollution, the authorities launched oil clean-up operations and, as the weather in the area calmed down, fuel-pumping operations were resumed. The oil from the vessel already affected some 2 km of Taiwanese coastline, reportedly. **TS Taipei**, which remained in place since it ran aground on March 10, split in two due to inclement weather and rough seas at the site. Due to the extent of the oil pollution, the authorities launched oil clean-up operations and, as the weather in the area calmed down, fuel-pumping operations were resumed. The EPA said that the coast guard and other related personnel will continue to monitor the vessel as it is at risk of capsizing. The personnel will also monitor the clean-up operations and remain on standby at the site. The 20,615 dwt ship initially suffered damages in its aft part and one of its fuel tanks. *(Source: World Maritime News)*

OFFSHORE NEWS

MORE THAN 600 OSVS LAID UP



The latest offshore report from Clarksons Research shows that in the worst downturn since the mid-1980s, more than 600 OSVs are now laid up around the world. Clarksons said PSVs in particular were suffering the most stress with rates in the North Sea this week down to $4,600 a day. Helping shore up the severely out of kilter supply/demand equilibrium, Clarksons noted that newbuilding orders slid 68% last year to 204 vessels – 80% below the 2007 peak. Clarksons predicted upcoming distresses S&P activity, as well as restructuring and mergers and acquisitions. *(Sourcce: Splash24/7)*

MERMAID MARITIME SECURES QATAR SUBSEA CABLE INSTALLATION JOB

Thai subsea specialist Mermaid Maritime's Qatari business unit has been awarded a subsea cable installation from an existing customer, a global cable manufacturer. The three-month contract commences in April 2016 and the work scope includes related diving services. Mermaid will utilize chartered-in DP2 construction barge **Mubarak Supporter** along with other specialised vessels, if required. Mermaid said the contract has an estimated value of $10m. *(Source: Splash24/7)*

TIMELAPSE: PLATFORM SUPPLY VESSEL ASSEMBLED IN LESS THAN TWO MINUTES

The time-lapse video HERE shows a platform supply vessel, also known as PSV, falling into place in a yard in Norway. The video features a complete process of assembling the hull sections, welding them together, painting in blue, installing thrusters and launching the completed hull. Completed in 2014, the **Blue Power**, as the vessel was subsequently christened, was designed and built by the Norwegian company Ulstein. Built according

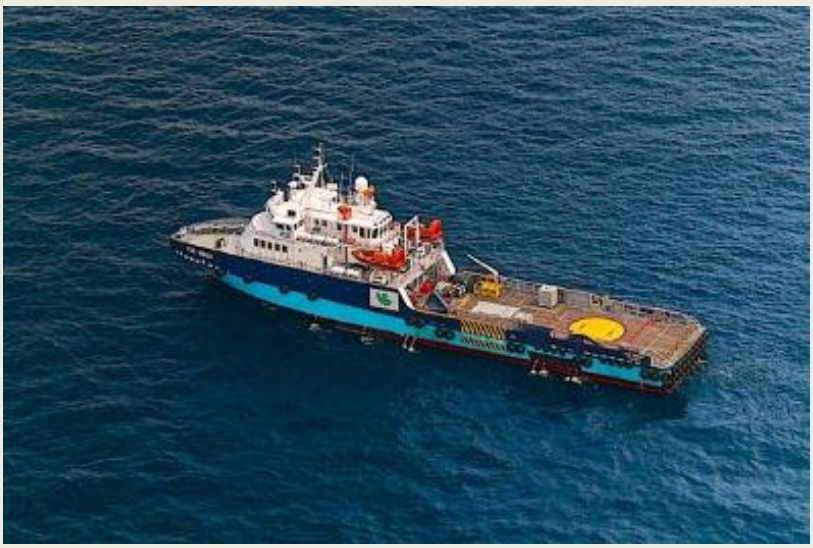
to the Ulstein PX121 design, and shaped as submarine's bow, **Blue Power** is purposely designed to improve handling in rough sea and to lower fuel consumption by causing less hydrodynamic drag, the designer explains. Today, the vessel sails under the name **NAO Power**, as it was later bought by Nordic American Offshore (NAO), along with several other Ulstein-built vessels. The **NAO Power**, an 83 meters long, medium-sized PSV, is currently operating in the UK North Sea spot market. According to Marine Traffic, the Blue Power this week worked for the French energy firm Engie (formerly GDF Suez). The PSV put its 850 square meters deck to good use, supporting Engie's drilling operations in the UK North Sea. The UK-flagged vessel's AIS data, dated March 23, showed it sailing towards the Ensco 80 jack-up drilling rig. As of Friday, March 25, the vessel is moored in Aberdeen. *(Source: Offshore Energy Today)*

THE VOYAGE OF THE BLACK PIG (PART 4 - FINAL)

The voyage continued without incident and the tow was anchored off the River Plate on 8th December. The **Oil Mariner** restored the **Gold Rover**'s stern anchor and waited for the Uruguayan Naval vessels which were to take over the operation. The following day they arrived and quickly decided that it would be better for the **Oil Mariner** to take the Gold Rover further up the river, to a point where the harbour tugs could take over. Eventually at 2100 on Sunday the **Gold Rover** anchored once more, and the **Oil Mariner** was released to return to the Falklands. She arrived on 14th December, the crew deriving immense satisfaction from the completion a the job, for which they had appeared to be anything but first choice. Those familiar with North Sea supply vessels may find it surprising that the ship has operated successfully without major mechanical problems in such a distant and isolated part of the world. This success is in part due to the military air bridge between Brise Norton and Stanley, in part due to the reliability of the ship's plant, and in part due to the extremely long service of some of the ship's staff, who have become totally familiar with all her idiosyncrasies. She is administered from OILs Marine Operations Office in Aberdeen, but only a few of those working there remember the ship leaving the UK. Hence, in the last nine years she has only been actually seen by the Superintendents who conduct occasional inspection visits in the Falklands, and supervise the drydockings carried out every two to three years in South America. These have taken place in Montevideo apart from the last one which was carried out at Punta Arenas. As long as groups of huts on the Antarctic subcontinent are discounted, this is the Southernmost port in the world. The Punta Arenas drydock was the occasion of the ship's third special Lloyds survey which it passed with flying colours, and also for a complete rebuild of the English Electric prime movers. These compact V16s, which it is rumoured were originally developed to power railway engines, had done a few more hours than is recommended before carrying out this task. In fact, 38,000 more, so there was some concern at what would be found when they were taken to bits. No-one need have

worried. Internal wear was minimal, and after the refurbishment the engines are considered to be good as new. After the completion of this major overhaul the ship returned to the Falklands and resumed her normal duties. She went down to South Georgia in the Southern summer and checked out the Admiralty moorings, and she continued to fuel the visiting warships and the Castle Class Patrol Vessel. Today she is still working there, berthing and unberthing passing National Environmental Research Council Vessels, assisting the **Maersk Gannet** and the **Grey Rover** to become attached to the SPM, supporting a variety of diving operations, acting as a crane vessel for small craft, berthing the weekly container ship and acting as a hostile for simulated missile attacks. Her job remains that of doing whatever there is to be done, and so far nothing has proved beyond her. The MoD are almost certainly planning the summer moorings programme for 1993, the OIL management is probably planning for the next special survey in Punta Arenas in about 1997, and the ship's Masters are vaguely considering their retirement in about 2002. Beyond that who knows, but it seems that as long as the British remain in the Falklands the Black Pig will be pottering about helping them out. *(By Victor Gibson – 1992; Photo: John Jones)*

WINTERMAR HIT BY $3.6M PROVISIONS, SINKS TO 2015 LOSS



Offshore vessels owner and operator Wintermar Offshore Marine has reversed into a loss for 2015 as against the profit in 2014 due mainly to a $3.6m provision for asset impairment and doubtful debts. Net loss for last year was recorded at $5.69m as against the profit of $21.72m in 2014, while revenue dropped by 44% year-on-year to $99.92m. Indonesia's Wintermar made a provision for fleet impairment of $1.1m, and provision for doubtful debts of $2.5m mainly receivables from a customer that has closed operations in Indonesia, bringing the total provision to $3.6m. The provisions are taken in view of the uncertain outlook for the industry in 2016, and the likelihood of a longer period of low oil prices. "The global volatility in oil prices led to widespread postponement of development projects while most oil exploration activities were halted," Wintermar commented. "Global sentiment remained

bearish in the fourth quarter as oil production continued to rise while demand was below expectations as the global growth forecasts were revised down," it said. Looking ahead, Wintermar said that some Indonesian projects, which have been delayed for the past year, are restarting in 2016. "We are optimistic that the recent activity in our domestic market will pick up as oil prices stabilise," the company said. "The government is targeting an improvement in oil lifting which will be contributed by the commencement of several development projects in Indonesia which expect to start production in the coming few years." Wintermar noted that with the increase in activity, its orderbooks have picked up and contracts on hand as at March 2016 amounted to $170m. *(Source: Seatrade Maritime News)*

THE VERSATILITY OF PSVS - DAMEN'S ANSWER TO REDUCED OIL PRICES LIES IN CONVERSION SUPPORT

Damen Shipyards Group has developed a committed response to the increasing number of laid up Platform Supply Vessels (PSVs) resulting from the current predicament facing the offshore oil and gas industry. The Dutch company's solution involves converting idle PSVs into vessels capable of taking on roles in alternative sectors such as aquaculture, shipping and defence. The situation that the offshore oil and gas industry is experiencing is having serious consequences throughout the sector. Compounding factors include historically low oil prices, halted exploration projects and reduced production. This vicious circle is completed by a substantial drop in support vessel day rates. Damen has a solution to get these vessels active and profitable once again. "Our design teams have come up with workable ideas across several industries. For example, we can convert a laid up PSV into a profitable Container Feeder or, for naval operations, a Logistic Support Vessel," informs Damen Sales Manager Remko Hottentot. "The possibilities are numerous. It will also be possible to transform a PSV into an accommodation and O&M vessel" The ship conversion know-how stems from Damen's worldwide network of fifteen repair and conversion yards. "With a strong reputation for engineering, craftsmanship and project management skills, Damen's conversion teams are highly experienced in giving vessels a new lease of life, while staying on schedule and on budget," states Mr Hottentott. One example of an already developed proposal is the

Damen Live Fish Carrier 8916 for the aquaculture industry. "Here, the concept of using the existing PSV platform is ideal, yielding many advantages for live fish carrying situations." In addition to permanent conversion concepts, Damen can also create temporary designs. These can be applied to vessels originally built by Damen or other shipbuilding companies. Based in Damen's Stavanger office, Sales Manager Norway Remko Hottentot has witnessed the sight of ports and harbours dotted with laid up PSVs. "We can offer significant design and conversion expertise to owners and operators looking for effective solutions," he says. "In combination with reliable financing support, this makes up a unique combination of activities that can be translated into realistic conversion packages." *(Press Release)*

BOURBON SEEKS DIVERSIFICATION OF ITS ACTIVITIES

Bourbon Offshore, a France-based supplier of offshore support vessels, is seeking to diversify its activities citing very difficult market facing the offshore services sector. Therefore, Bourbon has decided to acquire the activities of companies in ethane transportation. It comprises the following companies who are currently owned by their majority shareholder, JACCAR Holdings: – 100% of Greenship Gas, a Singaporean owned "shipping trust", comprising directly or indirectly of: A fleet of 17 vessels (of which 13 vessels are currently in service) dedicated to the transport of Ethane gas, Ethylene and LNG and having an average age of 3,5 years; and 100% of EVERGAS, operator and contractor of gas transportation services; – 100% of Greenship Gas Manager, manager of the Greenship Gas "shipping trust"; – 80 % of JHW Engineering & Contracting. This company encompasses the design and engineering of vessels, the technology and control of a manufacturing platform for mega-tanks as well as procurement activities and contracting and management of gas projects. According to Bourbon's press release on Tuesday, the final completion of the acquisition, which was authorized by the Board of Directors on March 28, taking into account the opinion of an ad hoc committee and the opinion of an independent expert, is subject to ratification by

shareholders at the Annual General Meeting on May 26, 2016, during which related parties will vote their shares in a manner so as to not influence the decision. The purchase price for these companies is $320 million with a net debt as of December 31, 2015 of $389, the financing of the vessels being transferred as part of the transaction. Bourbon will benefit from a seller's credit of $100 million with no interest for a maximum period of three years. It is anticipated to have in place a $220 million bridge loan for a maximum period of three years. In fact, Bourbon will proceed, once the transaction is completed, with the resale of 80% of the ownership of the vessels, which will then be retained on bareboat charter for a minimum period of ten years. The bridge loan signed at the time of the acquisition would then be reimbursed and the impact on Bourbon's debt decreased significantly, the company explained. Following approval of the transaction at the end of the Annual General Meeting on May 26, 2016 at which time he will be at the end of his mandate, Jacques de Chateauvieux would be named Chairman and CEO of Bourbon. *(Source: Offshore Energy Today)*

ESNAAD 225 DEPARTS FROM LOBITH YARD

On the 26th March the new building **Esnaad 225**, De Hoop's yard number 474, has this morning departed from our yard in Lobith. The vessel is transported to Rotterdam where she will be finalised and where the main crane shall be fitted. This (fifth vessel of the ten ship order) is planned to commence her seatrials in about 5 weeks from now. *(Press Release)*

RELIANCE DEFENCE DELIVERS 7TH OFFSHORE SUPPLY VESSEL TO ONGC

Reliance Defence and Engineering Limited (RDEL) formerly Pipavav Defence and Offshore Engineering Company Limited delivered its Seventh Offshore Supply Vessel (OSV) to Oil and Natural Gas Corporation from the series of 12 indigenously designed and built ships, valued at Rs 700 Cr. This is the first vessel delivered by the shipyard after take over by Reliance Group on Jan 18, 2016. The total value of the project for supply of 12 OSV to ONGC is over Rs 700 Crore. The vessel completed its sea-trials within a record time of two days to the satisfaction of ONGC and Indian Register of Shipping (IRS). The vessel will facilitate ONGC in substituting their older fleet and chartered vessels as well as bring in high level offshore operations. The vessel has been designed as a new generation OSV with customized features for Indian waters and offshore fields. It can carry 1,800 tons of cargo at its deepest draught and is designed to carry varied cargo such as freshwater, cement, ballast/drill water and fuel oil. In addition to ONGC, the Company has also served international clients like Transocean, Shelf Drilling, NPCC and Noble Energy. There is a significant demand for new and replacement vessels for offshore oil and gas fields and RDEL is well positioned to benefit from these initiatives. *About Offshore Supply Vessel (OSV):* OSV measures 59.2 m in

length, 15.0 m in width and 6.75 m in depth. It is equipped with two bow thrusters and a stern thruster which makes her maintain her position during cargo discharge / external firefighting operation. The OSV also has two CPP propellers controlled by Berg Propulsion system and two YANMAR main engines of total 3,640 KW power and, can travel with a speed of 12 knots at maximum designed draft. The OSVs is equipped with Dynamic Positioning -1 and Agni -1 Notation. *(Press Release)*

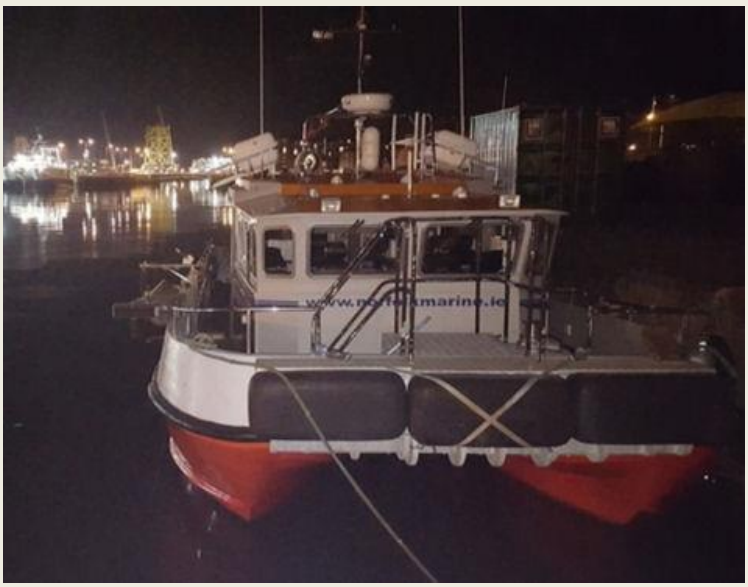
AKER SOLUTIONS TO UNDERTAKE SUBSEA ENGINEERING WORK FOR BP WORLDWIDE

BP has awarded Aker Solutions with a contract to provide subsea engineering services to its offshore infrastructure worldwide for a period of five years. The contract includes asset integrity management and operations support and may be extended by an optional two years. The value of the deal was not disclosed. "We are delighted to partner with BP in finding cost-effective solutions to boost productivity and optimize the infrastructure of the company's subsea fields," said Luis Araujo, Aker Solutions' CEO. "We have provided subsea operations support to BP in the UK for more than 15 years and look forward to building on this partnership with a global agreement." In December, Aker Solutions commenced a five-year contract to provide BP with maintenance and modifications services at its oil and gas fields offshore Norway. The deal is valued at up to NOK 3.2bn ($370m). *(Source: Splash24/7)*

WINDFARM NEWS - RENEWABLES

NORFOLK MARINE COMPLETES SCROBY SANDS BATHYMETRIC SURVEY

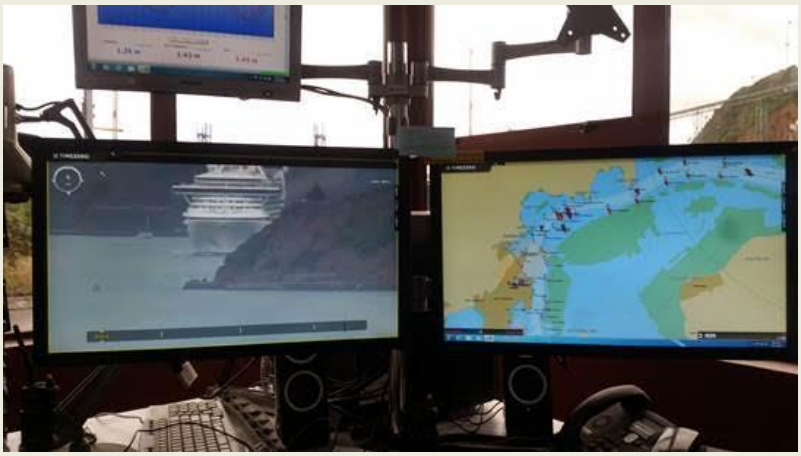
Norfolk Marine's WFS & Survey vessel the **Norfolk Swift** has completed a five turbine bathymetric survey at E.ON's Scroby Sands offshore wind farm. The Scroby Sands OWF consists of 30 2MW



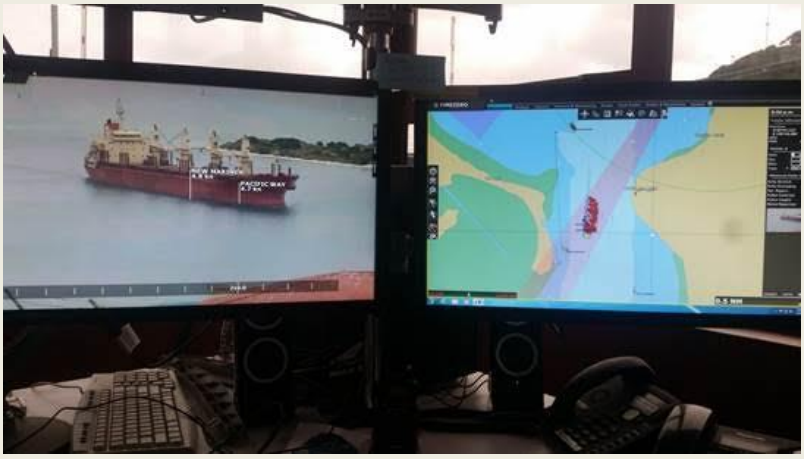
wind turbines located 2.5 km offshore Great Yarmouth on the coast of East Anglia. The survey was the final section of works to a contract to install Norfolk Marine's TFN scour protection system to the foundations supporting some of the turbines at the site. "Working closely with our survey partner Goemara the team was able to mobilise to site, complete the works and demobilise over a two-day period," said Johnny Gallagher, NM's sales director. *(Source: Subsea World News)*

YARD NEWS

PORT OTAGO VTS INSTALLATION



Electronic specialist Marintec Limited, of Timaru, have recently completed the installation of a MaxSea TimeZero Coastal Monitoring Vessel Traffic Service (VTS) solution at Port Otago Limited. This system replaces equipment that served the port well since being installed around 15 years ago. The replacement solution offers superior technological advancements in VTS hardware & software, with more focus on automated tracking capability. The equipment consists of 2 remotely installed Axis PTZ cameras, one overlooking Port Chalmers and the other at Taiaroa Head. The Taiaroa head monitoring site also includes a new Furuno DRS25A 25kW digital dual-range radar antenna and a Vesper VAB (Virtual AIS Beacon). The Vesper VAB provides the port with capability to transmit specific Virtual AtON's (Aids to Navigation) to vessels equipped with AIS. These AtON's are then displayed as marks on the vessels navigation systems, providing expanded navigational situational awareness. The TimeZero Coastal Monitoring server is located at Harbour Control at Port Chalmers, configured with dual 24" LCD display monitors. The remote radar, cameras, and AIS are is linked to Harbour Control via a dedicated wireless link – a range of some 9 kilometres. The system includes capability to remotely activate the Bar light in rough weather and also activate a camera lens washer. The TimeZero program consists of various page options. The primary "Monitoring" page (window) provides the operator with a chart view, with ability to overlay AIS, ARPA and radar targets. Other page options include Camera, Radar, Dual Range Radar, Analyze etc. While the TimeZero program is advanced in capability, it is entirely scale-able allowing for customised configuration to suit the user so features that are not required are



easily hidden. There are also many customisable shortcuts, thereby enabling easier functionality. The ability to automate many of the functions is key, thereby providing the VTS operator with increased efficiency. Specific strategic zones (boundaries) can be configured, and then specific monitoring rules can be configured and applied to those specific zones. Targets that enter the zones can be automatically tracked via camera, AIS and radar for example. All IMO vessels are equipped with AIS transponders. The VTS system monitors these signals, and the operator can visualise their movements at any point in time. For smaller vessels that are not equipped with AIS transponders, the systems radar is equipped with Automatic Radar Plotting Aid (ARPA) capability, which allows the operator to track specific radar targets (e.g. small craft). ARPA tracking is also automatically activated in key sensitive traffic areas. The location of the cameras are strategic, providing the user with eyes on traffic in sensitive areas such as the turning basin at Port Chalmers and the Harrington Bend and through to the Mole End at Aramoana. The VTS operator can also manually control cameras very quickly by selecting a location on the chart plotter and clicking "move camera here". All data is recorded for playback analysis. This includes AIS, radar, camera, VHF and phone streams – providing an excellent resource for training and incident investigation. The system as it has been delivered meets the ports current requirements, but is scalable should future demand necessitate the additional radar antennas, or cameras, or monitoring sites. *(Press Release)*

CONRAD INDUSTRIES ANNOUNCES 2015 RESULTS AND BACKLOG

Conrad Industries, Inc. today announced its fourth quarter and twelve months 2015 results and backlog. For the quarter ended December 31, 2015, Conrad had net income of $3.4 million and earnings per diluted share of $0.63 compared to net income of $5.2 million and earnings per diluted share of $0.88 during the fourth quarter of 2014. The Company had net income

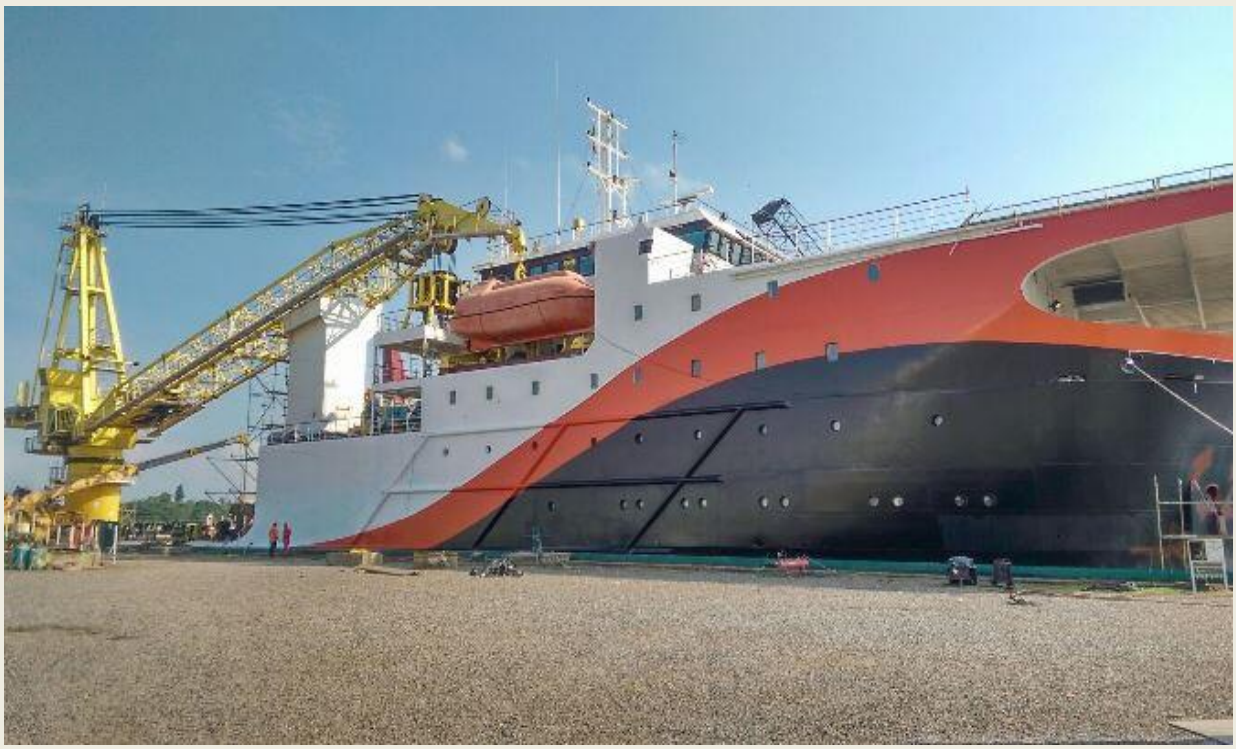
of $10.6 million and earnings per diluted share of $1.86 for the twelve months ended December 31, 2015 compared to net income of $22.8 million and earnings per diluted share of $3.84 for the twelve months ended December 31, 2014. Results for the quarter and year ended December 31, 2015 included research and development tax credits of $3.4 million and $5.9 million, respectively. Results for the quarter and year ended December 31, 2014 included research and development tax credits of $2.1million. The Company's financial reports are available at www.otcmarkets.com. Conrad's backlog was $211.8 million at December 31, 2015, compared to $180.2 million at December 31, 2014. Johnny Conrad, President and CEO stated, "Our results for 2015 reflect the challenging operating environment, which negatively impacted both vessel construction and repair and conversion business segments. Notwithstanding current market conditions, we have been pursuing a disciplined program to invest in improving our shipyards' capacities and efficiencies, including at our newest yard Deepwater South. We believe that this, along with our experienced management team and workforce, and our adherence to our Core Values have enabled us to secure new contracts. In addition to investing in our business, over the last three fiscal years, we have returned $39.0 million in cash to News Release 1100 Brashear Ave., Suite 200 Morgan City, Louisiana 70380 (985) 702-0195 shareholders through dividends and stock repurchases. Our Board will continue to monitor market conditions and work with management to successfully navigate this business cycle as we have in the past." Mr. Conrad continued, "Although we expect 2016 to be another challenging year, we are optimistic about the long-term prospects of our business. We have met these types of challenges in the past and are confident that we will continue to be responsive to changing market conditions, with our goal remaining to enhance shareholder value." Conrad Industries, Inc., established in 1948 and headquartered in Morgan City, Louisiana, designs, builds and overhauls tugboats, ferries, liftboats, barges, offshore supply vessels and other steel and aluminum products for both the commercial and government markets. The company provides both repair and new construction services at its five shipyards located in southern Louisiana and Texas. Cautionary statement: This press release contains forward looking statements, which are all statements other than those of historical facts, and reflect our expectations as of the date of this press release about future events. Forward-looking statements are subject to risks and uncertainties, including our reliance on cyclical industries, ability to perform contracts at costs consistent with estimated costs utilized in bidding, and ability to replenish our backlog and compete in changing markets. These and other risks are discussed in more detail in our Annual Report and subsequent reports available on www.otcmarkets.com. Should one or more of these risks materialize, achievement of anticipated results may differ materially from those anticipated. We do not intend to update these forward-looking statements, other than through our regular quarterly and annual reports. *(Press Release)*

FIRE HITS SINOPACIFIC OFFSHORE AT QIDONG

CIMC-controlled Sinopacific Offshore & Engineering's Qidong yard caught fire yesterday, and a large quantity of shipbuilding materials have been destroyed by the fire. According to a source at the yard, the materials which caught fire are used for thermal insulation in LNG tanks on vessels, and the fire didn't damage any vessels at the yard. The local fire

department managed to contain the fire in around one hour. This is the second fire incident at Sinopacific Offshore in the past two weeks. A 17,000 cu m ethylene carrier under construction at Sinopacific Offshore & Engineering's Qidong Fengshun Shipyard caught fire on March 14. *(Source: Splash24/7)*

DE HOOP PARTICIPATES IN LARGE MEXICAN VESSEL MAINTENANCE PROGRAMME



Shipyard De Hoop; Netherlands has received various orders for equipment and services from the Mexican ship owning company Naviera Naranja. The deliveries are part of an extensive maintenance and upgrade programme for in total 9 offshore vessels which De Hoop has designed and build between 2008-2011. This fleet of vessels, specifically designed and build for the Mexican offshore market, has been operating for PEMEX, the Mexican state oil company. At this moment, the first two 105 meter IMR vessels "**NN Leonis**" and "**NN Regulus**" have re-started their operation. The other seven vessels are in various stages of the refit. *(Press Release)*

WEBSITE NEWS

HTTP://WWW.TOWINGLINE.COM

ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER. PLEASE VISIT THE WEBSITE WWW.TOWINGLINE.COM AND SUBSCRIBE YOURSELF FOR FREE

Last week there have been new updates posted:

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

   - Designs for New Pushboats and Barges for Cargill Transportation's Amazon River Service
   - Pelindo III to receive 15 Robert Allan Ltd. RAzer series ship-handling tugs in Indonesia
   - Port of Fujairah receives first of three
   - Iskes' new ASD 2411 Venus up and running after delivery
   - Eastern Shipbuilding Group, Inc. launches the ZYANA K for Bay-Houston Towing Co.

mailto: *jvds@towingline.com*

DISCLAIMER