



Tugs Towing & Offshore Newsletter



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

TUGS & TOWING NEWS

CELTIC FERGUS



The **Celtic Fergus** (Imo 9755579) seen last Saturday, 16th April 2016 at Cobh at the former Verolme Dockyard there. She is the replacement for the **Celtic Banner**, which was sold, see TT&O issue 32, recently to Eastern Marine Service (Lowestoft), and due to be stationed at Shannon. Owners are Mainport Holdings and managers Celtic Tugs Ltd. – Cork; Ireland. The tug was built in 2015 in Turkey as the Efesan

Port and renamed on delivery. She is registered Irish with call sign EIRD9. Her length is 24 mtrs and beam 9 mtrs and her grt 195 tons. *(Photo: Hans Hoffmann)*

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ARMON tugs & Offshore

TUG ANALYSIS FOR WORLD’S LARGEST BULK EXPORT PORT

Ensuring safe, efficient and reliable towage operations is important for any organisation in any port, but even more so when you are a leading global resources company operating in the world's largest bulk export port. BHP Billiton Minerals has the sole licence to provide towage services in the port of Port Hedland, in the iron ore rich Pilbara region of Western Australia. Critical to maintaining the flow of bulk carriers through the port is an existing fleet of 18 tugs operated by Rivtow Marine. Port traffic has increased substantially in recent years, and currently equates to nearly 5,900 vessel movements carrying nearly 447 million tonnes of cargo per annum. Included in this was a record of

2.065 million tonnes on 11 ships in a single 24-hour period. To support this, BHP Billiton has made a significant investment to safely increase towage capability in the port. Current projects – including a new tug harbour at Hunt Point and six new tugs to join the



fleet before the end of 2016 – follow on from the addition of four advanced rotor tugs and moorings during 2015. Upgrades to the existing Nelson Point Tug Harbour are also planned. BHP Billiton has made use of IMC's multi-disciplinary design and analysis capability during this process. This has included sophisticated modelling of the interaction between tugs and their moorings. This analysis was undertaken to ensure the tugs can be safely and securely moored in a full range of weather in sea conditions; vital not only because of the port's importance but also the fact that cyclones are not uncommon. The analysis determined the magnitude and direction of loads in the tugs' mooring lines, and on mooring hardware, for a range of environmental conditions and mooring arrangements. Using this information, IMC was able to make various recommendations, including mooring line types and positioning, to facilitate optimal safe and secure mooring arrangements for the tugs. *(Source: IMC)*

JONRIE INTRODUCES NEW CONTAINER MASTER WINCH SERIES



JonRie Intertech, Manahawkin, NJ, has introduced a new Container Master series of winches. Featured on Crescent Towing's new 92 ft ASD tug **Mardi Gras**, the winch was designed with increased braking capability and rope capacity to deal with the 8,000 TEU containerships calling on the Port of New

Orleans. The Container Master series is a heavy duty design to deal with increased loading due to increased sail area of today's containerships. The winch system features JonRie's New Gen-X Controls with haul effect foot pedal and joystick operation to provide proportional control of the line haul and line out modes of the winch. The controls feature JonRie's state of the art proportional render block to allow the tug a controlled a free wheel to move swiftly away from its tow in the strong Mississippi currents. The controls have a message screen to allow the engineers to know the parameters of the winch and if a malfunction occurs the screen will note the cause. The system has bypass control to negate the SCRs when running and just monitor the winch load across the line of

the bus to help reduce heat. The controls features JonRie's new auto abort/back up system to allow the operator a one-move abort system. If 120 V AC is lost to the system the controls switch over to a 24 V DC back up system allowing continued abort function. JonRie's standard systems are also included on the new tug including a tension readout system with a red back light with dimming controls for better night vision for the master while still displaying the load on the tug and winch. The system also features a JonRie aft bollard capstan for barge work and river towing. Crescent Towing's new equipment prepares the port for the increased tonnage coming through the expanded Panama Canal in the near future. *(Source: MarineLog)*

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HIJACKED TUG MASSIVE 6 RETURNED TO OWNER

Global ship delivery and crewing company **Redwise** has completed a contract handling the taking over and delivery of a tug to Nigeria. When one of Redwise's' repeat customers acquired the anchor-handling tug **Ihuaku 2** it turned to the ship delivery specialist to complete the transaction. Redwise handled



registration, change of flag surveys, underwater cleaning, upgrading of radio and safety equipment and delivery under its power to Nigeria around Cape of Good Hope, all on a lump sum basis. After an uneventful voyage a security escort was arranged by the owners into the Niger Delta after which **Redwise** agents handled the crew demobilisation. *(Source: maritime Journal; Photo: Mercator Media)*

NEPTUNE DELIVERED

Eastern Shipbuilding Group, Inc. is pleased to announce the delivery of the Escort Tug **Neptune** (Hull# 237) on March 28, 2016. The **Neptune** is the second in series of four (4) identical Robert Allan, LTD. (RAL) designed Z-Tech 2400 Class Terminal & Escort Tugs currently under construction for Suderman & Young Towing Company at Eastern's Nelson Street facility. The **Triton**



(Hull #235), lead vessel of the series, delivered late last year. Eastern is also constructing four (4) tugs for Bay-Houston Towing Co. G&H Towing Company is the Owners' onsite representative and agent during the engineering, construction and delivery for both companies Suderman & Young and Bay Houston. G&H Towing Company will operate the vessels for the

owners after delivery. The **Neptune** a Z-Tech 2400 features the following characteristics: ESG Hull #: H237; Dimensions (Overall): 80'-0"x 38'-3"x 15'-9"; Total Horsepower: 5,150 HP @ 1,600 RPM; Main Engines: (2) Caterpillar 3516C (B rating) Tier 3 marine propulsion diesel engines; Main Propulsion: (2) Schottel Model SRP 1215FP in Nozzles Z-Drives; Main Generators: (2) John Deere 4045AFM85 Tier 3, 99kW 480V @ 1800 RPM marine diesel generator sets; Hawser Winch: (1) Markey Machinery Fairleader 50HP Electric Hawser Winch, Model DEPCF-48S, 36" wide Drum Mid-drum brake holding capacity 300,000 lbs; Classification: ABS □A1, Towing Vessel, AMS and Escort Service ABS Loadline (SoC), Statement of Compliance; Flag: United States of America. *(Press Release)*

SMIT LEOPARD SEEN IN SMIT LAMNALCO OUTFIT

The 2010 built Australian registered with call sign VHIG tug **Smit Leopard** (Imo 948724) was spotted last week in her new Smit Lamnalco outfit **SL Targinnie**.. The Damen design ASD 3211 was built by the Damen Penlai Shipyard – Penlai under yard number 511216 and delivered to Smit Shipping Singapore and managed by Smit Marine Australia – Gladstone in 2013



transferred to Smit Lamnalco. She has a length of 32.22 mtrs a beam of 11.24 mtrs and a depth of 5.00 mtrs. The two Caterpillar diesel engines develops a total output of 4,180 kW (5,605 bhp) at 1,600 rpm a free sailing speed of 13.3 knots and a bollard pull of 68 tons ahead and 64 ton astern.

(Photo: Laurens de Bruijn)

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ART 80-32

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TREGEAGLE VISIT ROTTERDAM



Last Friday morning the 1964 built British registered with call sign GMZH tug **Tregeagle** (Imo 6407327) enters the Rotterdam Waterway with in tow the Barge B403. The impressive transport did not used a stern tug for steering during this river passage. The tug was built by J. Lewis & Sons Ltd. – Aberdeen; Scotland under number 344 and delivered to Clyde Shipping Co. Ltd. – Glasgow as the **Flying Demon**. In 21984 sold to Forth Tugs Ltd. – Grangemouth and renamed **Forth**. In 1986 sold to Fowey Harbour Commisioners – Fowey and renamed

Tregeagle. In 2013 sold to Foyle & Marine Dredging Ltd. – Londonderry. She has a length of 28.20

mtrs a beam of 7.19 mtrs and a draft of 3.36 mtrs. The British Polar diesel engine develops an output of 746 kW (1,015 bhp) with a bollard pull of 15 tons. *(Photo: Nico Ouwehand)*

INDONESIANS NABBED FOR SMUGGLING SAND

The "**Buana Superior**", the barge "**Buana Ocean 05**" and their crew of eight Indonesians aged between 21 and 38 have been detained by the maritime authorities for smuggling sand in Pengerang Waters on Apr 20, 2016. The vessels were spotted during a routine patrol 3,4 nautical miles south of Teluk Ramunia at 10.15 a.m. The barge was carrying about 145 tons of sand from Kuantan to Singapore. The crew was brought to the MMEA's Tanjung Sedili base for further investigations. The case



would be investigated under the Customs Act 1967 for smuggling taxable goods, which carries a fine of up to 10 times the value of the goods, upon conviction. *(Source: The Jakarta Post)*

DAVID B LAUNCHED



Eastern Shipbuilding Group, Inc. is also pleased to announce the launch of the Escort Tug **David B** (Hull #239) on March 30, 2016. The **David B** is the third in a series of four (4) identical Robert Allan, LTD. (RAL) designed Z-Tech 2400 Class Terminal & Escort Tugs currently under construction for Bay-Houston Towing, Co. at Eastern's Nelson Street facility. The **David B** is scheduled to deliver later this year. The launch ceremony was

held at Eastern's Nelson Street facility and hosted by Patrick D'Isernia, Project Manager at Eastern, with many employees and guests in attendance. Patrick praised the Eastern employees for all their hard work and G&H Towing for their commitment to the project. Deacon Earl Mirus of St. John's Catholic Church of Panama City, FL. blessed the vessel. Annalise Reeves, daughter of ESG Project Manager, England Reeves, had the honor of christening the vessel. Also in attendance was Mike Nigro, Vice President of Engineering for G&H Towing. The **H. Douglas M** (Hull #236), lead vessel of the series was delivered February of this year. The **David B** a Z-Tech 2400 features the following characteristics: ESG Hull #: H239; Dimensions (Overall): 80'-0"x 38'-3"x 15'-9"; Total Horsepower: 5,150 HP @ 1,600 RPM; Main Engines: (2) Caterpillar 3516C (B rating) Tier 3 marine propulsion diesel engines; Main Propulsion: (2) Schottel Model SRP 1215FP in Nozzles Z-Drives; Main

Generators: (2) John Deere 4045AFM85 Tier 3, 99kW 480V @ 1800 RPM marine diesel generator sets; Hawser Winch: (1) Markey Machinery Fairleader 50HP Electric Hawser Winch, Model DEPCF-48S, 36" wide Drum Mid-drum brake holding capacity 300,000 lbs; Classification: ABS □A1, Towing Vessel, AMS and Escort Service ABS Loadline (SoC), Statement of Compliance; Flag: United States of America. *(Press Release)*

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BOUSTEAD GETS \$14M HARBOUR TUG CONTRACT

Boustead Heavy Industries Corp (BHIC) unit BHIC Shipbuilding and Engineering has secured a MYR54.9m (\$14.2m) contract from KFS Support Services (KFS) to design, supply, construct, test and commission and deliver three 45 tonnes Bollard Pull ASD harbour tugs. The company said in a stock market filing that the contract is however subject to KFS fulfilling the conditions of its contract

with Konsortium Pelabuhan Kemaman and a support letter from a financial institution confirming the funds for the project. "The project will contribute positively to the earnings of the company for the financial year ending 31 December 2016," BHIC said. *(Source: Seatrade Global)*



ACCIDENTS – SALVAGE NEWS

MAIB: CEMFJORD SINKING COULD HAVE BEEN AVOIDED

Cyprus registered cement carrier, which capsized on January 2, 2015 in violent sea conditions, was a "fatal hazard that was predictable and could have been avoided," according to an investigation report by UK's Marine Accident Investigation Branch (MAIB). The 1984-built **Cemfjord** sank in the Pentland Firth, Scotland, with eight crewmembers on board while it was on its way from Aalborg, Denmark, to the UK port of Runcorn. "The decision to enter the Pentland Firth, rather than seek shelter, was almost certainly a result of poor passage planning, an underestimation of the severity of the conditions and perceived or actual commercial pressure to press ahead with the voyage," Steve Clinch, The Chief Inspector of Marine Accidents, said. MAIB said that it is likely that Cemfjord's stability condition did not meet the required criteria making the vessel more vulnerable to capsize. Furthermore, the investigation revealed that **Cemfjord** was at sea with significant safety shortcomings and that there is no evidence that any consideration was given to delaying departure



until these problems were fixed. Clinch said that “**Cemford** was only at sea because of Flag State approved exemptions from safety regulations,” although this was not a causal factor of the accident. “This tragic accident is a stark reminder of the hazards faced by mariners at sea and the factors that can influence decision making in such treacherous circumstances,” Clinch said. The ship’s manager, Hamburg-based Brise Schifffahrt, said that no distress call was received from

the vessel’s crew which consisted of seven Polish seafarers and one Filipino mariner. “The rapid nature of the capsizing denied the crew an opportunity to issue a distress message or the chance to conduct a controlled abandonment of the vessel,” Clinch said. MAIB has made a series of safety recommendations to the vessel’s managers, Flag State and the Maritime and Coastguard Agency intended to improve the safety management of cement carriers and also review the safety arrangements in the Pentland Firth. *(Source: World Maritime News)*

TRAWLER DESERT ROSE FIRE, LYTTELTON

Fire erupted in the aft section of trawler **Desert Rose** in the morning Apr 18, vessel is docked in Lyttelton, Christchurch, NZ. 6 crew were treated for smoke inhalation, 4 of them were taken to hospital, the rest of the crew evacuated. Some 13 fire engines were deployed, fire was said to be under control after several hours of firefighting. Condition of the vessel and damage extent unknown. Photo



from Newshub.com.nz, more full-scale photos can be found there. *(Source: Fleetmon)*

SALVORS TRY TO LOCATE TUG WRECK

The "**Ricky J. Leboeuf**" which capsized on the San Jacinto River near Houston on Apr 19 has disappeared beneath the water. Salvage crews were on the scene on Apr 20 to try to locate and raise the wreck. No fuel spilled from the tug, which had about 10,000 gallons of diesel in its tanks when it

tilted to starboard side and rolled over within a few moments. Officials were trying to determine why the vessel overturned while working with some barges, killing the 33-year-old Joshua Brazeal from Alabama. The river was at high flood at the time of the incident, but authorities did not yet know the cause of the capsized; investigations continued. *(Source: Vesseltracker)*

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MT SEA HORIZON WITH 38000 TONS OF GASOLINE GROUNDED ON WESTERN SCHELDT



Product tanker **Sea Horizon** ran aground on Western Scheldt abeam of Borssele, Netherlands, at around 1930 CEST Apr 20, while proceeding up the river to Antwerp with 38000 tons of gasoline on board. Vessel was refloated at around 2300 CEST with the help of the tugs, and taken back to outer anchorage, where she was anchored around midnight, for survey. At 0430 UTC Apr 21 tanker was in the same position. No damages reported, vessel is said to ground on a sandbank. *(Source: Fleetmon; Photo: Ria Maat)*

SAILORS INJURED IN EXPLOSION ON INDIAN NAVY SHIP

3 Sailors injured in explosion. One sailor lost a leg and two more were hospitalized after an oxygen cylinder exploded on the Indian Navy diving support ship **INS Nireekshak**. Indian media reported that two sailors could be treated for splinter injuries while one had to have his leg amputated above



the knee. The incident took place April 16 while the ship was 40 nautical miles off the coast of Vizhinjam. The explosion occurred while a diving bailout bottle, a small 12-inch oxygen bottle, was being charged, a Navy official was reported as saying. Such an incident had never happened in the history of the Indian Navy, the official added.

(Source: NavalToday)

OFFSHORE NEWS

MILAHA TAKES DELIVERY OF BIGGEST LIFT BOAT IN QATAR

'[Milaha Explorer](#)', a first of its kind for the company, will be deployed for field maintenance. Milaha has taken delivery of a new lift boat which will be deployed offshore, particularly in support of field maintenance efforts. Mr. Abdulrahman Essa Al-Mannai, President and CEO of Milaha, and Mr. Vivek Seth, CEO of Halul Offshore Services recently attended the launch and naming ceremony of the vessel at the Bohai Shipyard in China. Named the '[Milaha Explorer](#),' the newbuild will be the biggest lift boat to be owned by a Qatari company, with a large deck area and variable load capacity, as well as the ability to accommodate 300 persons on board. The lift boat's capabilities will help enhance the company's diverse portfolio of offerings to the offshore oil and gas sector, particularly in support of its clients' brown field operations. Milaha President and CEO Mr. Abdulrahman Essa Al-Mannai said: "We are delighted to add the '[Milaha Explorer](#)' to our fleet, which allows us to partner ever more closely with leading global energy companies to meet their diverse needs, now and in the future. We are optimistic about continued growth opportunities despite the current challenges in the oil and gas sector, and this newbuild lift boat will enable us to further strengthen our position in the region and beyond." For his part, Mr. Vivek Seth, CEO of Halul Offshore Services Co., said: "We have ordered a particularly large lift boat to address the growing demand for these types of assets, both in the region and the world. We believe that this strategic asset will help augment our status as a partner in the life extension of mature fields and enhanced field maintenance services." '[Milaha Explorer](#)' was built by Bohai Shipbuilding Heavy Industries Co. Ltd. at its yard in Liaoning Province in China, and was designed by the China-based Tianjin De-Sail Machinery Equipment Co. Ltd. *(Press Release)*



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VIKING SUPPLY SHIPS A/S CLOSES OFFICE IN CANADA.



As an effect of the deteriorated market conditions within the oil and gas industry and as a measure to further strengthen the focus on cost efficiency within the company, Viking Supply Ships A/S has decided to close the office in St. John's, Newfoundland with effect as of 28 April 2016. Viking Supply Ships A/S still considers Newfoundland and Eastern-Canada to be of strategic importance going forward and in the future, commercial activities towards the region will be followed up closely

by dedicated personnel from the company's Headquarter in Copenhagen and the chartering division in the Kristiansand office. *(Press Release)*

DOF SUBSEA NETS OVER \$60M IN NEW DEALS

DOF Subsea has been awarded several IMR and subsea installation contracts over the past months, with a total contract value in excess of NOK 500 million (\$61.45M). In the Asia Pacific region, DOF Subsea has been awarded an LOI from a 'key client' for an EPCI project with the offshore phase during first half 2017. The scope of work includes supply chain management services for the fabrication and supply of mooring chains, replacement of eight mooring legs and PM&E. In the Atlantic region, DOF Subsea said it has been awarded several contracts in the past months. A highlight was the award of an FPSO mooring installation and hook-up contract by Yinson Production offshore Ghana, on the Eni operated OCTP field. The contract will secure utilization of the Atlantic organization and regional subsea vessels in Q4 2016 and Q1 2017, and the project will increase DOF Subsea's presence in West Africa. Other highlights were the award of a 5-year pipeline inspection frame agreement for Maersk, and survey work for Nexans relating to the NordLink cable, connecting the Norwegian and German electricity markets. DOF Subsea also won

repeat subsea work for Statoil, Maersk and other clients in the region. In the North America region, DOF Subsea has been awarded several contracts with key clients in the Gulf of Mexico and offshore Canada. The scope of work includes survey, IMR and light construction. To service the contracts offshore Canada, DOF Subsea will charter the DOF-vessel Skandi Chieftain for a 100-



day job, in addition to increasing the number of ROV systems deployed in the region. Mons S. Aase, CEO, stated, "I am pleased with the contract awards, securing utilization of people and assets. The FPSO mooring award offshore Ghana, as well as allocating an additional vessel to the Canadian market, increases the Group's global presence and improves our market access. This in combination with securing repeat business for our key clients will be important going forward." (Source: *Offshore Energy Today*)

OLYMPIC SHIPPING'S AHTS RETURNS FROM LAYUP



The Norwegian offshore shipowner Olympic Shipping is gearing up to reactivate one of its offshore vessels. In a statement on Wednesday, Olympic Shipping said that its **Olympic Octopus** anchor handling tug and supply vessel would return from layup, and start a contract with an undisclosed client. The shipowner said the initial term would be for one year, plus four six month options. The vessel will be deployed in

the North Sea, and will work for an "international client". The contract starts in July. (Source: *offshore Energy Today*)

TWO-YEAR DEAL SECURED FOR ISLAND CHAMPION PSV

Norway's Island Offshore has secured a long term contract for one of its offshore supply vessels. The **Island Champion** platform supply vessel will now go on a two year contract with ASCO Marine Limited. The shipowner did not reveal the financial details of the arrangement but only said the deal was reached "at market terms." The **Island Champion** will be trading out of Aberdeen, and the new contract will start today, April 20, 2016. "We are very pleased to have secured this new contract

despite the challenging market conditions we are facing, and we look forward to co-operate with ASCO Marine Limited in the years to come,” says Managing Director of Island Offshore Management AS, Håvard Ulstein. Island Offshore in 2014 sold the **Island Champion** to a third party Norwegian company and then leased it back for a period of five years. This



is not the first charter deal for Island Offshore this month. British oil major BP earlier in April, signed a contract for the charter of Island Offshore’s Riserless Light Well Intervention vessel the Island Constructor. Elsewhere in Norway, another offshore shipowner today revealed a new contract for one of its vessels. Namely, Olympic Shipping’s anchor handler, the **Olympic Octopus**, will return from layup, and start work in the North Sea with an undisclosed client. *(Source: Offshore Energy Today)*

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PGS APPEALS COURT DECISION IN SEISMIC VESSEL CASE

Norwegian marine seismic acquisition specialist PGS has appealed a court decision made in a case it had launched against GC Rieber Shipping’s subsidiary over a seismic vessel. To remind, the Bergen district court in March dismissed a 9 million euros claim by PGS Geophysical (UK) Limited against GC Rieber Shipping ASA’s subsidiary Armada Seismic Invest II AS. The court then awarded Armada full legal fees in the amount of 3.4 million Norwegian crowns. According to a statement by GC Rieber Shipping on Tuesday, PGS has appealed the decision. Dispute from 2012. The dispute over a seismic vessel stems from June 2012 when Arrow Seismic Invest (now: PGS Geophysical (UK) Limited) launched a claim alleging that Armada had acted negligently when the company took delivery of the seismic vessel hull 533, the **Polar Duchess**, in October 2011 and claimed 9 million



euros in damages. The ship was built by the Factorias Vulcano shipyard in Spain. Arrow, which at the time of delivery had a pending second priority attachment over the shipyard's claim for payment, asserted that Armada's payment was made to the wrong party when the first priority mortgagee was paid. Following the claim, Armada said it had made the payment in good faith

on basis of thorough documentation and in accordance with ordinary security law and said Arrow's claim for damages was without merit. In a statement on Tuesday, April 19, 2016 GC Rieber Shipping said Armada reiterated its view that the claim is unfounded. "Armada will continue to defend itself against the claim before the Court of Appeal, from which a judgment may be expected in 2017," GC Rieber Shipping said. *(Source: Offshore Energy Today)*

VOS GRACE CHRISTENING CEREMONY HELD IN GREECE

In a particularly special ceremony held in Perama, Greece yesterday afternoon, our 2015-built emergency-response and rescue vessel, **VOS Grace**, was named by Mrs. Maria Fatima Tripp, wife of Captain William Tripp. VOS Grace is currently based in Greece, performing humanitarian work in the Mediterranean. Since last autumn, she



has been involved in refugee-rescue duties, together with the UK Border Force, Royal Navy and Royal Marines. We are delighted to have found a suitable gap in these duties to arrange the christening ceremony and take some time to reflect on the demanding task being undertaken by vessel and crew. Attending the ceremony were vessel Captains, William Tripp and Nicholas McIntyre, and their crews, plus Vroon Group Managing Director, Coco Vroon, and VOS Aberdeen's Managing Director, Evert Maandag, both of whom were accompanied by their wives. Also present was Reverend Howard

Drysdale, Aberdeen Port Chaplain, who blessed the vessel. **VOS Grace** is one of a series of four 60m (emergency response and rescue) field-support vessels constructed in China for Vroon and featuring a revolutionary, wave-piercing bow shape, DP2 and a 300m² cargo deck. We wish the vessel and her crew well as they continue their duties in the Mediterranean. *(Press Release)*

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VOS PRINCE TAKES PART IN SINGAPORE OSV EVENT

Colleagues from Vroon Offshore Services Singapore will take part in the OSV@Vivo Open House, which will take place from Thursday 21 to Saturday 23 April, during Singapore Maritime Week. **VOS Prince**, a newly delivered platform-supply vessel (PSV), will be showcased during the event. This is a unique chance to tour the vessel and meet our crew, who can tell you more about life on board and the technical capabilities of the vessel. Also



participating will be shore-based staff, ready to discuss the portfolio of services VOS can offer. Private tours have been organised for a group from ADB (Association of the Dutch Business People) and a number of business relations. VOS Prince was delivered to Vroon last month. The vessel is a KCM-80m PSV and the fourth of eight sister vessels being constructed at Fujian Southeast Shipyard for Vroon Offshore Services. The vessels have an SPS code and are equipped with full (under-deck) supply capabilities, that include stainless-steel tanks for the carriage of methanol. They provide accommodation and work space for a total complement of 52 persons (comprised of client staff and up to 14 crew members). This unique vessel concept, which is based on a design by Khiam Chuan Marine (KCM), provides free deck space of 720 m². KCM, Vroon's Newbuilding Performance & Engineering Department, the world-renowned yacht designer KER Yacht Design & Engineering and Force Technology in Copenhagen worked closely together to fully optimise the design, ensuring favourable motion and sea-keeping ability and efficient fuel consumption (both in DP mode and during transit). *(Press Release)*

DEEPOCEAN TO REMOVE SUBSEA FACILITIES FROM VARG FIELD



DeepOcean has been awarded a contract for provision of engineering, procurement, removal and disposal (EPRD) of Varg subsea facilities, offshore Norway, by Repsol. Varg field is located in the Norwegian sector of the North Sea. Repsol, the operator of the field with 65% interest, recently applied to authorities to plug eight wells and shut down the Varg field as it

was no longer considered profitable. DeepOcean said on Thursday that its scope of work covers subsea pre-decom survey, recovery of FPSO mooring lines, anchor piles, risers, midwater-arch buoy and subsea structures as well as onshore disposal and recycling of the recovered items. Repsol told Offshore Energy Today in February that the sail away for Teekay's FPSO Petrojarl Varg was planned for August 1, 2016. Rolf Ivar Sørdal, DeepOcean's Commercial Director for Subsea Services in the Greater North Sea, said: "DeepOcean already has an in-depth knowledge of Repsol's assets in the North Sea, through our long term relationship on maintaining the integrity of their assets. Sørdal also added: "Further, the new construction vessel [Edda Freya](#), arriving in our fleet in 2Q16 has been specially designed for multiple types of subsea operations, and hence prove very cost efficient for subject scope." The Varg field was developed at a depth of 84 meters with a wellhead platform, Varg A, and a production ship, Teekay's Petrojarl Varg FPSO, with integrated oil storage. These were linked together with a 1200-metre production and injection pipeline and a control umbilical. The oil was exported via shuttle tankers. The production started in December 1998. *(Source: Offshore Energy Today)*

PSV REM STADT SOLD TO TAG OFFSHORE, RENAMED TAG 20

The PSV [Rem Stadt](#) (UT-746, built Brattvaag 1996, 5,372 dwt) has been sold to Indian Owner TAG Offshore. The Remoy Shipping-owned PSV is due to be delivered to TAG Offshore in April 2016. The vessel will be renamed [TAG 20](#) and has secured a long term charter with ONGC. Fearnley Offshore Supply said the price is reportedly US\$3.75 million 'as is – where is.' *(Source: Vesseltracker)*



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VOS SUGAR CHRISTENED IN IJMUIDEN



We are delighted to announce that our SSV **VOS Sugar** has been christened in a ceremony held earlier today, Thursday 21 April, in IJmuiden. The vessel was named by Mrs Monita Horn, Operations and Chartering Administrator at Vroon Offshore Services Den Helder. **VOS Sugar** is a DP2, SPS-coded, 68-metre subsea-support vessel (SSV) and one of two newbuilding SSVs to have been constructed at Fujian Southeast Shipbuilding

in China. **VOS Sugar** arrived in Amsterdam earlier this month. Following installation of an active heave-compensated crane, she is now ready to start her first charter in the subsea-support market. For clients NDE, the vessel will perform dive operations and maintenance work on windmill foundations in an offshore windfarm in German waters. To guarantee clients safe and easy access to the wind turbines, an on-board system has been installed that actively compensates vessel movement.

In combination with an additional 8 metres in length, compared to earlier vessels, this contributes to better motion behaviour and a more stable platform. Her superior accommodation facilities, plus minimal noise and vibration levels, mean **VOS Sugar** “tops the charts” in the compact



subsea vessel segment. **VOS Sugar**'s crew has years of experience working in the subsea-support market for VOS. Their expertise and knowledge of offshore-wind parks is second to none. By sharing this knowledge and investigating new, efficient solutions that match client requirements, the crew can play an active role in ensuring successful operations for our clients and, most importantly, ensuring all clients and crew return home safely. With the vessel being custom made to perform a variety of subsea and other offshore tasks and we are delighted that this first charter gives her the opportunity to combine both disciplines. We wish **VOS Sugar** and all crew members safe and successful operations. *(Press Release)*

TIDAL FLATS NEWBUILD IS JACK-OF-ALL-TRADES



North German authorities have taken a new, multi-talented maintenance boat into service to guarantee regular ferry access in the tidal flats between the mainland and the East Frisian Islands. The 23.5m and 7m wide **Utlandshörn** was built at the Schiffswerft Hermann Barthel inland at Derben on the River Ebe. That small ship and boat facility is a yard of choice these days for many local authorities operating specialist small workboats. **Utlandshörn** was

built for the Lower Saxony Water Management, Coastal Defence and Nature Conservation Agency (NLWKN) in Norden. It replaces a 60 year old predecessor which had to be mustered out in 2010 because it was not technically up to the job. Since then the work has been undertaken by the NLWKN's only other maintenance boat Hooge Hörn. Lower Saxony Government official Almut Kottwitz said at a naming ceremony that the new boat had become "absolutely indispensable" because Hooge Hörn had also not been capable of meeting the demands on it. Kottwitz said the job of the new boat would be to guarantee the maintenance of water depths along the east Frisian coast and in the Ems Estuary and functional access to inland areas. It is however not just a local unit and is classed for national coastal waters operation. NLWKN official Stephan-Robert Heinrich said the new ship would also be used for 'push and pull' work and coastal protection as well as for oil and other pollution accidents and for small-scale transport tasks. The versatility of **Utlandshörn** is reflected in the ca. €4 million which the state of Lower Saxony has invested in it because of the absence for several years of a new boat for tidal flats maintenance. That absence has embarrassed even experienced local island ferry operators of late because several have run aground in shifting sands. In January the 63.5m Frisia II grounded on a sandbank between Juist and the mainland for 12 hours with 650 passengers. Two ferries grounded together last year and rescue services took off passengers. **Utlandshörn** has two main SCAN engines each of 276kW @1800 revs/min driving two stern rudder propellers from Schottel, each of 190kW and 2100 revs/min. The NLWKN said along with the boat's 40kW/1800 revs/min Jastram bow thruster, ample manoeuvrability and turning capability is provided, To cope with regular maintenance work, the newbuilding is fitted with a water injection system which the NLWKN described as "appropriate and efficient" and which boasts two circulating pumps from Germany's KSB, each capable of delivering a maximum 1500 m³/hour but which can be

regulated. L+P Naval Consult Lasse und Pache in Bremen along with the boat's builders Hermann Barthel helped the NLWKN through the complex planning a EU tendering process for the boat. *(Source: maritime Journal; Photo: Mercator Media)*

WINDFARM NEWS - RENEWABLES

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BUREAU VERITAS PUBLISHES GUIDELINES FOR OFFSHORE ACCESS SYSTEMS

Leading international classification society Bureau Veritas has developed guidelines for walk-to-work (W2W) motion compensated Offshore Access Systems (OAS) which are used to transfer industrial personnel to and from offshore installations. Guidance Note NI629 Certification of Offshore Access Systems provides a clear and comprehensive overview of the safety principles and technical



requirements for the design, manufacturing and operation of reliable and dependable equipment for the safe transfer of personnel at sea. Matthieu de Tugny, Senior Vice-President and Head of Offshore, Bureau Veritas, says, "Getting people safely onto and off unmanned platforms and wind farm towers offshore has become a big issue. Walk-to-Work OAS can provide significant safety, operability and/or cost advantages over more traditional personnel transfer methods such as personnel basket or capsule lifts, step-over from high speed crew transfer vessels and helicopter transfers. We see a lot of new vessel types emerging with these motion-compensated gangways and it is imperative that the industry has a standard against which to assess their safety and to help develop safe new designs." Two different offshore access technologies have emerged: passive transfer gangways, which are first connected to the offshore installation and then put in free-flow mode for personnel transfer, and active transfer gangways which remain motion compensated during personnel transfer. The safety issues and critical components, which differ from one category to the

other, require special attention to ensure safe and reliable operation. Says De Tugny, “With these new guidelines the regulatory gap into which personnel transfer between offshore support vessels and offshore installations could fall has been closed.” Guidance Note NI629 can be downloaded from www.veristar.com (*Press Release*)

SEACAT SERVICES SUPPORTS DONG CONSTRUCTION RACE



24 month, 4-workboat, charter service agreement to provide DONG Energy with construction support across the Race Bank offshore wind project. DONG Energy, a leading developer of offshore wind projects, and class-leading offshore energy support vessel operator, Seacat Services, today confirmed a two year, 4-workboat crew transfer deal to support construction operations at the 580MW Race Bank Offshore Wind Farm. As offshore wind developers begin

construction on current projects in the UK, there is a strong demand for experienced and highly capable supporting contractors equipped to facilitate the installation of new, increasingly sophisticated, sites. With all 91 turbines at Race Bank to be fully commissioned by 2018, construction of the project will demand the highest possible level of workboat availability – something that can present significant challenges for developers when undertaking large-scale installations far out to sea. Since the early days of offshore wind development in UK waters, the domestic service vessel industry has risen to this challenge, and the versatility, expertise and number of operational hours provided by UK fleets and crews continues to grow with the expansion of the industry. Seacat Services is committed to providing the market with first-class workboats capable of delivering technicians safely and comfortably to site in the toughest of environments. The operator’s fleet of DNV-GL 1A1 HSLC R1 Service 1 classified vessels, all built locally on the Isle of Wight by South Boats, is able to deliver large cargo payloads, at high speed. Under the terms of the agreement with DONG Energy, the first charter day took place on 1st April 2016. “The construction timeline for UK offshore wind projects requires highly capable partners to deliver projects in a manner that keeps developments on time and on budget” said Ian Baylis, Managing Director, Seacat Services. “So far, we’re proud to say that the UK maritime sector has delivered when it comes to supporting this growing industry. Our work with DONG Energy on Race Bank over the coming months will enable us to channel further investment into the local supply chain by providing opportunities for local crew and supporting services.” “Furthermore, this contract award is a testament to the hard work carried out by Seacat crews on DONG Energy’s Westernmost Rough construction project and we look forward to continuing our relationship with the project development team.” Jason Ledden, Construction Project Manager for Race Bank at DONG Energy said: “I am delighted to be using these state-of-the-art vessels, built right here in the UK, to assist with the logistics and construction of Race Bank. “Placing contracts with UK suppliers whenever possible is a real priority for DONG Energy and we have already worked with Seacat Services for our Westernmost Rough offshore wind

farm. The company's commitment to service, quality and safety meant there was no hesitation in using them again for our Race Bank project. "These crew transfer vessels are part of a new fleet, and will help safely and efficiently transfer our engineers and technicians offshore to work on the construction of Race Bank's 91 wind turbines and two substations." (*Press Release*)

YARD NEWS

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The advertisement features a blue and white color scheme. On the left, there is a stylized illustration of a red and white ship. To its right, a large '40' is displayed with 'YIL YEARS' written inside the zero. Below the '40' is the text 'Celebrating 40th year...'. At the bottom left, the word 'SANMAR' is written in white on a dark blue background. At the bottom right, the website 'sanmar.com.tr' is visible. On the far right, there is a photograph of several red and white crew transfer vessels on the water.

WALVIS BAY REPAIRER PREPARES FOR CONTINUED TOUGH TIMES

The downturn in the oil and gas industry continues to affect Walvis Bay ship repair company Elgin Brown & Hamer (EBH) Namibia. The company operates three privately-owned floating dry docks including a Panamax-sized dry dock. Back in March 2015, with "a very evident reduction in vessel dry docking requests," it adopted a series of stringent performance improvement plans (PIPs) to examine its efficiencies in all areas of the business, reduce costs and make efficiency improvements in systems such as procurement. CEO Hannes Uys says that the approach has yielded significant savings but that the shipyard — whose core focus is the downstream offshore supply vessel repair market — has recently experienced a 50% decline in docking activity. "We are now in a position where the sustained effect of the low oil price on production along the west coast of Africa, and in particular our core market, Angola, led to a 50% net loss in revenue, which in turn forced us to embark on a company-wide restructuring and stabilization program," says Mr. Uys. The situation has necessitated the retrenchment of some full-time shipyard employees. "These are tough, but necessary measures which we are putting in place, in order to maintain and strengthen EBH Namibia's competitiveness during a very challenging time in our industry," says Mr. Uys. "I would like to assure all our stakeholders that the management of EBH Namibia will follow due process and comply with all legislative requirements," he says. "We are engaging closely with the Labor Ministry as well as worker representative bodies, which all play a key role in this process. We are indeed committed to a process which will encourage ongoing communication and a deeper understanding



and a deeper understanding

of the situation for all those involved." Mr. Uys believes that oil prices will probably start stabilizing and improving in 2017. "We certainly do not need the oil price to be at the 'dizzy heights' it was before the price dropped in 2014 for our core market to be re-energised and for the positive effect to start filtering through again," he says. Ensuring that the company is well positioned to rebound effectively and speedily when the market recovers is at the heart of EBH Namibia's stabilization programme. Mr. Uys says that "despite the challenges, we will be deploying various strategies - even with a restricted budget for the next 12 months - to ensure critical skills retention and development" and that EBH Namibia remains committed to its market, and will continue to work to attract vessels to Walvis Bay's drydocking facilities, even when they are off-line or being stacked until called into service again. The company remains strongly committed to servicing its core market. It sees the statutory class certification repair requirements of the majority of the 520 offshore supply vessels currently operating off the west coast of Africa as producing a significant spike in activity mid-way through 2017. It says it is also working on various diversification strategies, and focusing on opportunities which are not oil-related. (*Source: MarineLog*)

KEEL MARINE HARBOUR SKIMMER



The design team at UK naval architects Keel Marine has developed a compact skimmer vessel that can operate within the tight confines of a small harbour to remove floating debris and weed. With an overall length of 8.10 metres and a draft of just 0.4 metres this skimmer can operate close to beaches and shallow water making it suitable for operation on small inland waterways as well as within the tight confines of a marina. Designed for aluminium

construction with a catamaran hull form this small, lightweight yet robust and manoeuvrable vessel provides a versatile vessel that is ideal for debris collection in many smaller harbours. Built-in lifting eyes, a low overall weight of just 5 tonnes fully loaded and compact dimensions facilitate the ability to road freight the vessel to any location to allow its utilisation to be maximised and shared between harbours. In order to keep the design as simple as possible Keel Marine has specified propulsion by a pair of outboard motors. This twin engine installation allows maximum control, manoeuvrability and simplicity. An option for powering by twin diesel engines coupled to waterjets also exists if diesel fuel compatibility is a requirement. The primary debris recovery operation is carried out by means of a hydraulically operated bucket scoop mounted at the bow between the two hulls. This lift the debris up and over so that the debris can be deposited into a standard 6 cubic yard skip carried on the deck between the scoop and the aft wheelhouse. This skip can be quickly loaded on and off the vessel by a shore crane to enable a quick turnaround for mass collection. Bow rollers on the forward shoulder on each side give great potential to roll down dock walls without damaging the hull or quay wall to gain greater retrieval of debris close to the walls. When the skip is not in place on the deck the large clear deck area allows the skimmer to be used for a wide variety of workboat harbour operations and it could also act as an oil spill containment vessel in the event of a harbour spill. The skimmer has been designed for one man operation to improve the economics of the

operation. *(Source: Maritime Journal; Photo: Mercator Media)*

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BOLLINGER RECEIVES THE 2015 SHIPBUILDERS COUNCIL OF AMERICA “AWARD FOR EXCELLENCE IN SAFETY”

Bollinger Shipyards was presented the 2015 “Award for Excellence in Safety” for the eleventh consecutive year by the Shipbuilders Council of America (SCA) on April 14, 2016, during the association’s Annual General Membership Meeting in Washington, DC. This award is given to member companies with the lowest total recordable incident rates (TRIR) based on a quarterly injury and illness survey conducted by the Association. Ben Bordelon, Bollinger’s President and CEO said, “For 11 consecutive years, Bollinger Shipyards was recognized for outstanding performance in workplace safety. Earning the SCA Award for Excellence in Safety is a testament to our employees’ unwavering dedication and focus. At Bollinger, we remain steadfast in our commitment to attain the highest level of safety and dedicated to future advancement of safety in the maritime industry.” SCA is the national trade association representing the U.S. shipyard industry. SCA members constitute the shipyard industrial base that builds, repairs, maintains and modernizes U.S. Navy ships and craft, U.S. Coast Guard vessels of all sizes, as well as vessels for other U.S. government agencies. In addition, SCA members build, repair and service America’s fleet of commercial vessels. The Council represents 39 companies that own and operate over 85 shipyard facilities, with facilities on all three U.S. coasts, the Great Lakes, the inland waterways system, Alaska and Hawaii. *(Press Release)*



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

- [David B launched](#)
- [Neptune delivered](#)
- [Christening and delivery ceremony Shoalbuster 3209 Wil S to GSS Marine Services](#)
- [Damen delivers modular solution to Van Oord](#)
- [PIRIOU delivers two tugs to BOLUDA France](#)

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