

# Acta Marine

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## New: ultra shallow support vessel Coastal Discovery

*For the second time in quick succession, our fleet has been expanded with an ultra shallow support vessel. Following on from the Coastal Enterprise earlier this year, 4 September saw the handover of the Coastal Discovery, a workboat with a draft of just 1.30 metres.*

The propulsion system of the Coastal Discovery consists of three Caterpillar main engines that power respectively two screws in a nozzle and an azimuthing rudder propeller in a nozzle. A fourth Caterpillar diesel engine powers the pumpjet bow thruster. The total power output is 1,792 kW/2,432 hp, delivering a maximum speed of 10.3 knots and a bollard pull of 25 tonnes. Notably, the Coastal Discovery is also equipped with a dynamic positioning system. The workboat is 35.85 metres long and 11.84 metres wide, and has an unusually spacious work deck. Amongst the equipment mounted on the deck are a 50-tonne towing winch and a 200-tm hydraulic deck crane. The Coastal Discovery can undertake a wide range of activities including towing, pushing and anchor-handling work and supply tasks. In addition, it can be deployed as a coupling vessel for trailing suction hopper dredgers. Thanks to the excellent sea behaviour of the vessel, work can be continued for much longer even in poor weather conditions. Following handover, the multifunctional vessel was immediately deployed in coastal reinforcement projects on behalf of Van Oord/Boskalis in Zeeland-Flanders and Walcheren. For this work, the Coastal Discovery is assisting trailing suction hopper dredgers in (un)coupling and relocating the floating pipelines in use on the project.



## Speedtwins in full swing

They are both super-fast, extremely manoeuvrable and perfectly suited for work as crew tenders; the sister ships Coastal Thunder and Coastal Lightning that joined our fleet in July of this year. During sea trials, the magnificent speed of 34 knots was recorded. The vessels are 13.5 metres long and 4.60 metres wide. The propulsion consists of two 575 hp Scania diesels, each driving a Hamilton waterjet. Having first completed a number of minor jobs, the Coastal Thunder started work as a crew tender for the Britned project near Rotterdam, and the Coastal Lightning set sail for a five-month charter in

Nigeria. Here, off the coast of West-Africa, the vessel will be serving as a crew tender in Calabar, in the estuary of the river Niger, as part of a project to improve the infrastructure for the oil and gas industry.



The multicat Coastal Assistant is deployed as coupling and supply vessel.



## Acta Marine Waterweg active in India

**For some two years, now, the work boats Coastal Assistant and Coastal Power have been operating in Indian waters, as explained by Operations Coordinator Sinclair McWilliam. The work is being undertaken under the flag of the Belgian DEME group, responsible for the construction in Dhamra of a deep-sea harbour and an access canal. As part of their course leading to the qualification First Mate, a number of trainees are also at work on board the Coastal Assistant.**

The party responsible for the project is the local DEME subsidiary International Seaport Dredging, in partnership with the Indian group Larssen & Toubro. Dhamra is a small coastal town on the Gulf of Bengal. The hinterland is rich in raw materials including coal, iron ore and bauxite. Because Dhamra is set to become the export location for these products, a deep-sea harbour is being excavated for large bulk carriers. Work is currently underway on building a 3 kilometre-long jetty and a 13 kilometre-long and 18 metre-deep access canal. "The project involves the use of a number of trailing suction hopper dredgers", commented Sinclair McWilliam. "Our multicat Coastal Assistant has been deployed to undertake a whole range of tasks for these dredging vessels, including the coupling work and supplying various items including drinking water, stores

and spare parts. The tug Coastal Power is responsible for crew changes. Local employees are transferred to the dredgers in the morning, and picked up again in the evening. For the rest of the day, the tug is deployed as a survey vessel and occasionally, if the Coastal Assistant is not available, as a coupling vessel."

The Coastal Assistant has now been working in Dhamra for eighteen months. Previously the vessel worked for six months on behalf of DEME in the Indian port city of Visakhapatnam. The Coastal Power has been at work in Dhamra for two years.

"I expect there to be work for both vessels for at least another year, because DEME intends shortly to start working with four instead of two suction dredgers." Both workboats from Acta Marine Waterweg operate a 24-hour service, whereby the two-man crew works twelve hours on and twelve hours off duty.

### Supervising trainees

Both the Coastal Assistant and the Coastal Power have an Indonesian crew. Two Indonesian trainees have also been deployed on the Coastal Assistant, as part of their training course for the qualification First Mate. Sinclair McWilliam concluded, "The trainees are brought on board for a period of six months. Before they start their traineeship, I travel to India to explain the principles behind our business, and what we expect of them. I also present them with a list of tasks to be undertaken. At the end of the traineeship period, I return with them to Dhamra to hold a sort of examination." As a consequence, each year, four trainees can acquire the necessary practical experience on board the Coastal Assistant. "One of the trainees who completed two six-month traineeships with us has now been offered a position as first mate."



The tug Coastal Power is responsible for survey work and crew changes. In the background is the trailing suction hopper dredger Antigoon.

# Much specialist offshore work in Kazakhstan

**The specialist service provided by Acta Marine Waterweg of supplying vessels for use in very shallow waters really comes into its own in the Caspian Sea. Since 2002, a whole fleet of workboats has been undertaking a wide range of tasks for the oil and gas industry in the waters off Kazakhstan, as explained by commercial director Bob van der Kraats.**

Following the departure for Kazakhstan in 2005 of the tugs Sara Maatje Elf and Sara Maatje XII and the multicats CS Carmen and CS Marina, the Sara Maatje II and Sara Maatje IX made the same journey, two years later. As Bob van der Kraats explained, "The Sara Maatje Elf and Sara Maatje XII were set to undertake towing work in the very shallow waters of the Caspian

Sea, while the two multicats were to be responsible for anchor-handling work for a pipelaying barge. Before the Sara Maatje II was able to depart for Kazakhstan, the workboat first had to be adapted to meet the customer's needs. This meant a major redesign. Because the installation on board of additional equipment meant that the draft of the Sara Maatje II increased to more than 1.40 metres, before departure, one and a half metre-wide floater tanks were welded to each side of the hull. Because this work made the Sara Maatje II in total three metres wider, the draft requirements imposed by the customer could at last be met. Following arrival in the Caspian Sea, the Sara Maatje II set to work as a seismic survey vessel. The work consisted of laying out and subsequently retrieving cables equipped

with hydrophones and measuring buoys in very shallow water. The Sara Maatje II was assisted in this work by the Sara Maatje IX, that acted as support vessel." Once this work was completed, there was plenty of other work immediately available for the two shallow draft vessels. "The Sara Maatje II is currently working as a support vessel assisting the cable laying barge Coastal Spider, for example by undertaking the necessary anchor-handling work. The Sara Maatje IX, in turn, is working as a tug for a number of customers."

Of all our vessels, the Coastal Bigfoot, with a draft of just 80 cm, has been at work in the Caspian Sea longest. "This workboat has been carrying out seismic work in the area since 2002. In my opinion, it is the best seismic survey vessel to be found anywhere in the Caspian Sea region."

All in all Acta Marine Waterweg is now operating a whole fleet of workboats off the coast of Kazakhstan. According to Bob van der Kraats, however, this is no mean achievement. "It is no easy task to enter the country, on top of which, in Kazakhstan we find ourselves a very long way from home. It is therefore essential to locate a good-quality local partner. We succeeded in doing so quite rapidly, as a result of which we are now able to ever further spread our wings."

*The Sara Maatje IX operated as support vessel and subsequently as tug.*



 **Acta Marine**

*The Sara Maatje II started work in the Caspian Sea in 2007, as a seismic survey vessel.*



## News flashes

Our company has massive experience in the field of survey work, mainly for dredging projects or checking cable and pipeline routes. An unusual survey order was undertaken in September of this year, involving the accurate charting out of boulders in a sea area north of the Wadden island of Terschelling. The Coastal Explorer, equipped with special survey equipment, was deployed for this work. The client for the project was Imares.

Since June of this year, our catamaran Coastal Liner has been operating as part of Aramco's Safaniyah project. For this project, a pipeline is being laid from the Safaniyah oil field to the coastal town of Ras Tanura in Saudi Arabia.



Dredger operators Boskalis were tasked with dredging a trench over a distance of 4.5 kilometres, whereby our Coastal Liner is responsible for the survey work and the crew changes. The Coastal Liner is expected to be involved in this operation until January 2010.

At the end of August, our Coastal Guardian crossed the Atlantic Ocean. The journey from Cadiz in Spain to Progreso in Mexico was made as deck cargo on board the heavy lifter BBC Plata. The Coastal Guardian will be undertaking a wide range of support services in Mexico on behalf of the Belgian company Jan de Nul. Jan de Nul has won the order for beach replenishment work in Cancun, Playa del Carmen and Cozumel. More than 6 million cubic metres of sand will be sprayed in this project. To protect the coast, two underwater breakwaters are also to be installed. The three seaside towns are close to the Yucatan Channel, an area renowned for the hurricanes that regularly cause havoc. The Coastal Guardian is set to tow two 800 metre-long sinker pipelines to Cancun, following assembly on the beach at Progreso. The workboat will also be carrying out the coupling work for the pipelines to the trailing suction hopper dredgers responsible for dredging up and delivering the necessary sand. Throughout the project, the weather charts from the National Hurricane Centre in Miami will be accurately monitored in Den Helder in order to warn the Coastal Guardian in good time of any approaching hurricanes.



## New future for Van Laar

**Since the end of September, the Swets ODV Group based in Zwijndrecht has become the new owner of our operating company Van Laar Scheepvaart. Swets ODV is a reputable nautical service provider for inland shipping, with more than 35 years experience. Even before the takeover, the company had for many years been a good business relation of Van Laar Scheepvaart.**

With the divestment of inland shipping activities, nineteen staff and eleven workboats will be leaving Den Helder. They include the management of Van Laar Scheepvaart in the persons of Olof van Laar and Eric Feijen, five skippers and twelve employees. The departing workboats are the five Jacobas, the Adelaar, the Albatros, the Buffel, the Swift, the Tarzan and the Sara Maatje XIII. Director Govert Jan van Oord explained, "The sale of the operating company Van Laar Scheepvaart enables us to now focus fully on our core activity, managing and operating (smaller) workboats for coastal waters. In addition, we intend to further specialise in the

For some time, now, three of our workboats have been involved in the Britned project, which itself involves the laying of a 260 kilometre-long energy cable between Grain in England and Rotterdam. Contractors Visser & Smit Hanab have chartered our Coastal Worker to dredge a trench near the Maasvlakte, from the coast as far as the ten-metre water line. The energy cable will be placed in this trench, over a length of 2,600 metres. As well as the Coastal Worker, the Coastal Enterprise and Coastal Thunder are involved in the project. The Coastal Enterprise is carrying out anchor work for the Coastal Worker and the cable layer Team Oman, while the Coastal Thunder has been deployed as a crew tender.



deployment of workboats in very shallow waters. Following the divestment of Van Laar Scheepvaart, our business structure has been simplified, and the sale ties in with a previously taken decision to fully integrate the operating companies Acta Marine Van Stee and Acta Marine Waterweg. Van Laar Scheepvaart is in excellent hands with Swets ODV, and the inland shipping activities of the two companies match seamlessly. Given their reputation and the good experience we have accrued with Swets ODV, and the positive discussions held with the management of the business, I predict a safe future for Van Laar Scheepvaart with the new owners."



## Colophon

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