Tugs Towing & Offshore Newsletter

14th Volume, No. 27 Dated 12 May 2013

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

TUGS & TOWING NEWS

NEWCASTLE HARBOUR'S NEW TUGS ARRIVE

Newcastle's newest tugboats can pull the world's biggest ships, but their boss won't go overboard. The twin 6,000 horsepower boats will spearhead the fleet of towage company Svitzer and pulled into the Port of Newcastle yesterday after a harsh voyage from Singapore. "They're a good sea ship," said the company's tug master, Jack De Gilo. They had to be, just to make it to their new home. Both the tugs' crews weathered rough seas for 17 of 22 days at sea. Svitzer will rename its latest acquisitions after Newcastle suburbs through a poll on Facebook. For now, they are called the **Nixie** and the **Neso**. "The new tugs will be the most powerful in the fleet and have been brought in to meet the needs of a growing and diversifying port," state manager Alister Dalton said. At 33 metres and 1320 tonnes, they will also be the most imposing tugs of the nine-strong fleet. They will replace the Werra and one of the fleet's most cherished members,the Wato. The Carrington-built Wato helped recover the Pasha Bulker from Nobbys Beach in 2007. *(Source: Garry Luxton, Newcastle Australia; Photo: Peter Stoop)*

HALTER CELEBRATES CHRISTENING OF TUG AND BARGE

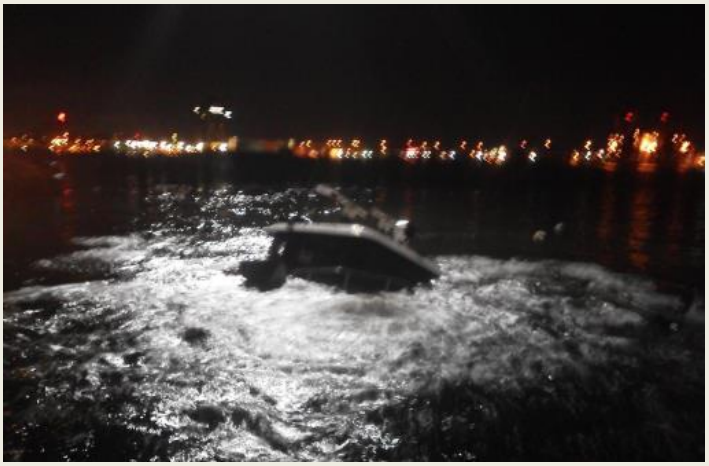
VT Halter Marine and Crowley Maritime celebrated a partnership Thursday morning with the

christening of a tug and a barge. VT Halter built the barge, called *750-3*, which is 600 feet long and has the capacity to hold 330,000 barrels of petroleum products. The companion tug **Liberty** had been built at a shipyard in Washington state. They were christened separately at a double ceremony at VT Halter's Bayou Casotte shipyard. VIPs from both companies lined up despite the rainy weather to praise Halter's work and joined the tug crew and others at a buffet lunch under a tent set up along the docks near the vessels. The pair is the 17th tug-and-barge combo Crowley Maritime has had built, the final vessels in a more than $1 billion, decade-long construction program the company undertook to expand its U.S.-flagged petroleum service fleet. Crowley Maritime Corp. is part of Crowley Holdings Inc., a privately held, family- and employee-owned company in Jacksonville, Fla. The tug and barge are designed to fit together with retractable fittings on the tug, Crowley spokesman Mike Miller said. He said the pair will haul oil products in the Gulf of Mexico for Marathon Petroleum, which provided Kathy Peiffer as the sponsor to christen the barge. Crowley Vice President of Procurement Wendy MacDonald christened the tug. "This vessel is entering many years of service," Tom Crowley, Crowley president and CEO, told the audience. "It was specially designed for Crowley. It took the best and brightest to make this happen." Bill Skinner, VT Halter CEO, praised his shipbuilding family of 2,200 and said, "The 750-barge program has been a key program in the Crowley-VT Halter relationship that has lasted over 14 years." The two companies have 60 years' experience and have built many ships together. VT Halter built all three of the 750-class barges for Crowley. *(Source: SunHerald)*

GOLDEN CROSS R.I.P.

The **Golden Cross** has sunk not far from her mooring in Scotland. She got into trouble overnight Saturday May 4th, 2013 and an attempt was made to beach her. She is aground with most of her under water. Picture taken on the 7th May ashore in Loch Goil, Scotland *(Source & Photo: Tommy Bryceland) (See Issue nr 26 also)*

KALEEN MCALLISTER SANK



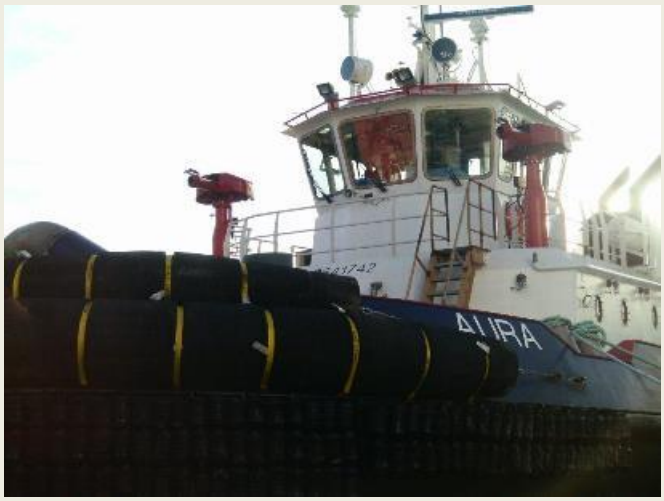
A McAllister Towing tugboat sank on Saturday night off Baltimore's Locust Point. There were no reported injuries, as everyone managed to abandon the vessel before it fully sank. The tug reportedly hit an underwater object, and it started taking on water. The U.S. Coast Guard was notified; nearby tugs, including the **Robert E. McAllister** and Dann Marine Towing's **Treasure Coast** and **Sun Coast**, tried to assist the vessel initially but were unsuccessful. According to the Baltimore Sun, efforts to pump water out of the tugboat faster than it was coming in failed and it sank at Pier 3, which is used by McAllister. Any damage to the **Kaleen McAllister** has not yet been determined, but the submersion of the tug is not expected to interfere with any harbor operations or any port operations. It had 22,900 gallons of fuel and 710 gallons of oil onboard at the time of the sinking. A small diesel fuel/lube oil leak was spotted following the sinking, so the incident site was boomed off to prevent any spreading. McAllister alerted an environmental cleanup firm it has on contract, Miller Environmental Group. The current plan is to raise the tug and send it to a shipyard for repairs. The U.S. Coast Guard has launched an investigation into this incident. *(Source: Marex; Photo: Jay Demske)*

ORCA VI IN DRYDOCK

Last week was seen the 2010 built Damen Stan Tug 4011 Panama registered with call sign HP5863 tug **Orca VI** (Imo 9559781) from Kompania di Tou Korsou in the Antiliaan Dry-Dock at the Curacao Droogdok Maatschappij for survey and repairs. The vessel is built at the PT Dumas – Surabaya; Indonesia shipyard under number 512010 and contract of Damen Shipyards – Gorinchen; Netherlands. Her basic functions are Towing, anchor handling, fire fighting and pollution control. She has a length of 45.70 mtrs a beam of 11.22 mtrs and a draft of

5.39 mtrs. The two 16 cylinder Caterpillar 3516B-TA-HD/C diesel engines develops a total output of 3,728 kW (5,000 bhp) at 1,600 rpm which result in a bollard pull of 68.1 tons and a speed of 12 knots. She has a grt of 696 tonnes and a dwt of 535 tonnes. The vessel is classed Lloyd's Register 100 A1, Tug; LMC, UMS. *(Photo: John Smit)*

JONRIE DECK EQUIPMENT IS COMMISSIONED ON THE NEW ASD FROM GREAT LAKES SHIPYARD



JonRie supplied deck equipment has been commissioned on the new ASD Aura from Great Lakes Shipyard, Cleveland, Ohio. The new Tug **Aura** is a Jensen designed ASD 4650 HP complete with a JonRie Series 220 Double Drum hawser winch on the bow with a capacity of 150M of 60 mm line, a line pull of 15 Tons, a line speed of 30 M/m and a brake with capacity of 200 Tons. The winch features JonRies hands free foot control, Active Heave Compensation and a Tension Readout system for every drum with night vision dimming control side lite meters. On the Stern is a JonRie Series 421 Capstan with a line speed of 10M/m and a line pull of 10 Tons. The controls are all in house JonRie Designed and supplied along with Hydraulic Power Unit also designed and provided by JonRie. The sister tug Atlas is scheduled to be delivered by summer. The principals of JonRie will be presenting a paper on Open Ocean Towing at the Tugnology Conference 2013 in London May 14 and 15 to provide the tug community with insight in an analytical approach to designing a proper tow configuration. *(Press Release JonRie)*

READERS REPORT

When I was twelve years old I started building model tugs and my favorite was the Smit tugs. My interest has increased over the years and I'm still having the biggest of interests for tugboats! I have lots of tugboat friends here in Sweden but also abroad. Captain Norbert Clasen in Hamburg is a very close friend privately over the years. I has come to my knowledge that Smit and URS now are fully owned by Royal Boskalis BV in Holland. Latest months there have been pictures of several Smit and URS tugs repainted in Boskalis colors. Will all Smit and URS tugs get this gray color or is it only vessels working directly with Boskalis that will change colors? *Red: It looks like that all tugs will change colours, except the Smit Lamnalco tugs?* Will Smit harbor tugs still have the Smit logo in the funnel? *Red: In mine opinion all Smit logo's will be changed for the BosKalis logo (Photo: Johnny Nilsson; Klubb Maritim Sweden and Norbert Clasen)*

UNDER CONSTRUCTION

On the picture is seen two new build Shoalbusters 2709 type under construction of the United Arab Emirates shipyard Damen/Albwardy in Dubai. The Shaolbusters are **Sea Delta** and **Sea Hotel** for Seacontractors. The contract for the two was signed last week 2nd May In Flushing; Netherlands. The Sea Delta and the Sea Hotel are expected to be delivered in July and September this year. *(Photo: Seacontractors)* *see TT&O issue 26 also*

NORTHERN RECOVERY

A project to return an arctic shipwreck to Norway has taken another step with acquisition of a tug.

The wooden 3 masted schooner *Maud*, built in 1917 was used by the Norwegian explorer Roald Amundsen. It was acquired by the Hudson's Bay Company in 1926 and renamed *Baymaud*, then sank in Cambridge Bay, Victoria Island in the winter of 1930-31. It was abandoned there, and surprisingly a lot of its hull remains intact. A group called "Bring the Maud Home" has a barge and a tug that they plan to use in refloating and repatriating the wreck. The tug is the former Liverpool tug, built in 1967 as **Alfred Lamey**, becoming **Coburg** in 1970 after Lamey's was acquired by Alexandra Towing in 1968. In 1993 it was sold and has carried the names **Mor** (to 1997) then **Argus**. It has been rebuilt several

times, most recently in 2000 and renamed **FFS Khan** Now it is called **Tandberg Polar** and looks a bit different from the photo above, with a raised forecastle and new wheelhouse, klick here *(Source & Photo: Mac Mackay-Tugfax)*

TWO 3,900HP TWIN SCREW TUGS SOLD

Marcon International, Inc. is pleased to announce the sale of the two U.S. flag, 3,900BHP twin screw sister-tugs "**Atlantic Service**" (ex-Atlantic Star) and "**Brooklyn Service**" (ex-Peggy Sheridan, Gulf Star) to private buyers. Both tugs were built in 1975 by Halter Marine Services, Inc. of New Orleans, Louisiana for Sheridan Transportation to handle their 11,000 – 15,000dwt petroleum barges "*Hygrade 95*" and "*S.T. 114*". The tugs both worked for Red Star Towing and Amerada Hess Corp. of New York until the Hess fleet was acquired by Leevac Marine / Hornbeck. The tugs measure 109' length overall x 31' beam x 14' depth. Both "**Atlantic Service**" and the "**Brooklyn Service**" are powered by twin EMD 16-645E2 main engines, Falk gears and 4-blade 100" x 76" high-efficiency props, which develops bollard pull of about 34.5 tons and free running speeds of abt. 8.5 – 10kn. Although laid-up at the time of the sale, both tugs were still actively classed ABS +A1, Towing Service, +AMS, Unrestricted Service. Each tug is fitted with a single drum Markey TDS-32 towing winch with a capacity of 2,000' of 2" wire. Other features include raised pilot houses and air conditioned quarters for 10 crew aboard each boat. New owners plan to reactivate both tugs under U.S. flag for use in their in-house service. Marcon acted as sole broker in this transaction and has handled multiple sales over the years for the Seller. *(Source: Marcon International)*

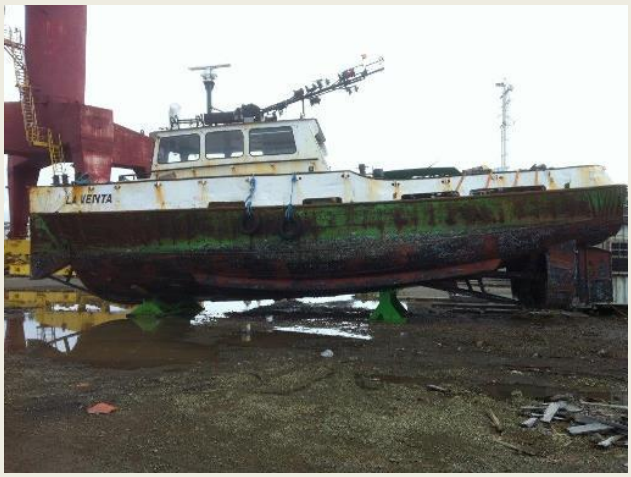
SOGEPORTS TO ACQUIRE EIGHT TUGS FOR SEVEN ALGERIAN PORTS

Holding Company SGP-Sogeports has launched a national and international invitation to tender for the acquisition of **eight tug boats** to strengthen the capacity of seven Algerian ports. The tugboats, with a capacity from 40 tonnes to 70 tonnes, are to be acquired for the ports of Algiers, Annaba, Ghazaouet (Tlemcen), Skikda, Mostaganem and Djen Djen Jijel, which will get two tugs, the media has reported. The companies interested in the projects will have to bid for the construction and the delivery of four distinct sets, the invitation to tender underlined. The bids must be submitted 60 days after the publishing of the call for tender in national newspapers, according to the source *(Source: El Moudjahid)*

ORENBURG STRUCK A PILLING

The 58 meter long self-propelled pusher **Orenburg** pushing the barge *UDP C-447* allided with a bridge on the Enns near Mauthausen, Austria. The vessels had steered to close to the Mauthausen side of the river and struck a pilling. The barge suffered damage to its bow. No reports of injuries or pollution released. Authorities allowed the vessel to proceeded to a nearby estuary. *(Source: Shipwreck Log)*

LA VENTA FOR MAINTENANCE IN CURACAO



The 1981 Damen Stan Tug I **La Venta** (Imo 8976384) from DEME towed from Cristobal; Panama to Curacao was seen on shore for maintenance overhaul. The tug was Built under yard number 3423 and delivered to Baggerwerken Decloedt & Zn. N.V. – Oostende; Belgium. In 19?? She was sold to Dredging International N.V. – Zwijndrecht; Belgium, later changed into DEME=Dredging, Environmental & Marine Engineering. She has a length of 16.25 mtrs a beam of 4.94 mtrs and a draft of 2.27 mtrs. The 8 cylinder Caterpillar engine develops an output of 537 kW (730 bhp) with a speed of 10 knots and a bollard pull of 9.8 tonnes. Her grt is 33 tonnes and her nrt 9 tonnes. The tug is located on shore at the Curacao Dry-dock Company Ltd. at the repair site nr. 2. The overhaul include the complete engine overhaul and hull. The Venequipe Caterpillar has been subcontractor for the engine overhaul. Further is reported that the La Venta has worked on the widening of the Panama Canal, together with the Aramis and the dredger Orwell which are at the yard also. *(Photo: John Smit)*

SD RESOURCEFUL REPAINT

After getting the Golden Cross pics yesterday I went up to the dock at Greenock and managed to get a pic for you Tugs Towing & Offshore Newsletter readers of the Serco operated Damen built tug **SD Resourceful** in the new Serco white colours. She still has white funnels. Previous fleet repaints have given the repainted fleet Red funnels. *(Regards from Tommy Bryceland, SCOTLAND)*

MARIDIVE VII TOWING MARIDIVE OFFSHORE BASE

The 1982 built Egyptian flag offshore tug/supply ship **Maridive VII** was seen towing the 1980 built construction/work/accomodation barge Maridive Offshore Base to off Grand Harbour, Malta before the barge was handed over and towed by local tugs to Palumbo Malta Shipyard Ltd Dock 4 on Saturday 4th May, 2013 which is seen on the picture. *(Photo: Mr. Brendon Attard - www.maltashipphotos.com)*

DE STICHTING SLEEPBOOTHAVEN MAASSLUIS ORGANISEERT OP ZATERDAG 18 MEI 2013 DE VAARDAG SLEEPBOOTHAVEN MAASSLUIS!

Ruim 300 rondvaartkaarten bij Vaardag Sleepboothaven Maassluis! De Stichting Sleepboothaven organiseert op zaterdag 18 mei 2013 de Vaardag Sleepboothaven Maassluis. Deze dag staat in het teken van het varen met en beleven van historische stoom- en motorsleepboten. Rondvaarten Vanaf 11 uur zijn er elk half uur rondvaarten, in totaal zijn 300 kaarten verkrijgbaar vanaf 5 euro per stuk. Na drie jaar op rij organiseerde de Stichting Sleepboothaven Maassluis de Dag van de Zeesleepvaart, met activiteiten op de kade en een spectaculaire vlootschouw. Ondanks het succes van de Dag van

de Zeesleepvaart is besloten het evenement af te wisselen met de Vaardag Sleepboothaven Maassluis. Daarbij ligt de nadruk op de rondvaarten en minder op demonstraties. De activiteiten zijn verdeeld over de Govert van Wijnkade en de Nieuwe Waterweg, waar bezoekers kunnen genieten van rondvaarten met stoom- en motorslepers. Op de kade zijn wel de nodige activiteiten zoals een nautische markt en een koffieterras. Jong en oud De Vaardag Sleepboothaven Maassluis biedt vermaak voor jong en oud. Uiteraard is zaterdag 18 mei ook het Nationaal Sleepvaart Museum aan de Hoogstraat 1 geopend.

THE GREAT LAKES TOWING COMPANY TUGS FREE GROUNDED SHIP IN LAKE ST.CLAIRE

Cleveland, Ohio. The Great Lakes Towing Company tugs **Wyoming** and **Idaho**, homeported in Detroit, Michigan, freed the grounded freighter *Spruceglen* at 1400 hours on Wednesday, May 8, 2013. The Great Lakes Towing Company, which celebrates 115 years of service this year, provides tugboat and towing services, ship assist, logistics and cargo transportation, ice breaking, and emergency assistance of every kind of vessel, barge, and marine structure in 40 U.S. Great Lakes ports located on all five Great Lakes and in all eight U.S. Great Lakes States. The Company's tugboat services cover more than 8,300 miles of shoreline and a water surface area of roughly 100,000 square miles, an area officially identified as the nations "fourth seacoast," and equal in distance to any of the other seacoasts. *(Press Release: Great Lakes Towing Company)*

FERRY TALES MAY: HSS BOWS OUT

The sight of Stena Line's HSS '*Stena Voyager*' being towed stern first out of Belfast Lough on Sunday, May 5, was somewhat sobering; the futuristic craft, and indeed the travel service concept that helped to revolutionise the look of the ferry industry, bound for the recycler's torch after just 15 years of commercial service between Belfast and Stranraer. To be towed backwards along much of her old route was an ignominious way for her to leave on her last voyage, even being passed by two of the United Kingdom's dwindling number of fast ferries, the Incat-built 'Manannan' and

'Express', operated by the Isle of Man Steam Packet Co and P&O Ferries respectively. The '*Stena Voyager*' has been towed to the Öresundsvarvet shipyard in Landskrona, Sweden, where she will be recycled by Stena Line's sister company, Stena Recycling. *(Source: Baird)*

TERAS OFFSHORE TAKES DELIVERY OF AHT VESSEL

In mid-April, 2013 Cheoy Lee handed over the first in a series of five 50m Towing/Anchor Handling Tugs for Teras Offshore in Singapore. Departing Kowloon under grey skies and the company's own crew, **Teras Ariel** sailed directly to Batam in Indonesia where it will enter service. Prior to departure, the vessel and crew were blessed by the reverend Stephen Miller of the Mariners' Club in Hong Kong. Designed by Wartsila Ship Design Singapore, the capabilities of these vessels include; towing/moving barges and rigs, tanker handling and berthing, anchor handling duties, transporting equipment and materials, external firefighting, maintenance and pollution control. Construction is to ABS class, with the notation +A1, Towing Vessel E, +AMS, UWILD. All five vessels are powered by twin Yanmar 6EY26W diesels, each developing 2610hp at 750 RPM. Power is transmitted to two Berg 2650mm diameter controllable pitch propellers via Twin Disc gearboxes. Free running speed is 13.5knots, and a bollard pull reading of 69 tonnes was recorded on trials. Maneuverability is enhanced by a 320kW Nakashima TCT-105 electric bow thruster, also with a controllable pitch propeller, and delivering 4.9 tonnes of thrust. Three Caterpillar 350kW 3-phase generators supply onboard power requirements via Teresaki switch and distribution boards. An 82kW, air cooled Caterpillar C4.4 generator serves as a stand-by. 544 cubic metres of fuel and tankage for 234 tonnes of potable water allows for extended range. The vessel accommodates a crew of up to 24, in four 4-man cabins, three 2-man cabins and two single cabins for the captain and chief engineer. The elevated bridge has excellent all round visibility, with both forward and aft facing control stations, each with Bostrom helm seats. Steering is by Jastram, and the full array of navigational equipment is primarily from Furuno. Towing gear is exclusively from MacGregor in Singapore, including the 75 tonne anchor handling/towing winch, 6 tonne anchor windlass, a rope storage reel, a combination shark jaw and towing pins, two tugger winches and two capstans. The deck crane with 9m reach for lifting the work boat is from Palfinger. There is also a Zodiac 6-man SOLAS rescue boat with 'A' frame launching davit on the starboard side and a work boat on the port side. Principal Dimensions: 50.00m LOA x 12.60m Beam x 4.50m Draft. *(Source:*

Cheoy Lee)

KOTUG TUGS RT MAGIC AND SD SALVOR TOWES BARGES FOR PRIME POINT PROJECT ST. PETERSBURG

Monday 6th May 10, 2013 **RT Magic** and **SD Salvor** started their voyage with barges to St. Petersburg. This voyage is part of the Prime Point Project which consist of barge towages from Rotterdam to St. Petersburg. All barges, 7 in total, will be loaded with drilling rig parts coming from the former Energy Exerter. After delivery in St. Petersburg the *ARK 14* (towed by RT Magic- right) and ARK 15 (towed by SD Salvor-left) will be transported by inland pushers all the way to the Caspian Sea. The rig will be rebuild to drill oil in this area. After this job, both RT Magic and SD Salvor will return with empty barges from St. Petersburg to Rotterdam. The barges will be loaded with remainders of the rig part, which at Verolme, will be towed to St. Petersburg by the tugs of KOTUG. *(Press Release Kotug; Photo: Reinier van de Wetering)*

YOUTUBE FILM OF THE WEEK

ANY JOB ANY SEA

Documentary *"Any Job Any Sea"*, made for Smit International, about the challenging and complex world of ship(wreck) salvage. The production was awarded with a GOLD CAMERA at the US International Film and Video Festival in Hollywood, and BEST FILM at the TechFILM festival in the Czech Republic - ©PKFV. To view the youtube film click here

ACCIDENTS – SALVAGE NEWS

WELLBOAT RAN ONTO THE SHORE

In the morning of May 4, 2013, the "Ro Fjord" ran aground at Nedre Tveit in Hyllestad. The wellboat was able to refloat with own power apparenty without having suffered significant damage as it had got stock on sandy bottom with slow speed. It was checked by shipowner Odd Einar Sandøysundet of the Rostein AS in the afternoon, together with Veritas. It was not yet clarified what caused the "**Ro Fjord**" to veer off course and run aground. *(Source: Vesseltracker; Photo: Dagbladet)*

OCEAN BREEZE SUNK OFF SAN ANTONIO

The Maritime Authority of San Antonio confirmed in the morning of May 3 that the "**Ocean Breeze**" was sunk 46 miles off the coast of San Antonio on a water depth of 2000 meters. The sinking took place after four days of work and inspections onboard the vessel which had been refloated on Apr 26 *(see last week TT&O Issue)* by Titan Maritime Ltd. (UK) and was overseen by the Maritime Authority. During this time it was found out that the hull had suffered severe structural damage which was affecting its buoyancy with a high probability that it could sink. The ineffectiveness of steering the ship generated a viable scenario for any movement toward a nearby shipyard and the structural damage was irreparable on site. As the entire load was unloaded, there was no risk of environmental damage, given the distance to the coast and depth of the water. The Navy remained in the area for safety measures and environmental monitoring to ensure the safeguarding of human life at sea and the marine environment. *(Source: Vesseltracker)*

SIX CONTAINERS LOST AFTER COLLISION WENT ADRIFT ON THE WESER

After its collision with the "*Conmar Avenue*" around 4 p.m. on May 7 the "*Maersk Kalmar*" berthed at the Strom Quay in Bremerhaven at 5.20 p.m. None of its crew of 28 was hurt. The casualty command in Cuxhaven took over the on-scene-command at 6 p.m. An oil surveillance flight started, but no pollutants were reported. The "*Conmar Avenue*" which had run aground following

the collision was pulled off by tugs at 6.30 p.m. and was docked at the Stromquay around 9.30 p.m. The ship had come from Kotka at the time of the accident. Its crew of 15 reained uninjured too. The ship, however, lost some containers from deck which were treated by on the whole five tugs which tried to get the boxes under control. The anti-pollution vessel "**Neuwerk**" established a security zone. The emergence tug "**Nordic**" was dispatched for further assistance in the Weser estuary and was on site on May 8 at 1 a.m. The lost containers were to be recovered after daybreak on May 8. The Weser traffic was reopened for ships with a depth of up to 9,5 meters. During the night hours, six containers broke loose from the tugs in the strong current. Two were recovered by the "**Neuwerk**", but four went adrift in the wetlands and were surveyed by radar. The sonar ship "**Zenit**" of the Shipping Authority Bremerhaven was surveying the fairway of the Weser. *(Source: vesseltracker)*

OFFSHORE NEWS

TECHNIP HOLDS NAMING CEREMONY FOR ITS PIPELAYER 'DEEP ENERGY'

Technip officially named its latest new state-of-the art pipelay vessel on Friday at Florø, Norway. During the ceremony held at Westcon's Yard, the **Deep Energy** was named by the vessel's godmother, Patricia Pilenko, wife of Thierry Pilenko, Technip's Chairman and Chief Executive Officer. Technip, Westcon and their suppliers have worked in close cooperation since the Deep Energy's arrival in Florø, in October 2011, and sea trials have recently been successfully completed after final outfitting and commissioning. "The **Deep Energy** is the fastest and one of the largest and most capable pipelay vessels ever built in our industry," said Technip in a press release. She supports subsea developments in shallow to ultra-deep waters of up to 3,000 meters. Specifically designed to operate in the North Sea, the Atlantic basin and intercontinental projects, her service speed of 19.5 knots enables fast transit between work sites, increasing vessel availability for clients. The **Deep Energy** is a DP class 3 vessel primarily designed to handle subsea installation of reeled rigid pipe of up to 18" outer diameter. She has a normal operating dynamic top tension of 450 tons and is equipped with a highly

efficient PLET(1) handling system. She is also capable of installing flexible products, umbilicals(2), steel tube umbilicals and a variety of mid-line and end structures. Thierry Pilenko, Technip's Chairman and Chief Executive Officer, commented: "The **Deep Energy** follows in the proud tradition of Technip's industry leading vessels, the Deep Blue and the Apache II. Technip is proud to introduce another valuable asset to its fleet as the performance of this new pipelay vessel will add further capabilities to the wide integrated range of services we already offer our clients and their projects." Gustav Johan Nydal, Westcon's Managing Director, declared: "We are delighted to announce that the Deep Energy is ready for delivery. Together with our suppliers and thanks to a good cooperation with Technip, our shipyard has succeeded in completing one of the most advanced pipe laying vessels in the world. This achievement proves Westcon Shipyard Florø's capabilities and distinguishes Westcon in delivering special purpose vessel with sophisticated design." *(Press Release)*

VIKING SUPPLY SHIPS HAS ENTERED INTO A CONTRACT WITH E.ON FOR THE PSV "SBS CIRRUS"

Viking Supply Ships has entered into a contract with E.ON for the charter of "**SBS Cirrus**" commencing in May 2013. The duration is for three months firm, plus charterer's option to extend the contract with a total of 8 weeks. The contract terms are in accordance with present market conditions. *(Source: Viking)*

BOSKALIS ACQUIRES COMBINED SEABED PREPARATION AND OFFSHORE INSTALLATION CONTRACT IN THE PHILIPPINES

Royal Boskalis Westminster N.V., has been awarded a contract by Shell Philippines Exploration B.V. for the installation of an offshore Depletion Compression Platform for the Malampaya Project off the coast of Palawan Island, in the Republic of the Philippines. The contract includes seabed preparation, rock installation, platform transportation and installation work and has a contract value of approximately USD 60 million. The project relates to the expansion of the Malampaya Gas Field by means of an additional compressor platform next to the existing gas production platform. The work, executed by Boskalis Offshore, comprises a number of different offshore activities. To prepare the seabed for the installation of the platform soils will be excavated to a level of sufficient bearing capacity and deposited at a designated area. Gravel pads will be installed as foundation for the platform footing. The rock involved will be sourced from local Philippine quarries. Once this preparatory work has been concluded the Depletion Compression Platform will be towed to the site, positioned and installed by four heavy anchor-handling tugs (AHTs). To provide stability to the platform iron ore gravel ballast will be placed in each of its four footings immediately after the installation. The existing gas production platform and the newly installed compression platform will be connected via a permanent bridge. This bridge will also be placed by Boskalis Offshore and marks the conclusion of the project. For this project, which commences early 2014 and ends in late 2014,

Boskalis Offshore will deploy its new multi-purpose construction vessel **Ndeavor**, two 200 ton bollard pull AHTs and two 100 ton bollard pull AHTs. The **Ndeavor**, which will be commissioned in the second half of 2013, plays a pivotal role in this project by executing the seabed excavation and rock installation work, by providing support during the installation of the platform as well as by ballasting the footings of the platform and installing the permanent bridge between the two platforms. The Malampaya Deep Water Gas-to-Power Project is a joint venture of the Philippine National Oil Company, Chevron and Shell Philippines Exploration B.V. (SPEX, operator of the gas project). The gas from the field is transported onshore by pipeline where it is being used as feedstock by a number of power plants. Boskalis' strategy is aimed at benefitting from key macro-economic factors which drive worldwide demand in our markets: expansion of the global economy, increase in energy consumption, global population growth and the challenges that go hand in hand with climate change. This project closely relates to the increasing energy consumption. *(Press Release Royal Boskalis Westminster N.V.)*

MACGREGOR CRANE WITH THREE-AXIS MOTION COMPENSATION FOR PRECISE LOAD HANDLING

MacGregor, part of Cargotec, has developed an offshore crane featuring three-axis motion compensation to carry out installations, repairs, maintenance and general service duties in the renewable energy and oil and gas markets. A 74m infield support vessel (ISV) will debut a new MacGregor offshore crane that delivers full three-axis (x, y and z) compensation, enabling equipment to be landed on small, high platforms with little margin for error. **Siem Moxie** is under construction at Fjellstrand shipyard in Norway and will operate in the offshore renewable energy and oil and gas markets for Siem Offshore. The crane has a safe working load of 5 tonnes at a 25m outreach; delivery is scheduled for January 2014. "This crane is a first of its kind, not just for MacGregor, but for the offshore industry," says Frode Grøvan, Director, Sales and Marketing, Advanced Load Handling. "Siem Offshore approached MacGregor's Competence Centre for Advanced Load Handling, Offshore in Kristiansand, Norway, to develop the crane especially for the vessel." One specific task for **Siem Moxie** will be to transfer equipment to the top of offshore windmill foundations to install power cables and other apparatus used for windmill installation and maintenance. "The landing platforms are about 20m above the water and they are only 4m2, so precise load handling is essential," says Mr Grøvan. "Although MacGregor's standard active heave compensation (AHC), supplied through a crane's winch, compensates for a vessel's vertical movements, a greater degree of precision was required in this case." The crane, which has a hydraulically-tilting foundation, is mounted at the centre point of the vessel. "Although all areas of the vessel experience the same angular movements in a seaway, positioning the crane at the centre of the vessel minimises the actual physical displacement of the crane and its load," explains Mr

Grøvan. "The tilting foundation compensates for pitch and roll, maintaining the crane pedestal vertical with respect to the sea bed; active heave compensation provides the third degree of stabilisation." A motion reference unit (MRU) will be the primary sensor for calculating heave motion. In addition, a secondary sensor placed at the crane boom tip will be used to verify the MRU's accuracy and provide overall redundancy, adding to the system's safety. *(Press Release Cargotec)*

HAVILA SHIPPING ASA : NEW LONG TERM CONTRACTS FOR TWO PSVS

Havila Shipping ASA is awarded a new long term contract with Petrobras for the Platform Supply Vessel **Havila Faith** (built 1998). **Havila Faith** is operated for Pretrobras in Brazil under existing contract up to August 2013. The new contract is for a firm period of four years up to August 2017, and one optional period of further four years up to August 2021. Havila Shipping ASA is awarded a new long term contract with Shell Global for the Platform Supply Vessel **Havila Borg** (built 2009) **Havila Borg** is operated for Shell Norway under existing contract up to July 2013 and the new contract start in direct continuation of existing contract. The new contract is for a firm period of one year up to July14, and four yearly options thereafter. The value of the firm contracts period is about MNOK 350. *(Source: Havila)*

GRANDWELD LAUNCHES FIRST AHTS FOR HALUL OFFSHORE

The new vessel **Halul 63**, the first of two 90 Tons bollard pull Anchor Handling Tug Supply Vessels (AHTS), was successfully launched on March 4, 2013. The contract was signed in July 2011 to build and deliver two sister vessels for Halul Offshore, Qatar. The 67M AHTS is completely outfitted and equipped for anchor handling, offshore supply, oil recovery, rescue, standby and other related duties. The vessel is classed for unrestricted service, and is equipped with Dynamic Positioning capability of DP2. She is powered by two 2,720KW MAN Engines, and is fitted with two controllable pitch propellers, two stern thrusters, and two bow thrusters. The vessel is scheduled for delivery end of July 2013. Principal particulars: Length Overall: 67 meters; Breadth: 16.80 meters; Depth: 6.80 meters; Draft, loaded: 5.40 meters; Bollard Pull: 90 Tons; Speed: 13.5 knots; Complement: 50 Persons. *(Source: Grandweld)*

MAERSK CUTTER SCRAPED

It is reported that Maersk Supply Denmark the 1983 built Isle of Man registered with call sign GDGH Offshore Tug Supply Vessel **Maersk Cutter** has been scraped at Ningbo scrapyard in March 2013. The vessel was built by Dannebrog Vaerf under number 183. She has a length of 69.20 mtrs a beam of 15.55 mtrs and a draft 6.40 mtrs. The Mak main engines develops a total output of 14,400 bhp a bollard pull of 182 tons and a service speed of 16.5 knots. *(Photo: Jan Plug)*

PETROBRAS ENTERS THIRD PSV CHARTER DEAL IN A SINGLE DAY

Brazil's state-controlled oil company Petrobras is on a chartering spree. Norway's offshore shipping company Farstad, has announced it has secured a four year contract with a four year option by Petrobras in Brazil for its PSV **Far Star**. The contract for the vessel, currently chartered to Technip UK in Brazil, is expected to start no later than August 14, 2013. This is a third PSV charter deal signed by Petrobras today. The company also entered into contracts with Havila Shipping and Siem Offshore for **Havila Faith** and **Siem Carrier** PSVs respectively. Out of the three Norwegian shipowners, Siem Offshore is the only one which revealed financial details of the contract. Its Siem Carrier will bring the company $50 million for the firm period of the contract excluding options. *(Source: Offshore Energy Today)*

MICLYN EXPRESS OFFSHORE PARTAKES IN AUSTRALIA'S OFFSHORE GAS PROJECTS

Miclyn Express Offshore has entered into an agreement with Dredging International (Australia) Pty Ltd to supply an AHTS, MEO **Sovereign 1**, for the Chevron-operated Wheatstone Project in

Western Australia. The contract will commence in May 2013 for 2 years firm. MEO has also announce that it's 70% owned business, Express Offshore Solutions ("EOS"), has secured a contract with Heerema Marine Contractors Nederland B.V. to provide Barges to transport project cargo from South East Asia to Australia for the Ichthys project. The project duration is approximately 1 year and will utilise 11 Barges including all of MEO's 330 foot Barges as well as the pair of 400 foot Ballastable Barges currently under construction in MEO's Batam Shipyard. The contract is anticipated to commence in the second quarter of calendar year 2014. The total aggregate value of the firm period of the contracts disclosed above is approximately US$40 million. *(Source: MEO)*

BLUE THUNDER IS NAMED

The PSV **Blue Thunder** was named at Ulstein Verft today, 8 May 2013. The ship is the fourth of six PX121 designs for Blue Ship Invest, and HR director Torild Bugge in Ulstein Group was the Lady Sponsor. **Blue Thunder** will be operated by Atlantic Offshore and has received a four-month contract for Statoil with an option for a further four monthly options. *(Source: Ulstein verft)*

WINDFARM NEWS

GLOBAL TECH I TRANSFORMER STATION SUCCESSFULLY INSTALLED

Yesterday, the transformer station for the offshore wind farm Global Tech I was successfully installed. The offshore platform is a core element of the North Sea wind farm: The power from its 80 wind turbines is gathered here and transformed from 30 to 155 kilovolts. The transmission grid operator will subsequently draw power from the platform via export cable to its own offshore transformer station, where it will be converted from alternating to direct current for transmission to shore. In this way transmission losses are minimised. The Global Tech I platform, located amid its array of turbines occupying 41 square kilometres, will also serve as its logistical base. Around 30 technicians working in shifts around the clock will maintain reliable power generation. Thomas Maetzel, Commercial Managing Director of Global Tech I Offshore Wind GmbH: "The transformer station is an important milestone in the construction of our wind farm. We are proud that together

with our partners Alstom Grid and Keppel Verolme we were able to develop this innovative platform concept and successfully complete its installation." It is the first time a German offshore wind farm has deployed a floatable platform that autonomously installs itself using an environmentally friendly method of installation with suction cans. *Environmentally compatible installation with suction cans in the seabed:* The wind farm's internal transformer station was delivered complete for use by the consortium Alstom Grid GmbH and Keppel Verolme B. V. The steel structure of the platform was constructed in Rotterdam by Keppel Verolme and the electrical equipment installed by Alstom Grid directly at the Dutch shipyard. **Two seagoing tugboats took three days to tow the floating**, closed steel body of the transformer station from Rotterdam to the construction zone. In **total four tugboats were needed for positioning**. The legs of the support structure, which were affixed to the body and towered above it during the voyage, were then descended to the seabed. The suction cans are mounted as the four feet of the supporting legs. With each a height of 9.5 metres and a diameter of 11 metres these steel cylinders were first pressed into the seabed under the weight of the platform itself, 9,000 metric tonnes. In the next step, vacuum pumps drew out the seawater in the cylinders from above, thereby producing a negative pressure that pulled in the seabed from beneath the suction cans. This is an environmentally sound method, because no ramming of piles is necessary yet the support structure is buried deeply in the seabed, securely anchoring the transformer station. In a third step, the station was jacked up 20 metres above the sea surface and locked into place. Arjen Schampers, Technical Managing Director of Global Tech I Offshore Wind GmbH: "We adapted a method from the oil and gas industry to install our transformer station and this is the first time this technique has been used in the North Sea. Even when offshore wind power is pioneering work, this example clearly shows there is still much technological experience we are able to call upon in this new industry." *Logistical base and efficient power generation:* The closed body, termed the topside of transformer station, consists of seven distinct decks each with surface area of 46 by 46 metres. These include the cable deck, the main and intermediate decks and the working deck. The cable deck is on the lowest level and includes diesel generators that serve to supply the entire wind farm with auxiliary power for its own use in cases of interruption of the grid connection. Above this are the main and intermediate decks. The central control room of the transformer station with protection and control systems and communications technology is housed on the main deck. Due to their extensive sizes, some of the high-voltage equipment, such as the four transformers, switchgear and reactive-power compensation chokes, are spread across both the two levels of main and intermediate decks. They are located inside the closed steel body of the platform in order to protect them from the aggressive, salt-laden atmosphere. In addition, redundancy is provided for all the high and medium voltage equipment. For example, should one transformer fail, it would neither impact the performance of the wind farm nor restrict its output. The working deck is the uppermost level and is constantly exposed to the weather. An offshore crane is installed here, a containerised spare parts store and a helicopter landing pad. The accommodation section for up to 34 operation, service and repair technicians, who must man the platform around the clock, is also located here. As well as cabins for sleeping they will also have communal areas and a fitness room. Accommodating the service teams on the platform allows economic operation of the offshore wind farm, which lies at a distance of 180 kilometres from Bremerhaven. Installation of the 80 tripod foundations began in September 2012

and so far 32 have been completed. Since the beginning of this year, work to lay cables between the installed tripods has been underway. According to the current planning status, installation of the wind turbines will commence this summer. Completion of the wind farm is presently expected by spring 2014. *(Press Release)*

UPGRADED AMSTELSTROOM AT LONDON ARRAY OFFSHORE WINDFARM

After doing several towages the past quarter, the "**Amstelstroom**" continued to work in the sector: Renewable energy. During the maintenance period, the Annual Survey of the class Bureau Veritas took place. The vessel is also upgraded with hydraulic towing pins and a chain stopper, due to the safety of ship and crew. Last week they depart for Dunkerque, for towing the cable laying barge "*Pontra Maris*". Destination: Ramsgate (UK), of the coming months there will be activities performed for the London Array OWF-project. Workscope: General assistance, Anchor handling, Towage and Supplying. *(Source: van Wijngaarden)*

LEEDCO BEGINS WORK ON ICEBREAKER OWF

On Saturday, May 4, 2013, The *Andrie* Jack-Up Barge arrived on the shores of Lake Erie, a beautiful visual on a sunny spring day. The Lake Erie Development Corporation (LEEDCo) will be using the 90-foot jack-up barge to perform soil borings and thorough geophysical analyses of the lake bed at the future sight of Icebreaker, *America's first freshwater offshore wind project*. On Saturday afternoon, the LEEDCo team will be loading a

drill onto the barge, which will then head 7 miles out into Lake Erie, where LEEDCo plans to erect five to nine 3MW wind turbines in 2016. LEEDCo will use the borings to complete a soil profile of the lake bed in order to tailor project construction plans to the Lake Erie environment. LEEDCo has already received a critical round of investment and is competing with six other offshore wind projects for additional federal investment. This geotechnical work represents a significant milestone for Icebreaker and will help the project stand out against its competition. The barge is scheduled to arrive at the Port of Cleveland on Saturday morning and will be performing work on the lake for approximately one week. *(Press Release)*

YARD NEWS

MAJOR ORDER FOR LLOYD WERFT

The Lloyd Werft has caught himself a major contract. The … "**Iceland Centurion**" will be rebuilt the next seven months to a … Well Stimulation vessel. This has been confirmed by the customer, international oil group Schlumberger, demand of the Nordseezeitung (North Sea Newspaper. It should be a job according to the taste of shareholder Dieter Petram - he relies on finished and renovation contracts for the shipyard. Much work for the Lloyd Werft: The "**Iceland Centurion**" is for extensive renovation work on the repair of Quay in the port of the emperor. The just under 95-meter-long "**Iceland Centurion**" was built only a year ago in behalf of the Norwegian company Island offshore as a supply ship and then chartered by Schlumberger. Since Monday morning, she is now moored at the repair Quay in the Kaiserhafen for conversion and should remain there until May 2013. To the details of the order - amount of work and costs - the boardroom of the Lloyd shipyard is silent. According to Managing Director Rüdiger Pallentin you have obliged the customer opposite. "I would also like to do advertising with the order, but I cannot." Details are missing according to own even the Works Council. Whispered, he criticized the internal information policy therefore since the discussion of the new orientation of the shipyard. Because of the current crisis in the marine industry, partner Petram of the approximately 400 employees of the shipyard required to work 40 hours a week. In addition to subject to the collective agreement and the trades are flexibly deployed on Petrams yards. To find new partners and investors, the shipyard will also be divided in ownership and operating company. The Works Council had opposed the savings plans. The negotiations are now conducted by Wolfgang van Betteray as a mediator. As liquidator, he saved the yard ever when she threatened to sink into the vortex of the Bremer Vulkan bankruptcy. With the order, the Lloyd Werft makes again positive headlines. Schlumberger is the world's largest companies for the investigation of oilfields and oil field service with more than 113.000 employees. With its ships, Schlumberger pumps – beside others - chemicals in offshore oil wells, to increase the production." *(Source: Dominic Rahe; Photo: Richard Wisse)*

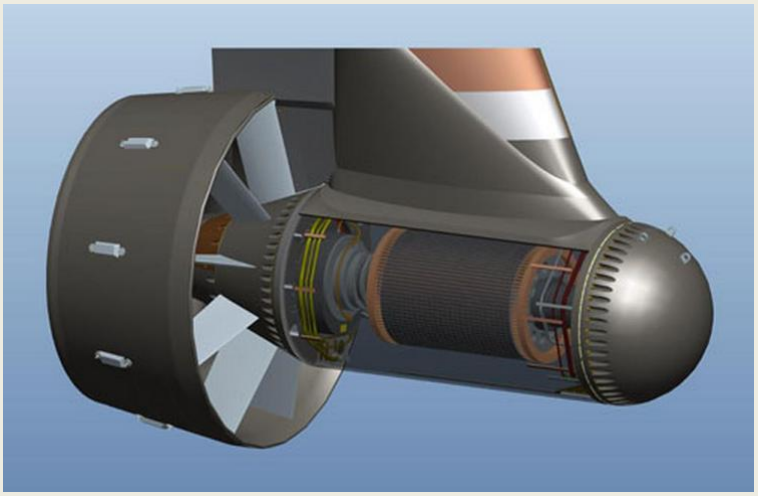
SUBSEA 7 ORDERS ONE FROM HYUNDAI HEAVY

Subsea 7 S.A. today announced that it has signed a contract to build a new heavy construction vessel which will be delivered in 2016. Korean company Hyundai Heavy Industries (HHI), one of the world's largest shipbuilding companies, will build the new vessel. The main crane and the vertical lay system will be provided by Huisman. The new vessel will be one of the most capable heavy construction vessels in Subsea 7's fleet of over 40 ships. She will be deployed globally to meet increasing market demands for executing ever-larger and more complex projects. She will have 2,600m² deck area (for equipment carriage), a 600t Active Heave Compensated offshore crane, a 325t top tension vertical lay system and a 7,000t under-deck basket for storage of flexible pipes, umbilicals and cables. The vessel will be equipped with six main engines in two engine rooms designed to maximise performance in Dynamic Positioning Class III. *(Press Release)*

MODIFICATION FOR BOURBON AGATHE

Built by Grandweld in 2009, *Bourbon Agathe* arrived at Grandweld facility for a modification job. The modification job involved design, installation and commissioning of external FiFi system according to BV class requirements for FiFi-1 notation. Modifications were carried out onboard for new sea chests, pump foundations. Engineering requirements were in compliance with class requirements with reference to general system design and consulting, component and system integration, co-ordination and system arrangement, drawings for mechanical and electrical design, technical data sheets, and Torsional vibration analysis from engine maker. Vessel is now ready for charter with full-fledged added FiFi-1 notation under BV class. *(Source: Grandweld)*

GE'S POWER CONVERSION ADDS INOVELIS TO ITS OFFSHORE SYSTEMS PORTFOLIO



In a move that could change the way the maritime industry views propulsion technology, GE's Power Conversion business (GE) has increased its offshore systems portfolio with Inovelis, a podded thruster with unmatched fuel efficiency and overall performance. Inovelis incorporates an electrically powered propeller with its motor housed within a steerable pod mounted beneath the hull of an offshore vessel. It incorporates all the assets of a podded thruster, including maneuverability, responsiveness and excellent fuel economy. Based on pump jet principles, it features fixed stator vanes and a nozzle that act together to guide the water flow across the impeller blades, substantially enhancing propulsion efficiency. Its compactness enables an even greater degree of integration between the hull and the propulsion unit, further influencing the ships' fuel economy and emissions. Pump jet technology was originally used in submarines, and is already used for high-speed surface vessels. Now GE is applying it to offshore platform support vessels (PSVs). The Inovelis solution has higher thrust capability than a more conventional propulsion system, as well as improved hydrodynamics, providing higher efficiency over a wider range of operations, in dynamic positioning (DP) and in transit. A traditional propulsion set-up for a PSV has a large propeller with a nozzle, which has reduced performance when the speed of the ship increases. Whereas a vessel with a traditional propulsion system has a propeller pushing on the water, a pump jet draws in water and then forcibly ejects it out through a nozzle. It is the marine equivalent of a jet engine, except that while jet engines are fixed, Inovelis can be pointed in any direction on a horizontal plane. "Inovelis is a new concept that brings better performance – both improved thrust capability as well as improved hydrodynamics – combined maximize performance of pod technology and will bring fuel efficiency," says Paul English, Marine Leader of GE Power Conversion. He cites a PSV driven by two 2.5 megawatt (MW) Inovelis pods, operating 30% of the time in transit at full speed. "The benefit in terms of fuel savings could be, based on our estimates, up to $250,000 in one year", English says. "There is a clear trend towards larger, more capable offshore support vessels and a second trend towards the search for oil and gas taking these vessels ever further from home ports," says Paul English. "Ship operators are looking for systems that support cost-effective, fuel efficient, rapid transit without sacrificing the capability to operate effectively and efficiently once on site in DP mode. This raises a dilemma as many current designs are a compromise between these two differing requirements." Inovelis is different. It's a system designed to best suit the performance and fuel efficiency needs of both modes of operation, transit and dynamic positioning. English says that the Inovelis advantage is so significant that it has the potential to permit ship designers to incorporate reduced capacity power plant – fewer cylinders or smaller engines – when designing offshore vessels. Inovelis uses GE's innovative induction motor technology, which brings further reliability and helps reduce maintenance requirements. In fact, the pod has a "no man access" design, which helps reduce overall size and provides an additional differentiation from other designs. Inovelis exemplifies GE's expertise across electrical propulsion and power technology. "When the combination of engines, electrical power plant, Inovelis thruster

and control systems such as DP are correctly designed and optimized as a system, there can be massive advantages in terms of initial cost and lifetime cost," says Paul English. "Great components become great systems and the benefits endure for the lifetime of the ship." GE has already received a number of orders all destined for large PSVs. The first is scheduled for delivery in the second quarter of this year, with ship commissioning around the end of the year. GE Power Conversion's product and system portfolio for offshore vessels includes power generation, electric propulsion, drilling systems, dynamic positioning (DP) and ship automation systems. *(Source & Photo: GE Power)*

AKER ARCTIC BRINGS HEAVY DUTY OBLIQUE ICE BREAKER TO MARKET

With construction underway on the first ever Oblique Icebreaker, research specialist Aker Arctic Technology has unveiled a new version of the unique vessel type that will bring ice management and pollution control in thick first year ice to a new level. The first ARC 100 is due delivery to the Russian Ministry of Transport in early 2014, after a collaborative build involving Kaliningrad's OJSC Yantar and Helsinki's Arctech yards. The resulting newbuilding is a breakthrough in asymmetric three-thruster conceptual design, which will bring new capability in terminal operations, ice management and oil spill response in freezing seas. The 76m long vessel, with her oblique ice-breaking action is a game changer in year-round oil spill response. Additionally, a single Oblique Icebreaker cuts channels through ice for cargo ships to follow as wide as two equivalent conventional icebreakers moving ahead side by side. Aker Arctic has followed up with a "Heavy Duty" ARC 100 HD version of the design – a 98m long and 26m across the beam vessel. The vessel will draw on 24,000 kW of engine power and 19,500 kW of propulsion power to offer 190 tonnes of bollard pull in open water. This is 2.5 x the pull offered by the ARC 100. Planned to be classed by the Russian Maritime Register of Shipping as an Icebreaker 7, the design is based on extensive model tests at Aker Arctic, Helsinki. Tests demonstrated that the ARC 100 HD will be able to break through 1.5m thick ice when moving ahead and astern at 5 knots (2 knots through 2m thick ice). In the oblique mode, it will be able to cut a 50m wide channel through 1.5m thick ice. In

broken ice, its vertical side will push ice pieces and its inclined side break ice floats. As well as increased size, power and manoeuvrability, the **ARC 100 HD** adds new ice management and oil spill response functionality. Its dynamic positioning capability will mean it can 'spin on the spot' to widen channels. It will also be able to assist during ice field direction changes – effectively cutting ice alongside the cargo vessel exposed to unfavourable ice flows. Aker Arctic has incorporated specific oil recovery measures. As with the **ARC 100** design, instead of the vulnerable rubber arm sometimes seen in oil spill response operations, the **ARC 100 HD**'s vertical hull side itself will act as a sweep arm up to 60m across in heavy waves. The vessel will also feature a skimmer system, including a side door, effective in-built brush skimmers/collector tanks for oil separation, recovered oil transfer pumps, and a discharge pump. "This project is a significant milestone for icebreaker expertise, as it shows the way design and construction efforts are keeping pace with continuing demand for harder to recover energy sources", says Mikko Niini, Managing Director of Aker Arctic Technology Inc. "With the awarding of drilling permits in the Arctic subject to increasing scrutiny, this is another example of Aker Arctic Technology's commitment to meeting the challenges set by nature." *(Press Release Aker Arctic)*

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Last week there have been new updates posted:

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

   - Boskalis trading update
   - Boskalis acquires combined seabed preparation and offshore installation contract in The Philippines
   - Havyard orders MacGregor offshore cranes for a new Nigerian IMR vessel
   - Resolve Maritime Academy Announces New State-of-the-art engine room simulator

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