Tugs Towing & Offshore Newsletter

16th Volume, No. 61 *1963 – "52 years tugboatman" – 2015* Dated 2 August 2015

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

TUGS & TOWING NEWS

NEWSLETTER NATIONAL DUTCH TOWAGE MUSEUM JULY 2015

The latest newsletter of the National Towage Museum dated July 2015 is published! You can find the newsletter in the News category on the website of the museum, and on Facebook. If you would like to receive the news bulletins on your mail account, please inform the museum staff on the mail page of the website of the Museum on the Contact chapter. The newsletter is published once per quarter, in January, April, July and October. Note: the newsletter is published in the Dutch language only. This bulletin contains: - preface from the chairman; - short history of Dutch towage; - the McElroy Chart of Codes And Signals; - ship talk; - memories of world war II; - a trip aboard the 99 year old seagoing tug boat FURIE; - changes in modern offshore and towage; - the new marine satellite antenna system in the museum; - miscellaneous. To read the newsletter click HERE

THAT SINKING FEELING

A rash of tug sinkings in the past year has left the Canadian taxpayer on the hook for big bucks. In July 2014 the former RCN tug St.Charles, later Chebucto Sea, but since 2012 carrying the unlikely

name of Matterhorn sank at her berth in Mount Carmel, NL and remains sunken and leaking petroleum. Its registration was suspended July 31, 2014. The Coast Guard has finally become fed up with the Owner's lack of action in cleaning up and raising the vessel and have issued an ultimatum (now past) . The Coast Guard will do the clean-up and bill the owner, but so far have indicated that they will not be raising the wreck - that is up to the owner. Believed to be associated with another Newfoundland tug owning concern, the owner is a single ship company and may well be able to dodge the bullet and get out from under the obligation by walking away. That is certainly the case with **Chaulk Determination**, the former **Commodore Straits** and **Haida Brave**, which sank at Trois-Rivières, QC December 26, 2014. Its owner claimed an inability to pay for cleanup. The Coast Guard hired Groupe Océan to raise the wreck, which they did most capably, but the $1 million plus tab was picked up by the taxpayer. It has recently been announced that the tug will be towed to Matane, QC and broken up by Méridien Maritime - again at some cost to the taxpayer. The most recent sinking of a tug and workboat in Cornwall, ON, will have a happier outcome at least for the taxpayer anyway, since the owners have acted responsibly and stepped up to the plate with their salvage plan and have begun work to raise **Lac Manitoba** and **L.C.M. 131** which capsized in turbulent waters June 22. It is not yet clear if either vessel will be worth repairing after they are raised. **Lac Manitoba** was built in 1944, and rebuilt in 1999. The former TANAC tug was operated by Nadro Marine an affiliate of McKeil Workboats. The latter company has taken charge of the salvage. **L.C.M. 131** is a landing craft type workboat operated by West Front Construction Ltd which had voluntarily come to the assistance of **Lac Manitoba** when it was overwhelmed and sank nearby. *(Source: Mac Mackay-Tugfax)*

IRSHAD RECEIVES DAMEN SHOALBUSTER 2308 FOR SPM BUOY MAINTENANCE

Abu Dhabi Petroleum Ports Operating Company (IRSHAD), a part of the ADNOC Group of Companies, has taken delivery of a Damen Shoalbuster 2308, named **Al Marfa 1**. During a ceremony at Damen Shipyards Hardinxveld, the Netherlands, the company received the new vessel 3 weeks ahead of schedule. The delivery was attended by Zeid Zakaria, Senior Vice President, IRSHAD, Khalfan Ali Al Ali, Ship Building Projects Manager, IRSHAD, Pascal Slingerland, Damen Sales

Manager Middle East, Jos van Woerkum, Director Damen Shipyards Hardinxveld and Peter Baars, Product Director Damen Shipyards Hardinxveld. IRSHAD will put the vessel to use maintaining single point buoy moorings. The close contact she will have with the buoys has necessitated Damen outfitting the vessel with a range of explosion-proof equipment. Moreover, the vessel is fully compliant with OPCO's ADMA standards and regulations. **Al Marfa 1** is the latest Damen vessel to join IRSHAD's fleet, the company having taken delivery of a range of large Damen Stan Tugs over the years. Mr Zakaria explains: "We have been very happy with the performance of our previous Damen vessels, all of which are still operating very well." Throughout the project, Mr Khalfan Ali Al Ali has cooperated closely with Damen, which has led to an efficient building process. "The process has been very smooth," he says. "The collaboration with Damen has been very productive with clear communication. The results of this can be seen in the successful delivery of the vessel, ahead of schedule." Damen's local shipbuilding and repair yard in the United Arab Emirates – Damen Shipyards Sharjah – has all the facilities and the team required to support IRSHAD with the **Al Marfa 1** during the warranty period and beyond. IRSHAD is a well-known customer for Damen Shipyards Sharjah and regularly uses the Damen facilities for maintaining and upgrading its fleet. *(Press Release)*

GPS BATTLER COMBINED ACCIDENT INVESTIGATION REPORT PUBLISHED

Two fatalities connected with the operation of workboat GPS Battler in Spain on 13 August 2014 and 6 January 2015. The report into MAIB's investigations of two fatalities connected with the operation of the workboat GPS Battler off Almeria, Spain on 13 August 2014 and in Marin, Spain on 6 January 2015 is now published. The report contains details of what happened, actions taken and recommendations. *Synopsis* On 13 August 2014, the master of the UK registered workboat GPS Battler drowned soon after the open tender returning him from the marina in Almeria, Spain, to his anchored vessel, was overwhelmed in choppy seas. The tender flooded rapidly and started to

submerge. The master initially swam clear but soon lost consciousness and could not be revived. GPS Battler's mate, who was with the master, was recovered from the water uninjured. The semi-submerged tender later foundered while being towed to the shore. There was no pollution. Less than 5 months later, on 6 January 2015, a mate joining GPS Battler fell into the water from the quayside in Marin, Spain while waiting for the access arrangements to the vessel to be made safe. The mate was soon motionless and the crew were unable to recover him from the water. The mate was eventually recovered on board a rigid inflatable boat operated by the Spanish coastguard. He had been in the water for almost 1 hour and he had drowned. The investigations identified that elements of the safety management system on board GPS Battler were not followed. Notably, the alcohol consumption by the deceased and other crew members, which was a factor in both accidents to varying degrees, was contrary to the workboat's drug and alcohol policy. The deceased in the first accident was 25% over the UK's drink-drive limit and the deceased in the second accident was almost four times over the limit. Both accidents highlight the difficulties encountered in implementing effective safety management and safe systems of work on small boats such as workboats. Following the accidents GPS Marine Contractors Ltd, GPS Battler's operator, has taken action aimed at improving the effectiveness of the safety management system on board its workboats, including workboats operating 'out of area'. It has also taken action to better monitor crews' adherence to its drug and alcohol policies. A recommendation has been made to GPS Marine Contractors Ltd which is aimed at ensuring the effectiveness of the actions it has already taken. The full report can be read HERE *(Source: MAIB)*

DISMANTLING HAS STARTED

On July 21 a team of five of the Construction et Démolition GB started to dismantle the "**Chaulk Determination**" in Trois Rivières. The oil spill as wreaked havoc in the ship, covering all sufaceses with a messy layer. Walls and ceilings have to be cleaned from oil and hydrocarbons and soiled wool removed, a task, which has almost been completed. Brass and copper which could be worth around 50,000 will be sold, all other interior

including typhoon, radar, bulleyes, anchors, lamps, buoys, the rescue boat may find new owners too. The engine will be cleanad, and there was already a potential buyer in Africa, who may also have interest in the propeller. Within the next five weeks the tug will be reduced to an empty shell and, after an inspection by Transport Canada, towed to the Méridien-Yard in Matane in mid-September at the latest for recycling. *(Source: Vesseltracker; Photo: Le Nouvelliste)*

OCÉAN ARCTIQUE RETURNS

In a somewhat surprising return to Halifax, the tug Océan Arctique, which has had its own strange career, is due July 28 towing two barges. Originally the second of a two tug order from Nordane Shipping of Denmark, construction of the tug began in 2003 at the Ile-aux-Coudres shipyard of Industrie Océan. Unfortunately, due to issues related to construction of the first tug in the order (**Stevns Océan**) the yard had to re-organize. This tug was therefore launched September 16, 2004 as a shell only. Irving Shipbuilding, which was also building tugs for Nordane, took over the shell, and **Atlantic Teak** towed it to Halifax. The tug was hauled up the old launchway at Halifax Shipyard, where its superstructure was removed. The two halves then moved into the old building hall where it was completed at **Stevns Arctic**. It re-launched April 8, 2005 and sailed for Denmark in September 2005. In a surprise move, Groupe Océan acquired the two tugs on a charter arrangement when they took over the tug contract for the Iron Ore Company of Canada in Sept-Iles, QC in 2013. The two sister tugs arrived in company at Ile-aux-Coudres, QC, August 7, 2013. Renamed **Stevns Océan** and **Océan Arctique**. Turns out that **Océan Arctique** was in Quebec for repairs and is still based in Sept-Iles, although temporarily replaced by Océan Yvan Desgagnes. After successfully handing off its tows the tug **Océan Arctique** passed Halifax Shipyard where it was completed and

transited the Narrows to pier 9C to spend the night and take on fuel. After fueling the tug will proceed to Sept-Iles where it will re-join it sister tug **Océan Stevns** to provide tug services under the contract with the Iron Ore Company of Canada. Much more than a harbour tug, it is fully fitted out for towing including towing winch and stern roller. It also has a knuckle boom crane and carries firefighting monitors. *(Source: Mac Mackay-Tugfax)*

FRATELLI NERI ORDERS FIRST DAMEN ASD 3212 TUG WITH RENDER RECOVERY WINCH IN MEDITERRANEAN

One of the largest Italian tug owners, Fratelli Neri S.p.A, ordered its first Damen tug, an **ASD 3212**, on 21 July 2015. The vessel will be the first ASD tug in the Mediterranean region with a Damen Render Recovery Escort winch. The family-owned, Livorno-based harbour towage company has been in operation for over 100 years. Besides this new tug, the company has ordered two additional second-hand **Stan tugs 2608** from Damen Trading. "Damen's well-known high quality construction and reliability, as well as fast delivery times, were the main reasons behind our decision to place this order. We are proud to add this Damen **ASD 3212** tug to our fleet and quite confident that our Masters will enjoy using it. The tug will be used for port towage in the Mediterranean, although its versatility and performance do not preclude our using it elsewhere," comments Fratelli Neri Chartering Manager, Corrado Neri. "Our Group recently also took delivery of two second-hand **Stan tugs 2608**. Their technical characteristics match perfectly with the requirements of a tender awarded to us by a major foreign oil company. The proven concept design and long lasting quality of these tugs also drove our decision to purchase them." ''We are extremely delighted that this prestigious Italian, family-owned company has purchased its first new Damen tug. The tug will be delivered by December 2015. It was on stock and customised with the Italian flag

including fire-fighting – water spray – notation as well as oil recovery notation," comments Damen Sales Manager North, West and South Europe, Andrea Trevisan. This innovative tug design includes a completely revised hull form and a higher bow, resulting in better

speed and a dry foredeck. The first ship handling tug winch in the world to be fully classified, its hydraulically powered, double drum winch has an impressive maximum brake holding load of 200 tonnes. This powerful tug with bollard pull of over 80 tonnes, and excellent seakeeping and manoeuvrability, can cope with higher wave heights when assisting large tankers and container vessels in open and challenging waters. The Damen **ASD Tug 3212** has undergone rigorous testing over the past few years, both at Damen's own Research & Development Department and the Maritime Research Institute Netherlands (MARIN). Staying connected to the assisted ship is vital for tug operation and very high peak loads can lead to the towline breaking. "The Render Recovery winch has proven it is far more reliable and faster in demanding sea escort operations in recovering a line than a normal winch is," adds Mr. Trevisan. Besides these three tugs, Fratelli Neri also purchased a Damen **Stan Tender 1905**, (LNG Express) in 2010. Built from a stock hull, it was delivered just six months after the contract was signed. The 'LNG Express' is used as a crew boat at the floating LNG terminal near Livorno, Italy. *(Press Release Damen)*

A SMALLER EDDY IS INTRODUCED

Following the entry into service with German tug operator URAG in Bremerhaven late last year of the '**EDDY 1**' *(now in charter at Iskes in Ijmuiden)* news of a smaller 24m version to join the EDDY Tug family has been announced. The new variant, unveiled at Tugnology '15 in London is in response to an increased market demand for high bollard pull compact tugs. The new model, designated **EDDY 24-70** adopts the same characteristic in-line thruster arrangement as the larger **EDDY 30-65** operating in Bremerhaven. At 24m it is significantly shorter however, with a moulded beam of 11.4m but with a slightly higher bollard pull of 70t compared to the 65t of **EDDY 1**. This arrangement will, according to EDDY Tug "… ensure ease of handling in even the

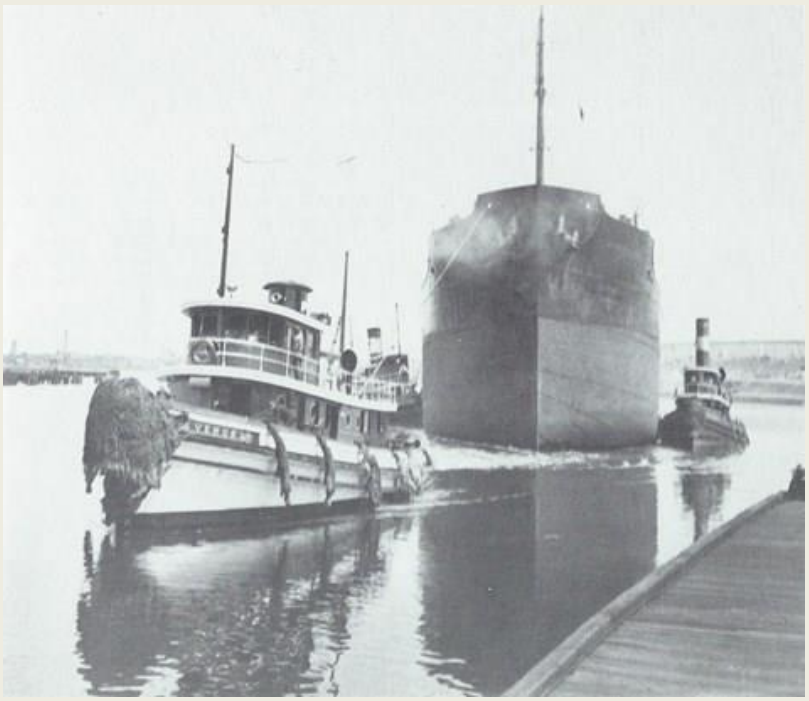
most confined spaces. Despite its short length, the all-round high freeboard and stable, balanced hull allows for operations beyond the limits typically encountered in this class." It is accepted that high-speed indirect towage performance will be less than that of the **EDDY 30-65** but will be significantly more than competing designs in the same length and power range. For improved control during narrow lock and bridge passages, optional towing pins can be fitted on the aft bulwark. An important feature with the EDDY tug is its diesel direct, diesel electric hybrid propulsion arrangement which is offered as standard on the **EDDY 30-65** and the latest model will incorporate the same system. EDDY Tug state that this set-up has proven to be extremely successful, realising "remarkable savings" in both fuel and maintenance costs while also allowing for high-precision manoeuvring and improvements in crew comfort. The new tug offers accommodation for up to six persons in four cabins, two with separate sanitary facilities and the remaining two sharing one sanitary space. The galley and mess room are particularly spacious for a tug of this size and the ergonomically designed, split-level, wheelhouse allows for a dedicated winch operator station with additional crew seating positioned to avoid obstructing the tug master's view. Construction of the **EDDY 24-70** commenced in July and a 360' bridge simulator has been developed and put into service in the Netherlands for the EDDY 30 series. The new 24m model will soon also be included for crew training and to allow interested parties to evaluate the unique performance and handling of EDDY tugs. *(Source: Maritime Journal; Image Eddy Tug)*

FORTESCUE BACKS BHP BILLITON'S TUGBOAT PLAN TO STOP IRON ORE BEING 'HELD TO RANSOM'

Fortescue Metals Group has praised its bitter rival BHP Billiton for bringing a second tugboat contractor into Port Hedland and continues to push for its own fleet, as the miners seek to avoid of repeat of 2014's workplace dispute at Australia's top iron ore export facility. BHP has the exclusive licence to operate tug services for all users of Port Hedland and has been shaking up the service ever since tug workers and their three unions threatened to halt tens of millions of dollars' worth of iron ore exports with a strike in 2014. The unions' nine-month stand-off with BHP's tug contractor Teekay Shipping prompted BHP to bring in Queensland ferry company Riverside Marine as a second contractor, and the two contractors now run 14 and four tugs respectively in Port Hedland. Riverside's fleet is believed to be non-union, and the competitive tension has arrived just in time for Teekay's contract to expire later in 2015. The unions have already agreed to conditionally cede many of the benefits won in 2014's dispute in a bid to help Teekay win a contract extension, and the tense situation comes as BHP prepares to spend $325 million on six new tugboats. Fortescue chief executive Nev Power said BHP had reduced the risk of miners being "held to ransom" in the future by bringing in a second tug contractor to the port. "I think it is a very wise move and it just shows the importance of thinking about these things

strategically and long term and not putting all your eggs in one basket so you do create those opportunities [for strikes]. I do think it is very positive," he said. The operator of Port Hedland is investigating whether to issue a second licence to operate tugs in the port and Fortescue was named on a shortlist in 2014 to win the licence, along with Maersk subsidiary Svitzer Australia. A decision was expected in mid-2015 but has been pushed back to early 2016 and the port operator says the awarding of a second licence is subject to an applicant being "competent, experienced and financially capable of delivering the infrastructure and services". With $US7.2 billion ($9.88 billion) of net debt, weak iron ore prices and needing to refinance or sell assets to meet a $US5.9 billion debt repayment due in 2019, Fortescue might find the cost of setting up a tug fleet to be challenging. But Mr Power said Fortescue was still keen to establish its own fleet. "We will continue to review all of the options there, but we are very keen to make sure we have a long-term, sustainable provision of towage services that is not going to create a bottleneck or hold the business to ransom," he said. Svitzer Australia, the Maritime Union of Australia and the Australian Institute of Marine and Power Engineers did not return calls. *(Source: The Sydney Morning Herald)*

YESTERYEAR TUGS AT WORK VENUS



A tow that normally would require only a single tugboat sometimes requires more in narrow passages. The **Venus** has a light tanker on a short hawser as she proceeds though a swing bridge on Boston's Chelsea Creek in 1936. Two Doane tugboats are positioned on either side of the tanker to check the light tankers's natural tendency to swing. Once the tanker is in open water, however, the two flanking tugboats are not needed. The **Venus**, built in 1930 and owned by the Boston Tow Boat Company, was one of the earliest tugboats to be fitted with diesel-

electric drive. Two diesel engines amidships were directly connected to two generators aft, which fed one motor that turned the propeller shaft. The Venus's sister, the **Luna**, also built in 1930, was the first diesel-electric tug in Boston. The first diesel-electric tug in the United States was the **Pennsylvania Railroad No. 16**, which went into service in New York Harbor in 1924. The first Canadian diesel-electric tug was the **Prescotant** built in 1930. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

FREIGHTER CAPSIZED AFTER COLLISION WITH TANKER CARRYING CRUDE, SHANGHAI

General cargo vessel **Jiang Xia Xiang** collided tanker **Bai Chi** at around 0100 LT July 23 in Wusong area, Shanghai, Yangtze river. **Jiang Xia Xiang** was loaded with 7000 tons of stone, **Bai Chi** loaded with 30000 tons of crude oil. **Jiang Xia Xiang** suffered breach or breaches portside with water ingress and danger of sinking. Tanker suffered bow damages, but no water ingress and no cargo leak reported. Tanker was docked shortly after collision, **Jiang Xia Xiang** was taken to anchorage, it is understood from latest report, that the vessel capsized, small leak reported. 16 crew safe.

FENNICA INVESTIGATION FINDINGS SENT FOR REVIEW

U.S. Coast Guard investigators have sent for review their initial findings into what caused a 3-foot gash in the hull of Shell's arctic icebreaker **Fennica** during its stay in Dutch Harbor, Alaska. The Finnish multipurpose icebreaker MSV **Fennica** was departing Dutch Harbor, AK for the Chukchi Sea on July 3rd when crew members and a licensed harbor pilot discovered a leak in the vessel's ballast tank. An inspection revealed a 39-inch long by nearly 1-inch wide gash in **Fennica**'s

hull below the waterline, forcing the ship back to the U.S. West Coast for repairs. The **Fennica** is one of 29 vessels due in the Chukchi Sea this summer in support of Shell's arctic drilling operations, but the vessel is considered critical because it carries the well capping stack, a key piece of containment equipment considered that last line of defense against a blowout and required to be on-hand before tapping into any oil reserves. During the initial investigation, marine casualty investigators from Anchorage determined that navigational charts found on board the **Fennica** were all up to date and the **Fennica**'s draft at the time of the incident was 26.25. After the crack was discovered, the Coast Guard issued a broadcast notice to mariners after a NOAA hydrographic survey revealed a (22.5ft + 3ft tide) uncharted shoal along **Fennica**'s track east of Hog Island, the investigators added. Also the vessel's Master, Mate, and Pilot onboard at the time were drug tested and all results were negative. The findings will now be sent to the Coast Guard Investigations National Center of Expertise for analysis, and then onto Coast Guard Headquarters Investigation Division for review and eventually a final report. The Coast Guard says it could be several months for the final report to be completed. Last week, the Bureau of Safety and Environmental Enforcement (BSEE) approved permits for limited exploratory drilling activities in the Chukchi Sea offshore Alaska, which limited Shell to drilling only the top sections of wells and prohibiting the company from drilling into oil-bearing zones until the capping stack can be deployed within 24 hours. The permits also said that Shell must maintain a minimum spacing of 15 miles between active drill rigs during exploration activities to avoid significant effects on walruses in the region, a problem for Shell because its two wells are located less than 15 miles apart. Simultaneous drilling is therefore not allowed. The **Fennica** was due to depart Portland, Oregon back to Alaska on Wednesday after repairs were completed at the Vigor Industrial shipyard, but its departure was being met by heavy protesting. *(Source: gCaptain; Photo: Shell Alaska)*

SALVAGE OPERATION: A PULL HERE, A TUG THERE

A one-day only special event had Cornwallites pulling out their lawn chairs and massing along the St. Lawrence river. It was barely after sunrise and already locals had started to camp out, to watch salvage crews extract one of the two capsized tugboats in the river. The removal of the Lac Manitoba, which capsized in the St. Lawrence in June, finally commenced on Friday. Earlier this week, salvors successfully extracted the fuel from both of it and the LCM 131. It was a rare show, not to be missed. Locals brought lawn chairs as they sat and watched from the riverside. By 9 a.m. approximately 50 people stood along the trails watching as salvors worked to extract the tugs. Around noon, security began pushing the most eager tugboat enthusiasts back, with a McKeil employee keeping viewers on the paved trail and away from the water's edge. It was ultimately a slow day. With the first of the two tugs halfway out of the water by 1:30 p.m. the crowd\ started to thin out. Only the most devoted salvage fans remained in shady spots off the trail. By 3 p.m. the

operations continued but with Lac Manitoba hanging halfway out of the water. As of 7:30 p.m., the tug was still partially submerged as crews continued to work on it. More work is expected to be performed on the weekend. On Thursday, the East Ontario Health Unit lifted its Do Not Drink the Water advisory for South Glengarry after fuel was successfully taken out of both tugs. The salvage efforts were slowed earlier in July because of strong currents but resumed on July 27. A couple of fuel leaks were reported with the Coast Guard confirming a biodegradable fluid leak on July 20 and a leak of less than 40 litres of oil on July 27. The McKeil salvors will return for an encore performance when they remove the LCM 131 sometime next week. The salvage operation will likely be completed by Aug. 5. *(Source: Cornwall Standard-Freeholder)*

GROUNDING, POLLUTION JAMIE K

On July 28, the 52 foot long fishing vessel **Jamie K** ran aground off Cape Blanco, Oregon. The **Jamie K** had suffered a power blackout and was being driven toward the shore in 30 mph winds. The crew sent out a distress call to the Coast Guard requesting assistance. The fishing vessel struck bottom just 250 yards off the shore began to take on water. The four crew put on survival suits and planned to abandon ship into the vessel's life raft. A Coast Guard helicopter arrived on scene and lowered a rescue swimmer. However, the winch on the helicopter suffered a malfunction and could not hoist anyone up. The Coast Guard rescue swimmer took individually the 4 crew of the **Jamie K** to shore. Reports state the Jamie K had some 10,000 pounds of shrimp on board with 3,000 gallons of diesel fuel. Fuel had been

released into the water. No reports of injuries. *(Source: Shipwreck Log)*

OFFSHORE NEWS

SUBSEA 7'S SEVEN RIO BEGINS SEA TRIALS

Subsea 7's **Seven Rio** left the Huisman Schiedam quayside for her sea trials, after the installation of a 550mt Pipelay Tower. The company informed through their social media that the vessel will return to Huisman Schiedam in early August for the finalization of the Huisman scope of work. In November last year, IHC successfully launched the pipelaying vessel at its shipyard in Krimpen aan den IJssel, The Netherlands. The **Seven Rio** has an overall length of 146 metres, a beam of 30 metres and a Class-2 dynamic positioning system. The vessel is equipped with a vertical (tiltable) lay system – with a 550t top tension capacity – and twin ROVs. She is fitted with two under-deck storage carousels, with a capacity for 2,500t and 1,500t of product respectively. *(Source: Subsea World News)*

EASTERN SHIPBUILDING GROUP, INC. LAUNCHES 2ND HOSMPSV 310ES FOR HORNBECK OFFSHORE SERVICES, LLC.

Eastern Shipbuilding Group, Inc. is pleased to announce the launching of the **HOS Woodland** (Hull 242) on Friday, June 19, 2015 for Hornbeck Offshore Services, LLC. The **HOS Woodland** is Eastern's second of two 302'x76'x26' Multi-Purpose Service Vessel's launched with the Hornbeck designation HOSMPSV 310ES. The first HOSMPSV, the **HOS Warland** (Hull 241), was launched in March of this year. The launching event was held at Eastern's Allanton facility with hundreds of Eastern Employees and Guests attending on a warm summer day with perfect launch conditions. The **HOS**

Woodland is the second ship to be christened on Eastern's newly constructed 425' rocker beam system installed on the northeast corner of Allanton's 760' launch basin. Attending from Hornbeck Offshore Services was Randy Tredinich, Vice President of Operations of the HOS MPSV and Specialty Fleet. Randy spoke about this being the 12th vessel launched, the eight (8) HOSMAX PSV accomplishments, all delivered on-time, or early and on-budget, the quality and craftsmanship of Eastern's workmanship, the long term partnership and future of the two companies. As a comparative, Randy discussed Hornbeck's past European Shipbuilding benchmark standard for "best in class" for the construction of high quality ships. "I now have no doubt that the new standard of best in class has been reset by Eastern Shipbuilding and the workers of Eastern. This is something you should be recognized for and certainly something to be very proud of". Once again he praised the quality of workmanship, Eastern's remarkable accomplishment, the ongoing vessel deliveries and the great operational performance of the eight (8) HOSMAX 300/310 Class Platform Supply Vessels delivered. The two (2) remaining HOSMAX 310's are being converted at Eastern's outfitting facility to the HOSMAX 310EQH configuration, with enhanced capabilities to support the oil field specialty market, including helicopter landing decks and the flexibility to quickly add berthing for 50 to 130 persons in five different habitability configurations. Also attending the launch ceremony was Bill Krewsky, Director of Engineering and Project Management; Manager of Projects, Jim O'Kane; Project Manager, Jim Clendenon; MPSV Operations Manager, Nolty Alario; MPSV Port Engineer Trent Skladany and other management personnel of the Hornbeck Team, who witnessed the twelfth (12th) Hornbeck vessel launched within twenty-eight (28) months at Eastern's Allanton facility. The prospective vessel Master, Captain John Holesha, a U.S. Navy veteran, holds an Unlimited Master License and is a fourteen (14) year employee of Hornbeck Offshore. Captain John and his wife Jennifer of seventeen (17) years were the Hornbeck honorees who christened the vessel. Father Roy Marien of Saint John's Catholic Church of Panama City, Florida, performed the blessing of the vessel. Prior to the launch, Eastern's President Brian D'Isernia said a few words about the vessel's size, the onboard 250MT subsea construction crane, the twin remote operated vehicle (ROV) capabilities and thru-hull moon pool features. He thanked all his employees for their ongoing commitment to delivering high quality vessels, on-time and on-budget, the continued growth of Eastern Shipbuilding, and its long-term relationship with Hornbeck Offshore, the Offshore Marine Industry and that there will be more vessels in the future. The two (2) MPSV's will be U.S. flagged, Jones Act-qualified, with 9,000kW of installed AC diesel electric power, twin azimuthing Z-drives, DPS-2 Multi-Purpose Service Vessels and designated HOSMPSV 310ES by Hornbeck Offshore. Each vessel is ABS Classed Hull and Machinery, Oceans Service and reviewed for the United States Coast Guard under the Alternate Compliance Program (ACP 2-95), SOLAS/IMO, ABS A1, AMS, with the following Class Notations, ACCU, DPS-2, UWILD, FFV-1,Circle E, Offshore Support Vessel (HNLS, HDC, HLC), GP, RRDA, HELIDK, ENVIRO, CRC, SPS (Special Purpose Ship). These high-tech MPSV's feature four (4) Cat 3516C 16-cylinder turbo-charged EPA Tier 3/IMO II diesel generator engines that are rated 2,250 kW at 1,800 rpm. Main propulsion power will be provided by two GE Energy furnished

Hyundai 2,500 kW 690VAC motors driving two Schottel SRP 2020 FP Z-Drives with nozzles rated at 2,500 kW at 1,025 rpm each for a total of 6,704 HP. Schottel also will provide three (3) STT 3 fixed pitch variable speed tunnel thrusters, two forward and one stern thruster, each rated at 880 kW, with direct coupled Hyundai 690VAC electric motors. A third bow thruster will be a swing down electric azimuthing variable speed thruster model TCNS 73CP rated at 880kW provided by Rolls Royce. GE Energy Power Conversions provides the complete integrated diesel electric package, including the propulsion and thruster drives, four (4) 2,250 kW generators, motors, control systems, Duplex Series C DP system, switchboards, motor control centers, automation and navigation/communication electronics. The vessels are designed with one (1) Caterpillar C9 238KW at 1,800 rpm emergency generator provided by Louisiana Cat. Each vessel will have accommodations with seventy-three (73) berths, galley and mess areas, a three berth sick bay, a cinema/conference

room with seating for eighteen (18) and a fully outfitted gym. The ROV control room, client operations center and a second conference room with seating for twelve (12) is located on the 01 deck. The bridge will have a full complement of the latest electronics, communication and DPS-2 redundant operation stations. Each vessel shall be equipped with an octagonal shaped 21 meter diameter aluminum helideck manufactured by Helidex. The helideck is sized for a Sikorsky S-92 helicopter with a helicopter reception with seating for eighteen (18) persons. For heavy offshore subsea construction work, a 250MT Active Heave Compensated Knuckle Boom Offshore Crane with 3,700 meters of main wire shall be installed, Model HMC 4240 LKO 350-40, manufactured by MacGregor of Norway AS. A second electro-hydraulic deck crane manufactured by North Pacific Crane Company Model 327 has a capable of lifting a minimum of 1,500 lbs. at 27 ft. radius and shall be used to handle gangways and vessel stores. Each vessel is designed with a 15' x 18' moon pool and hydro acoustic hull penetrations. The vessel's electrical system is arranged to power twin ROV/LARS systems. The vessels are fitted with an anti-heeling system and stability tanks to counteract the heeling moments associated with heavy crane lifts over the sides of the vessel. Each 302'x76'x26' HOSMPSV 310ES vessel is engineered by VARD Marine of Vancouver, Canada and features the following capacities: Deadweight Tonnage: 5,567 LT; Total Fuel Capacity: 521,800 USG; Day-tank Fuel Capacity: 27,183 USG; Drill Water Capacity: 618,655 USG; Potable Water Capacity: 25,233 USG; Liquid Mud Capacity: 20,190 bbls.; (9) Tanks Methanol Capacity: 1,707 bbls.; (2) Tanks Clear Deck Area: 10,338 sqft. (Approx.) *(Press Release)*

SEA TRUCKS: 'JASCON 31' TO WORK OFFSHORE MEXICO

Sea Trucks Group, a group of companies offering offshore installation services to the oil & gas industry, has been awarded a charter for the DP3 accommodation construction vessel **Jascon 31** in the Gulf of Mexico. According to the group, the vessel will start sailing soon from West Africa to its location in the Gulf of Mexico. Sea Trucks will provide accommodation support services, lifting operations and installation work to Permaducto S.A. de C.V. for works on the KMZ68/69 project from Pemex for a period of 95 days plus options. The vessel ,suitable for both shallow and deep-water operations, is equipped with a 400 mT, heave compensated, main crane, enabling it to provide extensive subsea support services. The multipurpose vessel also features accommodation facilities for 469 persons, a heave compensated gangway and 1300 m2 of unobstructed deck space. The group added that the work will begin in September 2015. *(Source: Offshore Energy Today)*

CONTRACT AGREEMENTS WITH DOF SUBSEA AND SUBSEA 7

DOF Subsea, a subsidiary of DOF ASA, has reached an agreement with Subsea 7 for the chartering of the vessels **Skandi Acergy, Skandi Seven** and **Skandi Skansen**. Subsea 7 has committed to a 3-year firm period for the vessel **Skandi Acergy**, commencing in direct continuation of the current firm period. The vessel is then firmly contracted until August 2019. For the vessel **Skandi Skansen**, the parties have agreed on a new contract for 2016 ensuring utilization for most of the summer season. **Skandi Seven** will be redelivered to DOF Subsea on 1st January 2016. DOF Subsea has several chartered in vessels that can be redelivered to owners during the next three to twelve months compensating the redelivery of **Skandi Seven**. In total, the agreed contracts will increase the firm backlog for 2016 and through to 2019. *(Press Release)*

NEW BUILD SUCCESSFULLY DELIVERS PSV TROMS HERA

OSM New Build Management has unveiled a new supply vessel designed to Carlotta Marineland's

specifications, equipped to carry and unload rigs, production platform and similar deck cargo, liquid cargo, dry bulk cargo and pipes. The vessel was built over a period of 14 months (from contractual date to delivery) at VARD Vung Tau Shipyard facilities in Vietnam and was designed in accordance with the Environmentally Friendly DNV CLEAN Class Vessels requirements, including a focus on low fuel consumption and precautions. The vessels hull, machinery and equipment have been constructed according to Det Norske Veritas(DNV) with Oil recovery, firefighting and stand by Vessel, ICE class -C notations. Propulsion is performed using two main Azimuth propellers, with fixed pitch aft and three tunnel thrusters with controllable pitch forward. The vessel was built for Carlotta Marineland and sold to Troms offshore, a Tide water company. Following on from the successful build of the **Troms Hera**, OSM are happy to announce they have been awarded the crew management (OSM Crew Management Poland). *(Press Release OSM)*

FIFTH ALL ELECTRIC-DRIVEN PSV SUCCESSFULLY DELIVERED

Another internationally-advanced all-electric driven PSV starting its sail smoothly. On the morning of July 28 2015, the fifth all electric-driven PSV **Paterson Tide** was successfully delivered from Jiangsu Zhenjiang Shipyard (Group)Co. to American Tidewater company, starting its sail smoothly. *(Source: Jiangsu Zhenjiang Shipyard)*

HORIZON GEOSCIENCES EXPANDS SURVEY FLEET

Horizon Geosciences announced the addition of a new vessel to its fleet, primed for work in the North Sea and West Africa. Horizon Geosciences Business Development Manager Matthew Suchley said: "Demand for Horizon Geosciences' geophysical survey services in the North Sea has been such that we sought an additional specialist vessel to complement our ongoing operations from our DP2 vessel, **Horizon Geobay**. We are delighted to announce the introduction of the **Kommandor Stuart**, a DP1, multi-disciplinary, geophysical survey vessel with a proven track record in the North Sea and Arctic." Fitted with a high resolution 500m range Multibeam Echosounder and a low frequency 3,000m range Multibeam Echosounder as well as a full geophysical survey spread this vessel is available for site investigation and cable / pipeline route surveys. A ROV and shallow sampling geotechnical equipment such as a vibrocorer and Roson CPT are also available for easy mobilisation as required. *(Source: Offshore Wind; Photo: horizon-geosciences)*

SUBSEA 7 WINS EPIC EGYPT CONTRACT

Subsea 7 has been awarded an EPIC contract worth around $500m from BP and it's partner DEA for work offshore Egypt. The contract includes engineering, procurement, installation and pre-commissioning of subsea infrastructure to develop the hydrocarbon resources from nine wells at the Taurus and Libra subsea fields offshore Alexandria. Engineering and project management work will commence immediately from Subsea 7 head office in London, while fabrication of the subsea

structures and spools will commence at the Petrojet Maadia yard near Alexandria. Øeyvind Mikaelsen, EVP southern hemisphere and global projects, commented: "This large contract awarded by BP for the first phase of the West Nile Delta field development recognises the value we bring to our clients through early engagement with them to engineer, design and deliver cost-effective solutions for complex field developments. We look forward to expanding our presence in Egypt and building on our long, successful and collaborative relationship with BP." Installation will utilise pipelay vessel **Seven Borealis** and construction vessel **Seven Arctic**, and is scheduled for the second half of 2016. (Source: Splash24/7)

OCEANTEAM SHIPPING COMPLETES TAKEOVER OF OCEANWIND

Oceanteam Shipping has acquired the remaining 48% stake in fellow Dutch firm Oceanwind and is now the sole owner of Oceanwind Cable Storage & Handling Solutions. As a result of the acquisition the company's name will be changed to Oceanteam Cable Solutions, whereby it can now fully focus and grow its worldwide cable transport, handling and storage services under the Oceanteam umbrella and in close collaboration with Oceanteam's other entities. "In line with our strategy of further strengthening the company's solutions segment we are investing in and optimising the end-to-end services we deliver to our client. This transaction, combined with the recently announced EUR15m revolving credit facility, provides us with the financial flexibility to execute on our business plan" said Lex van Doorn, the managing director of Oceanteam Cable Solutions. Oceanteam has executed over 50 cable transport, handling and storage projects and currently offers facilities in Amsterdam, Delfzijl, Willemshaven, Dubai and South Korea and is expanding its network. *(Source: Splash24/7)*

BOLLINGER DELIVERS THE CGC HERIBERTO HERNANDEZ THE 14TH FAST RESPONSE CUTTER TO THE USCG

Bollinger Shipyards has delivered the **Heriberto Hernandez**, the 14th Fast Response Cutter (FRC) to the United States Coast Guard. The announcement was made by Bollinger's President & C.E.O., Ben Bordelon. "We are very pleased to announce the delivery of the latest FRC built by Bollinger Shipyards, the **Heriberto Hernandez**, to the 7th Coast Guard District in Puerto Rico. We are looking forward to honoring and celebrating the heroic acts of Hernandez at the vessel's commissioning." The 154 foot patrol craft **Heriberto Hernandez** is the 14th vessel in the Coast Guard's Sentinel-class FRC program. To build the FRC, Bollinger used a proven, in-service parent craft design based on the Damen Stan Patrol Boat 4708. It has a flank speed of 28 knots, state of the art command, control, communications and computer technology, and a stern launch system for the vessel's 26 foot cutter boat. The FRC has been described as an operational "game changer," by senior Coast Guard officials. The Coast Guard took delivery on July 30, 2015 in Key West, Florida, and is scheduled to commission the vessel in Puerto Rico during October, 2015. Each FRC is named for an enlisted Coast Guard hero who distinguished him or herself in the line of duty. This vessel is named after Coast Guard Hero Heriberto Hernandez. Hernandez, a Fireman aboard the 82-foot Coast Guard Cutter Point Cypress made the ultimate sacrifice as he braved enemy gunfire in South Vietnam while patrolling the Vietnamese coastline. For his bravery as he faced the enemy, Hernandez was posthumously awarded the Purple Heart Medal and the Bronze Star Medal with the Combat "V" device. (Press Release)

SALES OF 2 UNITS OF BRAND NEW 40M ALUMINUM CREW BOATS

Green Offshore Pte. Ltd. Announce that they are currently developing the sales of 2 units of brand new 40m Aluminum crew boats direct from shipowner. They are all under-construction now and the first unit can be delivered on Sept. of 2015 and second unit on Dec. of 2015. The vessels have a length of 40.00 mtrs a beam of 8.20 mtrs a depth of 3.25 mtrs and a draft of 2.00 mtrs. The four (4) Cummins diesel engines develops a total output of 5,400 bhp wicht results in a speed of 27

knots at 85% MCR. They have an accommodation for 100 persons passengers and a clear deck space of 115 sq. mtrs. Both vessels are classed American Bureau of Shipping. Interest can contact Mr. Luo Tao Mobile: +65 97655280 E-mail: greenoffshore@163.com

80' CREWBOAT SOLD

Marcon International, Inc. is pleased to announce the sale of the U.S. flag crew boat "South Fork" between private interests. The all-aluminum, deep-"vee" hull vessel was built in 1970 by Camcraft, Inc. of Crown Point, Louisiana. Camcraft, established in 1965, was a prolific builder of aluminum crewboats, pilot boats, tour boats and ferries. The shipyard was taken over in 1983 by Sal Guarino, the famous naval architect, and renamed Aluminum Boats. It was later acquired by Trinity Marine in 1988 but closed in 1995 after building around 377 vessels. The 80.0' loa x 73.7' lbp x 20.0' beam x 8.4' depth x 5.00' loaded draft "South Fork" is capable of carrying a total of 30 persons on-board and 9,150lbs. on a 24' x 13' clear deck aft. Tankage consists of 1,000g of fuel, and 2,500g of water. "South Fork" is powered by twin GM 12V71TI diesels producing a total 1,050BHP driving fixed pitch propellers through Twin Disc MG 514 gears. Max speed is about 20 knots on 50gph. Marcon acted as sole broker in the transaction and has represented the Buyer in numerous sales and purchases over the years. This is the fifth crewboat sold so far this year and the 104 the crew or pilot boat sold over the last 34 years. *(Source: Marcon International)*

WINDFARM NEWS - RENEWABLES

CWIND SUPPORTS BALLAST NEDAM AT BUTENDIEK OWF

CWind, a leading provider of integrated services to the wind industry, has today announced that it is providing corrosion protection services to Ballast Nedam at Butendiek Offshore Wind Farm (OWF). The service, which extends to all WTG foundations, commenced in May and is expected to complete

in August. Butendiek OWF, located 35 nautical miles west of the island of Sylt in the North Sea, comprises 80 turbines with 3.6 MW capacity each, resulting in a total capacity of 288 MW once fully operational. Butendiek OWF owner, WPD, awarded Ballast Nedam the contract to supply, transport and install monopiles and transition pieces in 2013. Stefan Marschner, Sales Manager Germany at CWind, commented on the service contract: "We're extremely pleased to be able to support Ballast Nedam at Butendiek OWF. Given our experience and established track record in corrosion protection, we were able to mobilise our teams quickly, offering Ballast Nedam a fast, efficient and cost-effective solution." *(Press Release)*

BARGE ACCIDENT SCARS FOUNDATION OFF RHODE ISLAND

Following the commencement of Block Island offshore wind farm construction, the developer was struck by a hazard. Namely, one of the barges being used during the construction hit the installed jacket foundation making a dent in one of four legs, writes The Providence Journal. "This is the kind of thing that can happen in construction projects, especially those offshore," said the Providence-based company, Deepwater Wind. They also noted that the repair will not affect the project time frame as their "flexible schedule provides us more than enough time to address things like bad weather or repairs such as this one." The first jacket foundation was installed on Saturday by the floating barge crane, **Weeks 533**, while the whole foundation installation is expected to take eight weeks. After it is completed, the wind farm will produce enough clean electricity to power 17,000 homes. *(Source: Offshore Wind; Photo: Jeff Grybowski/twitter)*

YARD NEWS

KERCH BASED SHIPYARD ZALIV LAYS KEEL OF SEARCH-AND-RESCUE VESSEL

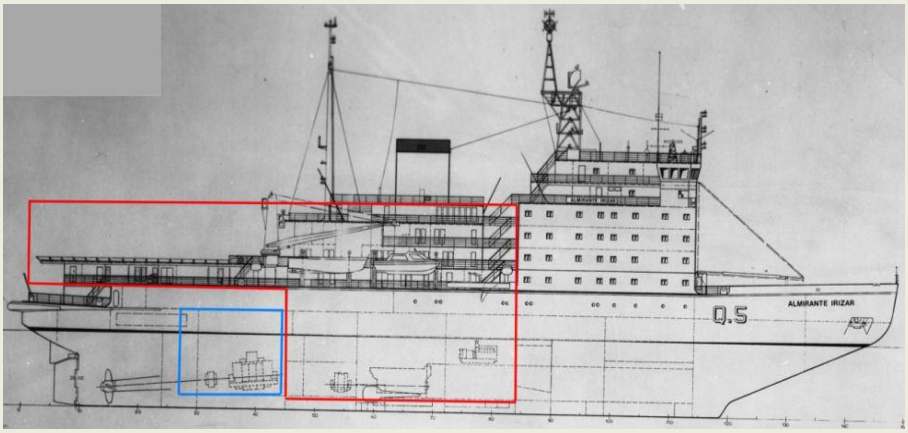
On July 29, 2015, Kerch based shipyard Zaliv laid keel of a **search-and-rescue vessel** of Project A-163. According to the city authorities' press center, the ceremony was attended by Deputy Prime

Minister of Russia Dmitry Rogozin, heads and representatives of Kerch and Crimea authorities. Vessels of Project A-163 are intended for search-and-rescue operations, refloating of crafts in distress, environmental activities including response to oil and oil product spills. The ship's length exceeds 67 m, breadth is 15 m. Before the ceremony Dmitry Rogozin visited the production facilities of the shipyard. According to Sergei Pisarev, head of Kerch Administration, Zaliv shipyard currently needs some 400 of qualified personnel. The challenge could be met through establishment of a shipbuilding faculty at the Kerch Maritime Technological University. The issue is under discussion. Joint Stock Company Shipyard Zaliv specializes in commercial shipbuilding, building of vessels for oil and gas sector, manufacturing of offshore structures and products of ship machine building. The share of exports in total sales of the shipyard exceeds 95%. Major customers are Norway and the Netherlands. *(Source: PortNews)*

FIRE-STRICKEN ICEBREAKER OVERHAULED

SENER concludes the **Almirante Irizar** icebreaker engineering works for re-outfit and overhaul. SENER reports it has completed the engineering works relating to the re-outfit and overhaul of the Almirante Irizar icebreaker following a fire accident in an Antarctic season. In 2009, the Argentinean Navy and the Tandanor SACyF shipyard asked SENER Ingenieria y Sistemas – Argentina to deliver an engineering integral project for the repair and modernization of the **Almirante Irizar** icebreaker. After a series of meetings between the Tandanor design team and SENER, a final agreement was reached for the technical scope of work to be included both for the basic and the detail designs, based in a previous concept project from STX Wärtsilä. Ensuing project work began October 20, 2009. As a consequence from the incidences suffered by the ship, 75 percent of her lower structures from the hull, decks and superstructures aft from the accommodation area (frame #84) were severely or totally affected. Pipes, fittings and auxiliary

equipment, ventilation ducts, cable trays, cables laid and distribution panels located aft from frame #84 were completely ruined or heavily damaged. All the main and auxiliary diesel generators were also lost, the same with the main and secondary distribution cabinets and the emergency generator with its console. Meanwhile, the electric propulsion engines and the auxiliary propulsion equipment suffered minor damage caused by the smoke and high temperatures. The outer shell and wing tanks aft from frame #84, and the accommodation and superstructure fore from frame did not suffer any damage. According to SENER, these extensive damages make for a project that is far more complex than building a new ship. The complete project was the conjunction of a general repair of parts not affected by the fire, some ordinary tasks typical from a dry-docking, some new parts and some refurbishment for out-of-date equipment and systems. There are new structures that must be connected with the original ones, same as for the pipes and auxiliary structures. This procedure required of more than 1,500 hours of measuring onboard from field technicians, for a further development of a CAD 3D model. From the ship owner's requirement of having a DNV classified ship (DNV's ClassNotation1A1 Specially Ice Strengthened, Naval Support, HELDK SHF, E0, DG-P, LFL), one of the most challenging aspects for SENER was to prepare her for the IMO and SC rules, due to the changes that the classification rules have suffered for ships this type since the time that the ship was built in 1978. Furthr complicating matters, Almirante Irizar is more than a simple icebreaker; she is also a general and refrigerated cargo, liquid cargo, passenger, scientific research, hospital and logistics support vessel, with a hull designed for Antarctic waters navigation and ice breaking. **Almirante Irizar** has the capability to run under UMS condition (Unmanned Engine Room), and adds a modern flight deck and aJP1 jet refueling station for all kind of helicopter operations from the ship. *The main topics included in this overhaul are as follows: -* Refurbishment and enlargement of the accommodation areas to fit up to 313 people (crew, research personnel and passengers), both for the existing and the new ones;. - Increment of the research area onboard (total of 400m2 available); - Increment of the liquid cargo capacity (650 m3); - Increment of the cargo hold capacity (930 T for dry cargo, 120 m3 for refrigerated cargo, 1,000 drums, 500 gas cylinders and 1,200 m3 of different cargo types); - Classification, class marks and certificates according to DNV requirements (July 2009 rules); - Adapt the ship to the IMO (MARPOL – SOLAS) requirements



and the Antarctic Treaty and the Madrid Protocol, in force at the time the ship repair started; - Structural analysis using FEM model and engineering processes during the dismantling of the damaged parts while in floating condition (with deformation analysis through strain gauges). And all the above were under the constraints from the economic parameters and the shipyard building and strategic limitations. *Results from the project:* - 130,000 hours of engineering and project control; - Use of the FORAN V60R3.0 for the development of the design; - Replacement and modification of 760 T of steel structures (decks and bulkheads; - 42 structure blocks; - Modelization of 4,000 T of structure for references of the outfitting items; - Modelization of equipment, auxiliary structures and 4,000 m of pipe lines for references of the outfitting items; - 12,000 m of pipe lines modeled and renovated; - 8,000 pipe spools for manufacturing; - 2,500 m of electric cable trays modeled and renovated; - 2,250 m of HVAC ducts modeled and renovated; - 700 equipment elements modeled with their foundations, and 100 auxiliary structures modeled and built; - 67 technical specifications elaborated and 181 supply homologations done; - 1,950 engineering documents in their final revision status. This was achieved with the continuous work from three divisions focused in the marine design, located in Tres Cantos (Madrid), Valencia (Spain) and Buenos Aires (Argentina), with a total of 40 people for the project load peaks, 23 of them Argentinian, SENER said. The FORAN database was centralized in Tres Cantos, but two slave databases in Valencia and Buenos Aires gave local access to the designers in both sites. This procedure made a hit in the use of FORAN, being the first time that a project is developed remotely from three sites so distant. In the Madrid division there were works for Naval Architecture, structure and FEM analysis. In the Valencia division there were outfitting design, HVAC, fire structure integrity calculations, lifesaving means and devices, electrical design and automation, and finally accommodation. In the Buenos Aires division, there were project management, planning, documentation control, cost control and the development of all the detail design for hull structure and outfitting, plus the technical assistance to the shipyard. All this work was executed in conjunction with Tandanor, the designated shipyard for the construction. Hence, combining the efforts from SENER and Tandanor, the result is one of the most relevant tasks ever undertaken in the marine history of Argentina. A special consideration is also reserved for the Argentina Navy personnel, both for the DGMN (Direccion General Material Naval) and for the Navy members assigned to the ship all along the repair work. Norberto Fiorentino from SENER Argentina said, “The effort and dedication from all those involved in the project, either in the SENER team, the shipyard team and the ship owner team, which ended up with a clear success of the enterprise.” *(Source: MarineLink)*

NEW BUILD MANAGEMENT - ANOTHER SUCCESSFUL STEEL CUTTING CEREMONY

OSM New Build Management took a big step forward this May (2015) when it had its steel cutting ceremony at Jiangsu Islands Shipbuilding Industry co., Ltd. in China for **two 53.8 M Utility vessels** for Baruna Raya Logistics, market leader in the

offshore support vessel industry. The unnamed hulls will debut mid-2016, respectively. The vessels have been designed with the intentions of performing multipurpose roles and operating in unrestricted water. They are to be equipped with a 2X1600hp Marine diesel engine with CPP propulsion, and will come with a Bollard pull of approximately 40 tones. Representatives of OSM and Bureau Veritas attended the ceremony and toasted for project success afterwards. Since the signing of the contract, OSM has established a good cooperation with Baruna Raya Logistics. *(Press Release OSM)*

WEBSITE NEWS

HTTP://WWW.TOWINGLINE.COM

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

Last week there have been new updates posted:

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

   - Fratelli Neri orders first Damen ASD 3212 Tug with Render Recovery winch in Mediterranean
   - IRSHAD receives Damen Shoalbuster 2308 for SPM buoy maintenance
   - South African Navy's second Damen ATD 2909 Tug in production
   - Three more vessels head for Jordan
   - REBONAVE towing Patrol Boats for Portuguese Navy

Be informed that the mobile telephone number of Towingline is: +31 6 3861 3662

mailto: *jvds@towingline.com*

This site is intended to be collective exchange of information. Information on this site has been pulled from many sources; we have attempted to credit these sources. But due to the multitude of sources sometimes we are unable to note all the sources. If you feel that material that is posted here is of your authorship and you have not been credited properly please alert us and I will correct the credit or remove it in accordance to the author's wishes.

DISCLAIMER