



MIDWEEK-EDITION

TUGS & TOWING NEWS

TUG ‘EN AVANT 9’ PUT INTO SERVICE BY MULLER DORDRECHT - NETHERLANDS



Early April 2015 towage and transport company Muller Dordrecht; Netherlands acquired the former Belgian harbour tug **Ensor** until then serving the port of Ostend, operated by towage company U.R.S., Unie van Redding- en Sleepdienst NV / Union de Remorquage et de Sauvetage NV. The tug (stantug 2207) was built as **Ensor** in the millennium year 2000 by BV shipyard Damen, Gorinchem

(yard No. 6539) for Oostendse Sleepvaartmaatschappij NV, Port of registry Ostend, Belgium. Following the acquisition the tug was directed to shipyard Gebr. Kooijman, Zwijndrecht for some necessary repairs and a number of alterations, making the tug suitable for work off shore too. At the same time the tug's registration switched from Belgian to Dutch flag. After leaving the Kooijman shipyard at 20th July 2015 the tug entered service as ‘**En Avant 9**’ without any further ceremonies. The tug has a length of 22,5 m., a width of 7,2 m. and a depth of 3,7 m. Gross tonnage 134 tons, deadweight 180 tons. The tug will mainly work as harbour & escort tug in the ports of Dordrecht, Moerdijk and other surrounding ports. Main engines consisting of 2 x Caterpillar 3508B-TA, V 4 stroke 8 cy, 170 x 190 each – 1177 kW (1600 bhp), produce a bollard pull of 30 tons. Speed 11,7 knots. *(Press release & photo TOP-Nico Giltay)*

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BEVER SOLD TO ISKES

Viegers & Son Tugs in Andijk Holland has sold the 70 ton bollard pull AHT “**Bever**” IMO no. 9492256 to Iskes Tugs BV in IJmuiden. The “**Bever**” is built in 2009/2010 at Damen Shipyards Hardinxveld in the Netherlands and is still the biggest Shoalbuster@ ever. She is fitted out with two Caterpillar main engines type 3516 B TA/HD of 5150 Bhp in total. Captain/owner Thijs Viegers changed quit a lot of the original



design of the vessel, his wife Gre was responsible for the design of the galley and accommodation. Only two years ago, a new type towing/anchorhandling winch was installed on deck by Maaskant Shipyard. The Ridderinkhof winch equipped with two Staffa dual displacement hydraulic motors, was a design of Mr. Arie van Wijngaarden of Damen Schipyards Hardinxveld, WK hydraulics and Thijs Viegers. AHT “**Bever**” sailed four years in charter for the Danish Offshore company A2Sea, mostly towing and assisting the installation platform Sea Jack. Also the former “**Bever**” of captain Viegers, a Damen Shoalbuster 2709 special@ was chartered for five years to A2Sea on projects in



Denmark, Ireland, the UK and The Netherlands. The five excellent Philippine crewmembers of “**Bever**” where working for nearly 12 years on several vessels of Viegers & Son Tugs. The music evenings on Friday evening in the “Blue Room” attended with the whole crew, (when the vessel was in port) where famous. The complete Philippine crew and the Dutch Ch.Mate Jeroen Schoth are still joining “”. Owner Jim Iskes will keep the name “**Bever**” on the bow,

she is already painted in the Iskes colours. Thijs Viegers has finished his life on the tugs after 42 years and is taking more time on his little wooden sailing cutter called “**Bever**”. *(by Thijs Viegers;*

Photos top Thijs Viegers bottom Jan Plug)

RUSSIA’S BLACK SEA FLEET GETS NEW HARBOR TUGBOAT RB-365 BUILT BY LENINGRAD SHIPYARD PELLA

Fleet-to-fleet voyage of the state-of-the-art tugboat **RB-365** built by Leningrad Shipyard Pella for the Black Sea Fleet of Russia is to be completed on July 31, 2015, says the press center of the Southern Military District. The tugboat is intended for towing and berthing operations in harbor and coastal areas, refloating of ships and vessels, firefighting operations at floating and shore objects,

oil and petroleum content products, cargo transportation and ice breaking operations. The tugboat will join the Black Sea Fleet's detachment of support ships based in Sevastopol. JSC Pella Shipyard based in Russia's Leningrad region was founded in 1950. In 1992 Pella was privatized as Pella Holding Co. comprising the head office and several subsidiaries. The shipbuilding firm specializes in building tractor tugs with rated power of 1,000hp to 5,000hp, push boats, escort tugs, pilot boats and SAR boats for Russian customers and for export. *(Source: PortNews)*



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OPTIMIZED TUG-BARGE SYSTEM DESIGNS BY ROBERT ALLAN LTD. PERFORMING WELL IN SOUTH AMERICA

Some veteran Mississippi push boats and barges have been transported to South America for second careers. However, conditions on a great river like the Paraguay-Paraná are different. It has sharp bends, shallow stretches, and includes remote reaches totally lacking in infrastructure. Building on extensive experience designing for the shallow rivers of Canada's frontier northland, Robert Allan Ltd., Naval Architects from Vancouver, BC have taken on the challenge of creating a new generation of specialized tug and barge systems to suit these demanding environments. A waterway logistics corporation, Hidrovias do Brasil, was the firm's first South American client to commission new purpose-built shallow draft vessels. These would serve a major mining company's plans to transport iron ore from Brazil down the Paraguay-Paraná to Uruguay in a 24 hour-a-day, year round operation. The sprawling watercourse flows south through the centre of the continent, connecting Brazil, Bolivia, Paraguay and Argentina. The transit voyage for the convoy covers 2,500 kilometres from Corumba to Nueva Palmira. According to Robert Allan Ltd. President Michael Fitzpatrick, "The shallower it gets, the more challenging." Accurate design is even more critical than normal, and the firm was challenged to develop vessels capable of operating throughout the variable river system, especially in seasons of low water levels. Project Engineer Erik Johnston adds, "fuel consumption was calculated with simulations to match the load profile, using data from the river; less water under the keel means more fuel consumption." After closely studying the region and client requirements, the firm developed a powerful 46.5 metre by 16.5 metre push boat design with



a full load draft of 2.5 metres or at a reduced draft of 2.1 metres for low water conditions. A double hull mitigates the risk of a fuel spill resulting from any grounding or collision damage. Each pusher tug can handle 16 barges in a 4 by 4 array, creating a convoy spanning 290 metres by 60 metres and carrying 45,500 tonnes of ore at the current river draft limit. The barges can carry

up to 50,000 tonnes per convoy at a 3.96 metres draft. A critical requirement for the project approval was the Brazilian Authority's performance stipulation for a crash stop: fully loaded, running downriver from full speed in 2.5 convoy lengths. The Authority made the crash stop an important safety measure on this river with varying channel width and depth, limited sightlines around bends and increasing vessel traffic. The Robert Allan Ltd. team examined many propulsion alternatives, and finally developed the triple azimuthing drive tug design to satisfy this demanding requirement. This drive arrangement allows immediate full reverse thrust and outstanding manoeuvrability. This backing performance was verified in advance through an extensive series of computational fluid dynamics (CFD) analyses. Eight of these push boats, designated as the RApide 4600–Z3 Class, were constructed by Uzmar Shipyard in Turkey. Each tug has accommodation for eighteen crew and a range of over 5,000 km (one full round trip) at the deep draft of 2.5 metres, or a one-way trip at the 2.1 m draft. The bridge offers an unobstructed view of the tow ahead and all working decks, and there is plenty of deck space for handling lines. These are the most powerful triple Z-drive shallow draft push boats built to date. The propulsion system is diesel-electric, with three independent Wärtsilä 9L20 medium-speed diesel gensets each developing 1,710 kW. AC current motors from ABB power Schottel SRP 1215 azimuthing drives with custom-designed nozzles that reduce draft and heavy-duty drive components to withstand impacts with river debris. This combination produces a Bollard Pull of 69 tonnes ahead and 63 tonnes astern. The engines are capable of operating on MGO, but normally run on less expensive HFO. Diesel-electric propulsion provided advantages with flexibility in positioning the engines and drives to ensure best operating trim in the shallow waters. There are 128 open hopper barges, each measuring 61.0 metres by 15.0 metres also designed by Robert Allan Ltd., were constructed at Shanghai Zhenhua Heavy Industry Co. Ltd. (ZPMC) in China. Half the barges have single raked ends, while the remainder have no rakes. The barge rakes were also optimized to improve the crash stop capability as discussed above. Bart Stockdill is the project engineer leading the CFD team. He notes, "We were able to compare our own hopper barge design with the ones designed by a local shipyard for this project. Ours had 7% less resistance representing a very significant fuel savings." Robert Allan Ltd. also designed an 1,800 tonne floating drydock to service the new fleet, which was also



built by ZPMC, and is now in operation at Asuncion, Paraguay. The barges were delivered 32 at a time by heavy lift ship to Montevideo, Uruguay. Sixteen additional hopper barges are being constructed at CIE shipyard in Paraguay. The completed push boats and barges are now at work on the Paraguay-Paraná waterway, attaining all calculated speeds and fuel consumption. Free running speed for the push boats is 13.2 knots. Operations have confirmed the firm's prediction that including nozzles would save 7%-8% on fuel. According to Fitzpatrick, in spite of this being a new design tug-barge system, "There were no real surprises on the project. The force of turning the convoy initially broke some of the wires connecting the barges. The Owner replaced them with synthetic lines that have more stretch capacity, a higher breaking strength and are easier to handle." Buoyed by the success of this major project, Robert Allan Ltd. is currently busy designing other tug-barge systems for South American clients, including Hidrovias do Brasil, and a number of other companies transporting various commodities along the Paraguay-Paraná and Amazon River systems. Push boats designed for the Amazon are shorter, and deeper than those on the Paraná. Executive Chairman of the Board Robert G. Allan, grandson of the firm's founder, remarks, "These shallow-draft projects are very unique; each river system and each client needs a customized design solution: successful outcomes require a proven designer rather than a so-called "proven design." A key factor in the success of Robert Allan Ltd. in this market is the ability to accurately predict vessel performance using CFD. A significant recent investment in a supercomputing cluster and specialized staff allows the company to quickly and effectively model alternative hull designs at full scale to establish optimal design configurations. As Fitzpatrick points out, "CFD allows us to assess a whole system before building anything. Corporate clients appreciate our ability to compare different scenarios in detail." While CFD has not completely replaced model tank testing at the firm, its use has expanded rapidly and enables the evaluation of design details to save fuel and optimize performance. These advanced design techniques have implications for the performance of all manner of workboats, everywhere. *(by David R. Conn and Robert G. Allan, P. Eng.)*

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REDWISE DELIVERS!



Redwise is well known for the delivery voyages under own power of a multitude of crafts. Lesser known is that **Redwise** in its's scope the delivery of tugs and tow combinations as well, on Lumpsum basis. Previously this year a total of 4 tugs and 6 barges, with two double tows, were delivered from Asia around Cape of Good Hope to destinations in West Africa, Mexico and the United States. Currently

the company is engaged by Oldendorff Carriers to tow their mobile transfer station “*Pride of Marampa*” from Tenerife to New Amsterdam, quite fitting for the Dutch company. The barge, here seen on departure Tenerife, was safely redelivered at New Amsterdam on the 4th of July following a 19 days voyage. The tug “*Christopher*” recently purchased by Oldendorff Carriers, will subsequently tow the crane barge “*Volga*” to her next port of employment with the **Redwise** crew on a fixed Lumpsum contract. The tug is here seen arriving at New Amsterdam with her tow. Next to them you will spot the barges used to bring the ore from up river. Incidentally these barges were delivered by **Redwise** using Oldendorff’s Damen build Stantug 2208’s with two barges in tow per voyage, from Curacao to the current location in 2006. **Redwise** used 4 complete crews to shuttle the barges, following delivery of a full load to Curacao from China by Dockwise heavy lift vessel. Warranty surveyors involved with both tows are Messrs. Vogtschmidt of The Netherlands. (*Press Release Redwise*)



CORPS TO HOST OPEN HOUSE ABOARD M/V MISSISSIPPI IN CHATTANOOGA



The public is invited to an open house on board the M/V **Mississippi** when it is docked at Ross’s Landing in Chattanooga from 4 to 8 p.m. Friday, Aug. 7. The vessel is the U.S. Army Corps of Engineers’ largest diesel towboat and flagship to the Mississippi River Commission, which is inspecting Tennessee Valley Authority and U.S. Army Corps of Engineers

Nashville District projects along the Tennessee and Cumberland rivers as part of the commission’s annual low water inspection trip. In addition to the tour of the vessel, TVA and the Corps will have displays onboard during the open house in Chattanooga and the public will have the opportunity to interact with subject matter experts about the purposes of the projects on these waterways, and mission of the commission. Please note that for the safety of everyone onboard during the open house, weapons, large bags and backpacks are not permitted. Small wallets and clutches are allowed. The open house is first come, first served. The public is reminded to wear sunscreen and encouraged to bring water to stay hydrated if a line forms on the pier while waiting to go onboard for the open house. The commission will travel the Tennessee, Cumberland and Ohio rivers Saturday, Aug. 8

through Friday, Aug. 14, with stops in the following locations to experience dialogue sessions with partners and stakeholders: Chattanooga, Tennessee, Decatur, Alabama, Clarksville, Tennessee, Nashville, Tennessee, Kentucky Lock, Kentucky and Olmstead Lock. Composed of seven members, each is nominated by the president of the United States and vetted by the Senate. Three of the organization's members are officers of the Corps of Engineers; one member is from the National Oceanic and Atmospheric Administration; and three members are civilians, two of whom are civil engineers. They are Maj. Gen. Michael C. Wehr, commander of the U.S. Army Corps of Engineers Mississippi Valley Division and president-nominee of the commission; Sam E. Angel, Lake Village, Ark.; R.D. James, New Madrid, Mo.; Dr. Norma Jean Mattai, Metairie, La.; Rear Adm. Gerd F. Glang, National Oceanic and Atmospheric Administration director, Silver Springs, Md.; Brig. Gen. Richard G. Kaiser, U.S. Army Corps of Engineers Great Lakes and Ohio River Division commander, Cincinnati, Ohio; and Brig. Gen. John S. Kem, U.S. Army Corps of Engineers Northwestern Division commander, Portland, Ore. The general duties of the MRC include the recommendation of policy and work flood control, navigation, and environmental projects on the Mississippi River, programs, the study of and reporting on the necessity for modifications to and conducting semiannual inspection trips and public hearings at various locations along the river. The work of the MRC is directed by its president and carried out by Army engineer districts from the watershed. Since 1879, the seven-member presidentially appointed Mississippi River Commission has developed and matured plans for the general improvement of the Mississippi River from its headwaters at Lake Itasca, Minn., to Head of Passes, La., where the Mississippi River empties into the Gulf of Mexico. The commission brings critical engineering representation to the drainage basin, which impacts 41 percent of the United States and includes 1.25 million square miles, over 250 tributaries, 31 states and two Canadian provinces. The M/V [Mississippi](#) spends more than 90 percent of its time as a working towboat, moving barges, equipment and supplies on the lower Mississippi River. The M/V Mississippi, built in 1993 by Halter Marine, is the fifth Army Corps of Engineers towboat to bear the name. It is the largest diesel towboat in the United States at 241 feet long, 58 feet wide and five stories high. Three 2,100-horsepower diesel engines power the vessel. (*Press Release U.S. Army Corps of Engineers*)

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WASHBURN AND DOUGHTY OUTFITS NEWEST TUGBOAT

East Boothbay shipbuilder Washburn and Doughty is putting final touches on the latest of a series of tugboats to be purchased and operated by a Connecticut based firm. When finished, the 93 ft. [James D. Moran](#) will service ships docking in New York City. "It is 90 percent complete," said Marketing Manager Katie Maddox on July 30. The tug is the 10th in the current design of a series begun at the shipyard in 2011. When outfitting is complete, the boat will run in sea trials before being delivered to the Moran Towing Corporation of New Canaan, Connecticut. The boat was launched on July 9

and is currently being equipped with electronics and other operational gear. The tug is equipped with two 3000 hp engines that can generate 900 RPMs and drive the Z type propeller system. The drive system can rotate 360 degrees, which enables it to escort large ocean going ships safely to the docks. Washburn and Doughty has been in business since 1977 and even remained in limited operations in the immediate aftermath of an extensive fire in



2008. According to company records, over two dozen tugs built in recent years by Washburn and Doughty have carried names of Moran family members, although the towing company founded by Michael Moran in 1860 was sold in 1994. *(Source: Boothbay Register)*

NSW: TWO NEW LOCALLY BUILT VESSELS LAUNCHED




Nakilat Damen Shipyards Qatar (NDSQ) has launched two new locally built vessels. The vessels were unveiled in line with Qatar's National Vision 2030 and as part of Nakilat SvitzerWijsmuller (NSW) expanding fleet. *'Al Ghaf'*, a pilot boat and *'Al Nefayed'*, a tug boat, were handed over to the owners of NSW. Abdullah Fadhal al-Sulaiti, managing director, Nakilat, said:


"We have currently 17 ongoing projects at the yard, contributing to the Qatari National Vision, providing vessels 100% made in Qatar," reports Gulf Times. *'Al Ghaf'*, a pilot boat that will be deployed as transport for personnel and pilot duties. The Damen Stan Pilot 2205, is 22-metres-long with a beam of six metres and has a trial speed of approximately 29 knots. She will be the first of this model delivered to NSW. Tug boat *'Al Nefayed'* will be put to use assisting ships entering and departing the port. She is a 31-metres-long tug boat with a beam of 11 metres, a bollard pull of 60 tonnes and a trial speed of about 13 knots. Previously, two ASD Tugs type 2810 and two Stan Tugs 1606 were delivered and are already an important part of the fleet. As well as two mooring boats that NDSQ delivered for NSW earlier this year: *'Umm Al Shubrum'* and *'Al Kharsaah'*. NSW currently operates over 30 vessels and performs 12,500 tug jobs per year. *(Source: Construction week online)*

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DONJON MARINE GETS \$44.5 MILLION NAVY AWARD

Donjon Marine Co. Inc., Hillside, NJ, is being awarded a \$44,500,000 modification to previously awarded contract N00024-11-D-4002 for salvage, salvage-related towing, harbor clearance, ocean engineering, and point-to-point towing services to support the Director Of Ocean Engineering, Supervisor Of Salvage And Diving. Work will be performed in the Atlantic Ocean (80 percent) and the Gulf of Mexico (20 percent) and is expected to be completed by August 2016. No funding is being obligated at time of award. The Naval Sea Systems Command, Washington, DC, is the contracting activity. *(Source: MarineLog)*



BUSKER OG BERGING TUG SOLD



It is reported that Bukser Og Berging AS – Oslo; Norway has sold their 1969 built with call sign LJMA tug **Bjønn** (Imo 7004586) has sold to Sanduinge - Lysekil and renamed **Bjørn**. The tug was built by P. Høivolds Mekaniske Verksted A/S – Kristiansand; Norway under number 43. She has a length of 25.66 mtrs a beam of 7.52 mtrs and a depth of 3.81 mtrs. The Atla-Mak AG6M451AK diesel engine develops a output of 883 kW (1,200 bhp) with

a free sailing speed of 11.5 knots and a bollard pull of 15 ton. *(Source: Lawrence Amboldt; Photo: Tomas Østberg-Jacobsen)*

BAO GANGTUO 17 SUCCESSFULLY DELIVERED

On the afternoon of July 30th, 2015, the 6000HP ASD tugboat **Bao Gangtuo 17** was delivered to Baosteel Corporation from Jiangsu Zhenjiang Shipyard (Group) Co., Ltd, starting its sail smoothly. *(Source & Photo: Jiangsu Zhenjiang Shipyard)*



HHL FREMANTLE LEAVING ROTTERDAM FOR THE FAR EAST



In the afternoon of the 4th August we seen the departing from the Port of Rotterdam of the cargo vessel **HHL Fremantle**. On her deck three sister rotortugs of Kotug – Rotterdam. In the past week the tugs were loaded in Rotterdam on the deck of the **HHL Freemantle**. The tugs named from fore to aft **RT Zoe** (Imo: 9333888 - 2006) **RT Stephanie** (Imo: 9320829 - 2005) and the **RT Claire** (Imo: 9320817 - 2005) It is reported that the tugs are

underway to the Far East. A press release by Kotug will be issued later. *(Photo: Henk Ros.)*

ATLAS MADE A BUNKER CALL IN WILLEMSTAD

Last week the 1975 built Mexico registered with call sign XCVK2 tug Atlas (Imo 7404308) enters the Caribbean Island Curacao – Willemstad for a bunker stop. The tug is owned and managed by CHM Maritime Sapi de CV – Ciudad del Carmen; Mexico. She was built by Astilleros del Atlantico SA – Santander; Spain under number 174 for Compania Hispano-Americano de Offshore SA – Santander as **Saja**. In 1985 renamed **Petroflota 8**. In 1993 sold to Delta Towing LLC – Houma, LA;



USA and renamed **Atlas**. In 2005 sold to Edison Chouest Offshore LLC – Galliano, LA; USA. In 2009 sold to Servicio Marina Superior LLC – Baton Rouge, LA; USA. In 2013 sold to Mexico. She has a length of 41.18 mtrs a beam of 11.59 mtrs and a depth of 6.05 mtrs. The two GM 20-645-E6 diesel engines develops a total output of 5,670 kW and classed American Bureau of Shipping. *(Photo: Kees Bustraan)*

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YESTERYEAR TUGS AT WORK GREENWICH



A tug and barge proceed up the East River in the 1930's The barge is the **Vitric**, which carried oil products along the coast; She's most likely making her way to a Long Island port to discharge her cargo. The barge did have machinery aboard, but it was not used for propulsion; rather, it was used for powering the hoists for loading and unloading cargo. The tugboat that is shown side towing the **Vitric** is the **Greenwich**, built in 1906, 63 feet long, powered by a 150 horsepower steam engine. The **Greenwich** was owned by Red Star, a towing company specialized in estuary and creek operations.

Red Star tugs worked in the shallow waters and creeks of Long Island Sound, usually towing sand and gravel barges, so they were all designed with shoal drafts. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

BODY FOUND ON FERRY ABLAZE OFF HOKKAIDO

Japan Coast Guard has found a body inside the ferry **Sunflower Daisetsu**, presumed to be the 44-year-old Kunihiko Orita, a navigation officer who went missing after the Ro/Pax ferry caught fire on Friday, July 31, off Hokkaido. Orita was reportedly last heard via walkie-talkie at around 6 pm Friday. He was engaged in fighting the flames, saying in his final contact with the ferry's captain that he was surrounded by "horrible black smoke," and that it was "hard to see anything nearby." The coast guard had dispatched a six-member search and rescue team to look for Orita. A total of fifteen boats and five aircraft have been sent to aid the stricken vessel. They have been fighting the

fire since Saturday morning, local time. The [Sunflower Daisetsu](#) was carrying 71 passengers and 23 crew members at the time of the accident, which was reported at around 5:30 pm Friday, local time, when the ferry was some 50 km off the coast of the city of Tomakomai. The remaining passengers and crew were safely evacuated. The [Sunflower Daisetsu](#) is operated by MOL Ferry Co., which said that there was a possibility that



the fire started in the area where several refrigerated container trucks were parked, and their refrigeration units connected to the ship's power source. The ferry was en route from the port of Oarai to Tomakomai when the fire broke out. *(Source: World Maritime News)*

COAST GUARD CLARIFIES MARINE CASUALTY REPORTING REQUIREMENTS



A long-anticipated move to clarify Coast Guard marine casualty reporting requirements is being welcomed by passenger vessel companies and other marine operators, who say varying interpretations have sown confusion in the industry for years. Formally titled Navigation and Vessel Inspection Circular No. 01-15, the

document was released [HERE](#) by the Coast Guard on July 21. Besides advising operators of how the rules for reporting should work, the circular instructs Coast Guard officers — the area and sector level, down to commanders of individual units — to update their policies and procedures for conducting casualty investigations. The directive was welcomed by the Passenger Vessel Association, which for years has highlighted problems with what operators saw as seemingly random and onerous reporting requirements for inconsequential incidents, such as momentary, touch-and-go groundings without damage. At an industry day last year hosted in Miami by the PVA and Coast Guard, PVA regulatory affairs consultant Peter Lauridsen said “the Coast Guard has driven casualty reporting far beyond the definition.” On Friday the PVA hailed the Coast Guard’s move in an email to members, while saying its staff is analyzing the full text to prepare their own supplemental guidance for operators. “Industry has been awaiting NVIC guidance from the Coast Guard for years, and during this time operators have struggled with running their businesses in an uncertain environment,” PVA said. “In some instances Coast Guard has stopped operators from sailing because of conflicting interpretation of the requirements and second-guessing of seasoned mariners’ professional decisions.” The clarifications give more clear guidance on when mariners are

expected to submit a CG-2692, the standard reporting form for accidents. There are specific clarifications for reporting certain accidents — as in commercial diving operations — and specific exemptions, as for accidents involving shipyard workers that are not the result of a vessel accident. At no time shall a written CG-2692 be requested unless the reported occurrence is determined by a qualified investigative officer to be a reportable marine casualty. Other clarifications say when mariners need not file a casualty report, but should report hazardous conditions. That includes momentary grounding bumps, and falls overboard where the person is recovered without injury or death. (*Source: Workboat.com; Photo: USCG*)

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GIANT CRANES COLLAPSE IN SMALL DUTCH CANAL

Reports are saying at least 20 people were injured when two huge cranes positioned atop a barge collapsed onto houses in the Dutch town of Alphen aan den Rijn. The cranes were being used to hoist a large section of bridge across the canal when one of the cranes – and the bridge – collapsed onto houses lining the waterway, causing the second crane to go down



with it. Media reports are saying at least 20 people were injured in the incident, including several with serious injuries. The Dutch television reported later that there were no injuries. Video of the incident clearly shows the cranes lifting the section of bridge when the barge begins to list, sending workers scattering, and then the cranes came crashing down. Check out the video below: [HERE](#) (*Source: gCaptain*)

HATSTON PIER CLOSED OFF AFTER FIRE ON SHIP

An exclusion zone was set up around Hatston Pier earlier this evening as a small fire was reported on board the offshore vessel [Subsea Viking](#), which was tied up alongside at the time. It is understood that the fire was quickly brought under control and there were no casualties. Fire-fighters from



Kirkwall remain on scene and the Coastguard tug, which was also berthed at the pier at the time of the incident close by the [Subsea Viking](#), continued to pump water on board the vessel in order to keep gas bottles on the deck of the vessel at a safe cool temperature. Water continued to be pumped on board after midnight. Water continued to be pumped on board after midnight. As result of the incident, the NorthLink ferry Hrossay, which was due in at the pier, was diverted

to Kirkwall Pier instead, and the booking office at Kiln Corner specially opened to deal with passengers. Shortly after midnight cooling water was still being pumped over the deck of the ship. *(Source: The Orcadian; Photo: Craig Taylor)*

LAC MANITOBA HEADED FOR THE SCRAP HEAP

One down (make that up), one to go. The [Lac Manitoba](#) has been removed from its would-be watery tomb in the St. Lawrence River in Cornwall and is now atop a barge at the city harbour. This leaves the [LCM 131](#), a smaller tugboat, still capsized in the river. Both ships sank more than amonth ago positioning a barge on the river. "On Friday and Saturday a light sheen oil was detected, with its origin coming from the final volume of



water draining from the Lac Manitoba after being lifted from the water., "McKeil Marine, the owners of the tug, said in a statement Saturday. "The materials released quickly dissipated in the strong current." A Seaway inspection has been scheduled for early next week. Following Seaway clearance, the barge will be assisted away from the dock and towed to Hamilton where the tug [Lac Manitoba](#) will be scrapped. The river in the vicinity of the Seaway International Bridge is still closed to all vessel traffic. The [LCM 131](#) is expected to be salvaged next week. Canadian Coast Guard officials have indicated the vessel is nearly empty of fuel. *(Source: Cornwall Seaway News; Photo Kathy Whyte Laroche)*

CHINA CONSORTIUM SIGNS SEWOL SALVAGE DEAL

A consortium of companies led by China's state-run Shanghai Salvage Co. has officially signed a contract with the government of South Korea to raise the [Sewol](#) ferry which sank on April 16, 2014 off Jindo Island, killing 304 passengers and crew, South Korea's Ministry of Oceans and Fisheries



(MOF) said. The contract was signed following two weeks of negotiations which started on July 15 after MOF had chosen the consortium as the preferred bidder, beating 27 other companies that applied for the tender. The parties agreed on a KRW 85.1 billion (USD 73 million) contract value, payable in three phases. The first payment will be made after the completion of loss prevention and oil recovery procedures. The second tranche will be paid after the ferry is lifted and docked at the designated location,

and the third instalment will be made after the ferry is brought ashore for demolition. The 6,825-ton ferry sank in 44 meters of water notorious for its strong currents and low underwater visibility. Shanghai Salvage will use two 10,000 ton cranes and around 200 workers to lift the ferry, including around 100 divers. South Korea announced plans to salvage the sunken ferry back in April, following public protests that marked the first anniversary of the tragedy, and increasing demands from the families of the victims for the ferry to be raised. *(Source: World Maritime News)*

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MV FARLEY MOWAT RAISED OFF BOTTOM OF N.S. HARBOUR

A sunken ship has been raised off the bottom of Shelburne Harbour where it has been leaking oil since June. Crews successfully lifted the MV **Farley Mowat** out of the water early Sunday morning following weeks of preparation. "There were 22 submersible pumps placed throughout the ship, from bow to stern, and each one had a separate switch so we could start and stop it from the dock," said Keith Laidlaw, a senior response officer with the



Canadian Coast Guard. The operation began at 2:30 a.m. to coincide with the low tide cycle. Laidlaw said it took three hours to pump the water evenly out of the rusting, 54-metre vessel and allow it to rise to the surface. "The hardest part is making sure that you have everything done correctly, and that the first time you lift it is the last time you lift it," Laidlaw said. "You don't want to have to go back and start from square one again." Laidlaw said this is the third ship he's raised in the last year and a half. The MV **Farley Mowat** was a concern to the Coast Guard because of the amount of oil it has been leaking since it sunk in the harbour in late June. "We've had containment booms around the vessel since that time, and we've been recovering what has come out of the vessel," Laidlaw said. "But we needed to stop it from polluting, and the only way we can stop it polluting was to get it lifted off the bottom." Laidlaw said the Coast Guard has already removed well over 10,000 litres of oil from the site. Transport Canada reported another 12 litres of oil on the water when it flew over the site this morning. Laidlaw said the Coast Guard's next step will be to remove that oil, and any oil remaining in the ship itself. After that, the wreck will be the owner's responsibility, he said. Scrap dealer Tracy Dodds has owned the ship since he bought it at an auction in 2013. It was expected to be scrapped after it was moved from Sydney, N.S., to Shelburne earlier this year, but it began taking on water on June 24 and sank overnight. Dodds is currently in legal battles with the town of Shelburne over fees relating to the ship's berthage and now recovery. This isn't the first time the MV **Farley Mowat** has been the subject of conflict. It used to be the flagship of Paul Watson's Sea Shepherd Conservation Society, a group that made international headlines for its risky confrontations on the high seas. The vessel was seized by a heavily armed RCMP tactical squad in April 2008 for getting too close to the annual seal hunt in the Gulf of St. Lawrence. Two of its crew members and anti-sealing activists were arrested, and the ship has remained in harbour almost exclusively since then. Laidlaw says he doesn't know what will happen next to the now-derelict ship. *(Source: The Canadian Press)*

OFFSHORE NEWS

GRAMPIAN FORTRESS IS LATEST VESSEL TO JOIN CRAIG GROUP'S FLEET



Craig Group has launched its first F-Class vessel, the **Grampian Fortress**. The IMT 958 multi-role emergency response and rescue vessel (ERRV), which was christened in the Balenciaga Shipyard in Northern Spain, is the first of two F-class vessels in the group's £110million investment which has seen 8 other vessels delivered to the company over the last two years. At 58 metres long, the Grampian Fortress features diesel

electric propulsion via twin Azimuth Stern Drives. It is also equipped with daughter craft and fast rescue craft as well as being able to transfer and store limited deck cargo and provide offshore locations with fresh water and fuel if required. The **Grampian Fortress** will be joined later in the year by the second F-Class ERRV, the **Grampian Freedom**. Douglas Craig, chairman and managing director of Craig Group, said: “We are pleased to launch our latest vessel, the **Grampian Fortress**. She signals the final steps in our most recent investment in the fleet which will conclude with the launch of the **Grampian Freedom**. The F-Class demonstrates our commitment to the industry where there is a demand for larger multi-role ERRVs.” *(Press Release Craig Group)*

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FIJIAN VESSEL TO A PRACTICAL AND VERSATILE DESIGN

In recent decades there have been great advances in design of crewboats and offshore supply vessels to meet the needs of the petroleum industry. Recently a number of nations have turned to these designs as inspiration for naval craft. Now the Government Shipping Services of the Fiji Islands have turned to a designer and a builder of offshore vessels for a new inter-island ferry. The results are impressive. The M/V **Cavigou** was designed by



United Ship Design of Sibu and built by Kian Juan Dockyard in Miri, also in Sarawak, Malaysia. The vessel's 40 by 11-meter hull design owes much to contemporary offshore supply vessels (OSVs). However extensive design considerations have been included for the boat's role as a multi-purpose utility vessel for public service. A stern ramp allows the loading of three trucks, several cars or other cargo to a 90-square-meter clear deck space. A 45-ton pedestal crane can assist with cargo loading. In the superstructure there are 40 accommodation rooms for the 16-member crew and up to 38 passengers. An additional day space is provided for up to 60 people in the salon. Pair of Cummins KTA19-M3 diesels each delivering 600 HP at 1800 RPM to four-blade 1500-m/m diameter fixed pitch propellers through Reintjes WAF364L gear with 4.482:1 ratios. This power train gives the solidly built vessel an eleven-knot speed. Auxiliaries include, two Cummins 6BT5.9D(M)-powered generators rated 80eKW, 50Hz. The vessel is also fitted with a 3.5 ton bow thruster driven by a

Cummins N855M rated for 350 HP at 1800 RPM. Capacities include 160 cubic meters for fuel and 140 cubic meters of potable water. The vessel will be classed by NK. Delivery to her owners in Walu Bay, Suva, Fiji Islands is scheduled for this July. *(Source: Alan Haig-Brown; Photo: United Ship Design)*

BG AWARDS FUGRO GEOCHEMICAL CAMPAIGN OFFSHORE HONDURAS



Fugro has been awarded a contract by BG Group to carry out an integrated multibeam echosounder survey and seabed coring campaign over its offshore acreage in the Honduran Caribbean. As part of BG's exploration licence commitments, the campaign will map the seafloor to interpret, identify, sample and analyse potential hydrocarbon seeps. According to Fugro, its 65-meter survey vessel, MV **Fugro Brasilis**, started the two-month mapping and interpretation portion in July 2015.

The multibeam echosounder and seabed coring program will cover an area of the Patuca Basin in excess of 10,000 km² in the northern part of the block. The company said the features of interest will be identified and evaluated during the MBES survey to generate a final set of locations to target for precision geochemical sampling. The coring phase will follow to collect approximately 200 seabed cores and 15 heat flow measurements, Fugro added. "This latest geochemical campaign is a cost-effective way to explore frontier areas for hydrocarbon potential and will provide BG with robust data for future exploration and production work," said Jamshid Gharib, Exploration Manager at Fugro GeoConsulting Inc. *(Source: Offshore Energy Today)*

POLARCUS IN 3D SURVEY

Polarcus Limited has received a Letter of Award for a 3D marine seismic project from an undisclosed client. The seismic specialist based in Dubai will be utilizing Polarcus' RightBAND technique for broadband data acquisition. According to Polarcus, the project, subject to the execution of a service contract, will start in Q3 2015 and is expected to run for approximately 45 days. The



company did not reveal the project location, citing commercial reasons. *(Source: Offshore Energy Today)*

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CEONA ENTERS ANGOLAN MARKET



Ceona has expanded its West African foothold after entering into a strategic partnership with InterOil Angola. Ceona, a SURF contractor with heavy subsea construction capabilities, already active in West Africa through its Ceona-Seaweld joint venture in Ghana as well as through its partnership with Marine Platforms Limited in Nigeria, will now expand its reach to Angola. Bill Hickie, Ceona's VP Business Development, said: "InterOil Angola is a well-established company and an approved supplier by the major operators in the region. It is also one of the few Angolan organisations that has a licence for vessel management. Partnering with them enables Ceona to officially enter the Angolan market, where our flagship **Ceona Amazon** vessel is highly suited for work offshore, and at the same time continue to grow our strong footprint across West Africa."

Headquartered in Luanda and with a yard in Sonils, InterOil Angola's core business is managing support vessels in-country. The company, which is registered with Sonangol, offers oil and gas services in strategic alliance with reliable and proven technical partners. Ceona is a SURF and heavy subsea construction contractor in the deepwater market, specialising in engineering, pipelay and construction project management and execution. *(Source: Offshore Energy Today)*

DOLPHIN IN MULTI-CLIENT SURVEY IN NORTH SEA

Dolphin Geophysical is acquiring 4192km² of new Multi-Client 3D SHarp Broadband seismic in the northernmost region of the Norwegian North Sea. According to the company, the survey targets both open and newly awarded APA acreage. Furthermore, acquisition progress on Friday stood at 40%. The company said that the 2011-built 3D vessel **Polar Duchess** is utilising 12 Streamers with 75m separation and 6750m offsets to acquire the Multi-Client survey during July and August 2015. Dolphin has also said that its on board processing team is working to deliver a Fast-Track volume to pre-committing clients before October 2015 "From the examination of existing vintage data it was apparent that 3D Broadband coverage is required to map and evaluate the potential existence of

interesting stratigraphic features such as Cretaceous and younger Cenozoic submarine fan deposits,” the company has said in its press release. The survey lies adjacent to the shallow 2005 Peon gas discovery and will cover 3 minor discoveries and 6 wells in total, including discovery wells 35/3-2, 6204/10-1 and 6204/11-1, Dolphin has said. The company has added that full PSTM processing will be carried out at Dolphin’s UK processing centre and pre-committing clients will participate throughout the entire processing phase. *(Source: Offshore Energy Today)*



THOR OFFSHORE NAMED THIRD SEISMIC SUPPORT VESSEL THOR FRIGG



The Faroe Islands company Thor Offshore received and named the third seismic support vessel **Thor Frigg** at Besiktas Shipyard of official ceremony, including the ship crew, owners and representatives from the charterers, as well as officials from the Turkish Shipyard. The ceremony named the third from the series of seismic support vessels, implementing the

latest technologies and modern navigation equipment. **Thor Frigg** has cargo deck with area of 25.80 x 12.10 m, available cargo space for 300 sq m and strength of 5 t/sq m. The ship is part from a series of seismic support vessels ordered by Thor Offshore and chartered by Norwegian oil company PGS. The vessel Thor Frigg will operate in North Sea and Atlantic Ocean in researches around North America and Canada. The seismic support vessel Thor Frigg has overall length of 64.40 m, moulded beam of 14.50 m, depth of 9.90 m and maximum draft of 5.70 m. The deadweight of the ship is 1,750 DWT and gross tonnage is 1,810 GRT. The vessel is driven by four Yanmar 6EY22ALW engines, each with power of 1,340 hp and auxiliary diesel generator Scania DI12 62 M with power of 260 kW. The seismic support vessel Thor Frigg has maximum speed of 13.7 kts, while the economy one is 10.8 kts. *(Source: Mairime News)*

ALAM MARITIM INKS CHARTER DEAL WITH ALLIANZ MIDDLE EAST

Alam Maritim Resources Berhad has chartered a Safety Standby Rescue Vessel MV **Setia Emas** to

Allianz Middle East Ship Management LLC, a marine contractor providing Offshore Support Vessels and diving services to the offshore Oil & Gas industry, incorporated in United Arab Emirates. According to Alam Maritim Resources, the contract for the charter of MV **Setia Emas**, made through its subsidiary, Workboat International DMCCO, is for a primary period of three years with an extension



option of another two years. The company said that the contract is valued at approximately RM40.7 million (\$10.57M), inclusive of extension period. "The contract is expected to contribute positively to the earnings and net tangible assets of ALAM for the financial year ending December 31, 2015 and beyond," the company has said in its press release. MV **Setia Emas** has 250 square metres of clear deck space and can accommodate 24 crew. *(Source: Offshore Energy Today)*

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WINDFARM NEWS - RENEWABLES

REBRANDING OF OFFSHORE WIND SERVICES UNDERWAY



The transition of Offshore Wind Services to Acta Marine Wind Services is underway in Den Helder and Brightlingsea. The Damen 2610 and 2008 **Offshore Wielingen** and **Offshore Waddenzee** were painted at the Teerenstra painting facility in Den Helder. The Offshore Phantom was painted in IJmuiden while the crew of the Offshore Provider, based in Brightlingsea in the United

Kingdom, took matters into their own hands and began preparing the vessel for painting as well. In March 2015, Acta Marine acquired Offshore Wind Services BV, which now in conjunction with the walk-to-work vessel **Acta Orion** forms the core of the new venture Acta Marine Wind Services. Workshops Contractors BV of Rotterdam have been retained by Acta Marine as technical and crew managers for the Offshore Wind Services fleet. Acta Marine Wind Services is currently supporting the construction of Luchterduin Offshore Wind Farm and will be very active with the Gemini project. The eleven vessels of Acta Marine Wind Services are working on the following projects: Eneco Luchterduinen Offshore Wind Farm, Eneco Prisesamaila Wind Park, Gunfleet Sands, Thanet & Kentish Flats, Siemens Major projects on Lynn & Inner Dowsing and Walney 1, North Hoyle and supporting and gas platform in the Irish Sea. *(Source: World Maritime News)*

STRATEGIC MARINE READIES TWO VESSELS FOR MARKET

Strategic Marine has confirmed that its stock program of personnel transport vessels is market-ready. The program includes **Offshore40 Gen3** Crew / Security / Multipurpose Vessel and **StratCat26** Crew Transfer Vessel. Reece Newbold, Group Business Development Manager for Strategic Marine said: "Producing them as stock vessels decreases delivery times for clients and enabling our clients to address opportunities with a reduced timelines and greatly improves commercial



returns whilst allowing us to be highly cost competitive as well as decreases warranty issues and ultimately customer down time." "The Offshore40 Gen3 is a 40-metre multi-purpose workboat available for immediate delivery," Newbold advises. "The **Gen 3** can be utilised for security and patrol boat duties, emergency response, pollution control, general workboat activity such as crew and cargo transfer, and as a shadow vessel." The **Gen 3**, a popular and proven vessel in the global workboat market, comes supported by Strategic Marine's worldwide service and warranty network. "Judging by what we understand from clients and associates, we are confident the Gen 3 is the most economical high-specification vessel of its class currently in play," says Newbold. "The Gen3 hull has improved on what was already an exceptional vessel and delivered best in class performance and economy, as well as improving cargo capacity's and vessel handling and manoeuvrability," he added. "The **StratCat** is a 26-metre crew transfer vessel we currently have available with a variety of propulsion packages including Quad Volvo IPS, Quad WaterJet, Twin Controllable Pitch Propeller, and Twin Fixed Pitch propellers," explains Newbold. The vessel can cater for up to 24 passengers in the main cabin and accommodate seven crew members. Whilst developed primarily for the offshore wind market these vessels are also suited to crew transfers in a variety of industries as well as general purpose duties, the company said. "Our ambition is to expand our stock program to include a range of other vessel sizes and differing markets. Our standard product range is under continual development and we look forward to unveiling the next vessels that will form part of our stock line," says Newbold. *(Source: Offshore Wind)*

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CWIND JOINS NATIONAL WORKBOAT ASSOCIATION



Crew transfer services form an integral part of CWind's offering to the offshore wind industry. We are therefore delighted to announce that we are now members of the National Workboat Association (NWA) of the UK. As the offshore wind industry matures and demands on workboat performance increase with larger and further offshore wind farms, a collective and informed industry body of vessel owners and operators will facilitate the knowledge sharing and formulation of

best practice that will be required. "The NWA has made firm headway in enabling our industry to share lessons learned," said Bruce Clements, Business Development Manager at CWind, "and beyond formulating guidelines and helping to shape the industry response, the NWA gives an important voice to us vis-à-vis regulators as well as clients. We're looking forward to benefitting from and indeed contributing to the NWA." "CWind operates one of the largest fleets of offshore wind workboats in the UK," said Mark Ranson, Secretary to the NWA, "With their experience at 17 sites across the UK and Europe, they will be a valuable contributor to our association." (*Press Release CWind*)

YARD NEWS

COCHIN SHIPYARD LAUNCHES SEVENTEENTH FPV FOR INDIAN COAST GUARD

Cochin Shipyard launched the seventeenth in a series of twenty Fast Patrol Vessels (BY 517) being built for Indian Coast Guard, the shipbuilding company said in a press release. The vessel was named 'ICGS ARUSH' and launched by Smt Jyothi Devanand, wife of DIG G Devanand, Coast Guard Refit & Production Superintendent, Kochi in a simple ceremony at Cochin Shipyard. Cmde K. Subramaniam, CMD, CSL, DIG M.V. Pathak, Commander District IV, Capt R. S. Sundar, Director (Operations) CSL, Shri D Paul Ranjan, Director (Finance), CSL, and other senior officials of CSL and

ICG were present on the occasion. CSL has so far delivered 13 vessels in the 20 vessel series and the fourteenth vessel ICGS APOORVA is scheduled for delivery on the 31st of July 2015. The thirteenth vessel ICGS ANMOL was handed over to the Indian Coast Guard on 01st June 2015. Cochin Shipyard was incorporated in the year 1972 as a fully owned Government of India company. In the last three decades the company has emerged as a forerunner in the Indian Shipbuilding & Shiprepair industry. This yard can build and repair the largest vessels in India. It can build ships upto 1,10,000 DWT and repair ships upto 1,25,000 DWT. The yard has delivered two of India's largest double hull Aframax tankers each of 95,000 DWT. CSL has secured shipbuilding orders from internationally renowned companies from Europe & Middle East and is nominated to build the country's first indigenous Air Defense Ship. *(Source: PortNews)*

RENOVATED MARION DUFRESNE II SETS SAIL ON TIME



French scientific research vessel completely renovated in life extension project. The renowned French research vessel, **Marion Dufresne II** left Damen Shiprepair Dunkerque (part of Damen Shiprepair & Conversion) in northern

France on 28 July having recently undergone sea trials and a complete renovation. Delivered on time, the oceanographic research vessel set sail for the Port of La Réunion where she will resume her logistic and scientific journey to the French Southern and Antarctic Lands. "The excellent cooperation between the yard and the vessel's crew was important in this project's successful planning, coordination and execution. We rebuilt a large part of the vessel within 4 months to extend her life by 20 years. The client was satisfied with our performance, cooperation and the end result," explains Head of Marketing & Sales at Damen Shiprepair Dunkerque, Khalil Benjelloul. Mr Benjelloul sums up the work carried out by the yard. "We replaced the vessel's most important scientific apparatus, the multi-beam sonar. We scrapped the existing equipment, rebuilt the hull and installed a new gondola and control room. Furthermore we completely renewed the ILOT capstan, a system used to take sea water samples, and installed new equipment. The hull has been blasted and repainted as well as some of the ballast tanks. The vessel's accommodation areas have been redone in cooperation with the client's subcontractor, this included laboratory facilities used by IPEV scientists. **Marion Dufresne II** can accommodate 114 passengers or scientific researchers and 46 crew." The multi-purpose vessel owned by French administration "Les Terres australes et antarctiques françaises" (TAAF) and managed by CMA CGM, supplies French southern islands 4 months a year, and carries out oceanographic research 217 days per year under the responsibility of the Institut Polaire Paul-Emile Victor (IPEV). Operating out of the Port of La Réunion, the vessel transports passengers and supplies to the French islands of the Indian Ocean and performs scientific works in all ocean conditions, but for iced covered. Marion Dufresne II is now returning to the French Southern and Antarctic Lands to continue her logistic work and scientific research. Besides her research and scientific capabilities, this multi-purpose vessel has a heli-deck and can be used as a supply vessel to transport containers and fuel to remote areas. The client selected Damen Shiprepair & Conversion following a competitive tendering process. After careful consideration of the vessel's requirements, Damen decided to have the Dunkirk yard in northern France undertake the project. *(Press Release Damen)*

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SHIPYARD MORYE (CRIMEA) TO SIGN CONTRACT WORTH RUB 2.7 BLN, SAYS CRIMEAN PM

A decision has been made to award Shipyard Morye (Feodosia, Crimea) with two orders: **rescue boat** and **diving boat**. Total value of the two orders is RUB 2.7 bln, Sergei Aksyonov, Prime Minister of the Republic of Crimea, said during his visit to the shipyard on July 30, 2015. According to him, the shipyard will remain under the jurisdiction of the Republic and will be engaged



with orders. “The shipyard’s facilities are adequate for building state-of-the-art vessels including naval ships. Under the direct presidential order a decision has been made to award two orders: 4MW rescue ship and a diving ship”, Sergei Aksyonov said. Crimea based shipyard Morye specializes in production of high-speed dynamically supported vessels (hydrofoils, hovercrafts, vessels with air-cavities), boats, pleasure yachts and boats with hull made of aluminium-magnesium alloy. (*Source: PortNews*)

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Last week there have been new updates posted:

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

- Tug ‘En Avant 9’ put into service by Muller Dordrecht – Netherlands
- Fratelli Neri orders first Damen ASD 3212 Tug with Render Recovery winch in

Mediterranean

- [IRSHAD receives Damen Shoalbuster 2308 for SPM buoy maintenance](#)
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