Tugs Towing & Offshore Newsletter

LEKKO All about tugs

16th Volume, No. 82 *1963 – "52 years tugboatman" - 2015* Dated 14 October 2015

Buying, Sales, New building, Renaming and other Tugs Towing & Offshore Industry News

MIDWEEK–EDITION

TUGS & TOWING NEWS

AL MOUNKID COMMENCED TRAILS

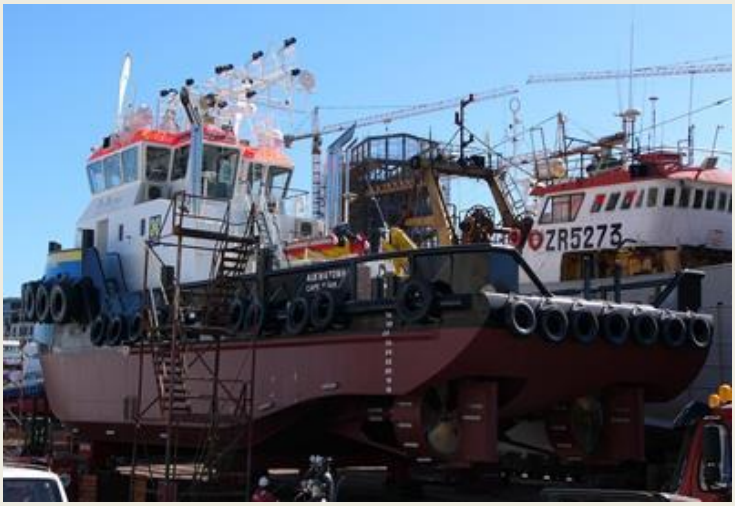
Today, 12th October 2015, late afternoon the maybe last Damen Stan Tug 2208 completed in Gorinchem came to Europoort for technical trials, speed and bollard pull test. Named **Al Mounkid**, most likely when completed she will show the "name" **A02** and will be based in Casablanca.. The standard Stan tug 2208 tugs has a length of 22.60 mtrs and a beam of 7.8 mtrs. Her engine output is 2,029 bkW with a free sailing speed of 12.1 knots and a bollard pull of 40 tons. The tug has an excellent seakeeping behaviour, superb manoeuvrability and outstanding towing characteristics. The state-of-the-art design incorporates the latest hull and skeg designs and the most recent developments in fender, fairlead and winch design She is a heavily built vessel with rigid foundations, extra plate thickness, extra brackets and extra fendering. This is the Damen standard and is above and beyond Class requirements. *(Photo: Frits van der Hoek-Lekko)*

NAVEXPO OPEN DOORS WITHIN SEVEN MONTHS

The new international maritime trade fair **NAVEXPO** open its doors in seven months from Tuesday 10th to Thursday 12th of May 2016 at the port of Lorient - FRANCE - South Brittany. Navexpo, an exceptional maritime event hosting for the 1st time in France a workboat exhibition afloat, is the

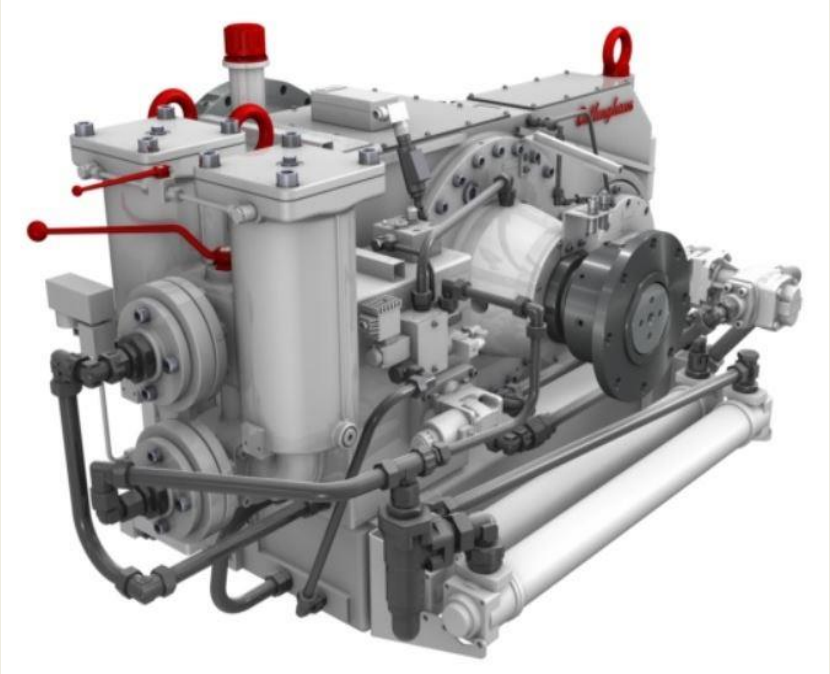
business meeting that sellers and buyers should not miss for four reasons: - A business show visited by international decision makers that particularly targets Europeans and Africans.; - Exhibitors from the international maritime sector: shipyards, architects, engine manufacturers, equipment manufacturers, workshops, ship repair centres, ship owners … from offshore, harbor service, maritime works, fishing, passengers transport sectors.; - Onboard visits and sea trials; - Business meetings targeted by boat type. Do not hesitate to contact us for any informations. We are at your service. Gildas BERNARD www.navexpo.com

SMIT AMANDA MARINE'S NEWBUILD SUPPLY VESSEL "AUKWATOWA" HITS THE ROAD



The first of two new supply launches built for Smit Amandla Marine was rolled out of the Damen Shipyard shed in Cape town and transported to the TNPA synchrolift early on Sunday morning. The **Aukwatowa** is part of the fleet renewal program for the two launches **Sea Express** and **Sea Carrier** operating out of Port Nolloth servicing the De Beers mining fleet off Namibia. Port Nolloth, formally known as "Aukwatowa" (in Nama, the local dialect, this means "Where the water took the old man away") has a strange desert atmosphere as it is on an arid and barren coastal plain, yet it still holds some fascination to the visitor. The **Aukwatowa** is Damen Shoalbuster type 3009 with yard number 571718. The standard dimensions of this Shoalbuster 3009 are . She has a length of 30.00 mtrs a beam of 9.00 mtrs and a draft of 3.20 mtrs. She has a total power output of 2,460 bkW with a free sailing speed of 11 knots and a bollard pull of 48 tons. Her characteristics are: Multi-function capabilities, special designed for multiple roles undertaking varied assignments in diverse working environments. Especially designed to work in shallow as well as deeper water, often in areas of limited manoeuvrability and designed for heavy duties with an optimum bollard pull in combination with a shallow draft. *(Source & Photo's Glenn Gasner & Aad Noorland)*

PLUG AND PLAY TUG TRANSMISSION



With the Prop.act clutch system, German marine transmission specialist Ortlinghaus has launched a system on the market that it claims offers new deployment opportunities, particularly in the main drive train of harbour tugs. The core of this self-sufficient system is a hydraulic clutch with paired sinter/steel plates that elevate the torque through friction contact. The oil needed for clutch engagement and clutch cooling is provided by a dedicated pressure oil and cooling oil circuit, which monitors itself using an integrated control system. As such, users are independent of the actuating medium and do not need to develop their own pumps, coolers, filters and category-conform control components. No separate pipework and wiring between the individual components is required either. This makes Prop.act directly installable as a plug & play solution. With the two shaft connections on the input and output, this unit can be positioned individually in the drive train between the drive motor and ship propeller gear using relevant shaft connections. So what distinguishes this Prop.act in particular? One type of operation facilitates “black/white” actuation, e.g. hybrid drives where the drive source - electric motor or diesel engine - can be selected using the clutch. Alternatively, the Prop.act unit makes it possible to individually reduce the propeller speed in contrast to the diesel idling speed. The permanent slip clutch used for this purpose permits fine manoeuvring and trolling of harbour tugs at a low fixed propeller speed. *(Source: Maritime Journal; Photo: Mercator Media)*

INVESTIGATIONS IN FIRE COMPLETED

The investigations of the Accident Commision following the fire on board the "**Zeus**" in Sölvesborg port have now been closed, and the ship may be towed back to Poland. The survey was completed on Oct 9. *(Source: Vesseltracker)*

KEEWATIN AT PIER 27

The Northern Transportation Co Ltd tug **Keewatin** arrived in Halifax October 8 towing the barge *NT 1509* and tied up at pier 27. The tug has been an off an on visitor to Halifax since 2002 when Northern Transporation began to ramp up an eastern operation, to supplement its western arctic and Mackenzie River business. Yarrows built the **Keewatin** in Esquimalt, BC in 1974. The triple screw 3375 bhp shallow draft tug sailed via the Panama Canal, with four 1800 series barges and wintered on the St.Lawrence, then loaded in Valleyfield, QC in the summer of 1975 for Churchill. MB. It then began to service five western Hudson Bay communities and Coral Harbour under government contract. Northern Transportation Co Ltd was then a crown corporation, but was privatized in 1985 and is now part of the aboriginal owned NorTerra Inc. The company, and the tug, have suffered many ups and downs over the years due to shifts in the business climate and management changes. In 2002, the tug was sent south and arrived in Halifax for the first time on November 9. After a refit in Shelburne it went to work for Atlantic Towing Ltd. In 2003 it worked on the Great Lakes with a gravel barge, then with a brine barge.In 2004 it returned to Halifax and towed barges for Atlantic Towing Ltd. In 2010 the tug was to work the supply run to Hudson Bay again, but was laid up in Newfoundland due to hull deficiencies. These have since been repaired and the tug was again in Halifax in July 2013. **Keewatin** departed St.John's August 7, 2015 towing the fleet mate supply/tug **Alex Gordon** to an unknown destination (likely to Mount Carmel, NL for layup, but this has not been confirmed). Northern Transportation's other supply/tug **Jim Kilabuk** was in Halifax earlier this year on its way back to the west coast, eventually making its way to the Beaufort Sea. Both suppliers have worked off and on in the western arctic over the years. *(Source: Mac Mackay-Tugfax)*

ACCEPTANCE/DELIVERY CERTIFICATE SIGNED FOR DIESEL-ELECTRIC ICEBREAKER VLADIVOSTOK

Acceptance/delivery certificate for diesel-electric icebreaker **Vladivostok** of Project 21900M built at Vyborg Shipyard (a corporate member of the United Shipbuilding Corporation) for Federal Marine

and River Transport Agency (Rosmorrechflot) has been signed today, October 9, the shipyard told IAA PortNews. Sea trials program included testing of the vessel speed and maneuvering characteristics, performance and compatibility of ship systems and equipment, operation capacity of the propulsion plant as well as electrical, radio and navigation equipment. The vessel's systems and mechanisms function nominally. 21900M icebreakers designed in Russia have been ordered by the Federal Marine and River Transport Agency with FSUE Rosmorport as construction customer. The ship can break through 1.5 meter thick ice. Her major task is independent escorting of large capacity vessels, towing, extinguishing of fires at floating facilities and other structures, providing assistance to vessels in distress, transportation of cargo. The **Vladivostok** is the lead ship in the series of three 18 MW diesel-electric icebreakers being built under the Federal Targeted Programme "Development of Russia's Transport System (2010 – 2020)". The Vladivostok is a highly automated icebreaker of new generation with unrestricted area of navigation able to break through 1.5 meter thick ice. The icebreaker is intended for independent escorting of large capacity vessels, towing, extinguishing of fires at floating facilities and other structures, providing assistance to vessels in distress, transportation of cargo. For that purpose the ship has a deck for containers and is equipped with a 26-tonne crane. With her fuel capacity the ship can operate for 40 days. The icebreaker also has a helipad. The **Vladivostok** will be deployed for operation at the North-West Basin Branch of FSUE Rosmorport within the water area of the Baltic Sea in winter and in the Arctic seas in summer-autumn period. Vyborg Shipyard PJSC is one of the largest shipbuilding companies of the North-Western Region of Russia with 65-years' experience in shipbuilding. Since the Shipyard was founded (1948) there have been built more than 200 different vessels with total displacement exceeding 1,550,000 t. In 2012, Vyborg Shipyard joined the United Shipbuilding Corporation. *(Source: PortNews)*

MANY QUESTIONS, ONE 'SOLUTION'

It might sound simple: having one capable, well-worked vessel, Netherlands-based DUC Marine went about designing another. However, the 'Solution' has had to resolve some conflicting demands. Over the last few years, DUC Marine's first vessel RAM has had a utilisation rate of near 100%, covering everything from salvage and wreck removal, inspection and repair, soil investigation campaigns, UXO-clearance, cabling and other windfarm projects. But one special quality is its stability, operations manager Ewoud Visser told MJ. "Ram sits just like a swan in the water without rolling or pitching too much, so we wanted a second vessel with these attributes," he explained. "The other point is that RAM has quite a shallow draft for its size, giving us a number of advantages especially in operations around the German Bight." So the new 55m hull, built by Dutch yard Shipcon in its Dodewaard facility, has received quite a lot of attention: fellow Netherlander Herman Janssen, a naval architect from Monnickendam, worked closely with DUC to accommodate its ideas. "First of all it has a minimum draft of only 2.8m, and instead of a normal rounded bilge keel, we decided we wanted a vessel with a rectangular keel and a flat bottom like our RAM," explained Mr Visser. He added the Dutch tank testing institute, Marin, showed a certain amount of initial disbelief: "However, when we'd put the model through the tests they conceded we were right about the seakeeping characteristics." The design did evolve with feedback from Marin: for example instead of a larger bulb at the front of the bow the computer simulation tests showed a much smaller one was still efficient at wavebreaking and more effective at keeping up transit speeds. The necessary push comes from robust Omega Verhaar, fully azimuthing 650kW tunnel thrusters powered by six, 475kW Volvo Penta D-13s supplied by Haisma Ship & Industrial Engines. This gives Solution 12 knot cruising pace and a 14.7 knot top speed. The low water draft has been matched with a low airdraft, "which all makes for a better for DP plot around the windfarms: neither the current or the wind has too much influence compared to bigger, deeper vessels" said Mr Visser. The vessel's Praxis Automation DP2 system is essential: a vessel is often unable to lower an anchor near the live cables attached to working windfarms, "so although using the four-point mooring system is better for fuel consumption, operations quite often have to rely on DP2 systems to keep stationary" said Mr Visser. However, the hull shape had consequences for the 450kW bow thrusters and therefore the DP2 system which weren't straightforward to resolve: "Firstly we envisaged a pair of standard tunnel thrusters, but as the vessel has a very shallow draft, these thrusters came out of the water at approximately 5 Bft winds." And this, he said, means stopping operations as a complete dynamic positioning response is necessary in order to protect both divers and equipment. A standard retractable unit might have been the answer but, "you need to be able to accommodate the big boxes that hold them, not so easy in a vessel like this where there's a lot of pressure on space" said Mr Visser. After a lot of scratching of heads, the answer was found: changing one of the forward thrusters to an Omega Verhaar swing-up model. On its main 250m2 working deck the container locks are flush mounted to allow for an easy hook-up of dive containers and LARS, plus there is a special area for containerised accommodation, an office or workshop: "All the lines, water,

electricity, sewerage and so on are all in place," he said, making everything 'plug-and-play'. Following hull completion, the Hoekman Shipbuilding yard will fit the vessel amidships with an Iron Fist, 90 tonne knuckleboom crane and another, larger 200 tonne knuckleboom on its aft deck. The main crane has a Dromec Active Heave Compensated winch (effective for loads of 10 tonnes in up to Sea State 4) and to give extra capability, this line can also be led over the 20 tonne A-frame. The stern roller has a position for a 50 tonne towing/tugger unit if required and the anchor winches, also from Dromec, will have spooling devices to help take care of their 600m lengths of wire. Other elements have also been thought through: two 1.2 m survey moonpools have rails inside which will enable a deployment frame to keep any tools in their correct orientation, "otherwise they might start to spin" explained Mr Visser. More, DUC has made sure there's room for a whole Amplemann or similar gangway to be installed. ESU, a Dutch company based in Urk, took on the large, complex task of installing the electrical distribution system that underpins Solution's multiple power needs. The Dutch tour-de-force continues inside with fittings for internet and TV connection in the cabins; these can cope with over a dozen people in spacious single occupancy, or up to 42 people on shift rotations. As it's important that both client and crew can keep a certain privacy the cabins are divided with client personnel on the lower deck level and crew on the upper deck. Cabin and mess areas are supported by Breman Shipping aircon, galley equipment comes from local company Hakvoort and seating is supplied by De Flux, another company based in nearby Urk. Flexible enough for diving, ROV-operations and light construction work such as foundation grouting, it's also especially suited for survey work as the diesel-electric running is really very quiet. Ewoud Visser added that the company's name for its new boat is more than a quip: "No matter what the problem, we have the Solution." *(Source: Maritime Journal; Photo: Mercator Media)*

ACCEPTANCE/DELIVERY CERTIFICATE SIGNED FOR BEINGOV PROLIV, LEAD SHIP OF PROJECT MPSV06

On October 10, 2015, acceptance/delivery certificate was signed for the multipurpose salvage vessel of project MPSV06, **Beringov Proliv** (Hull No 217), the Project designer Marine Engineering Bureau says. The ship has left for port Korsakov. The ship is built by Nordic Yards Wismar GmbH (Wismar, Germany) to the order of Rosmorrechflot for FSI Sea Rescue Service of Rosmorrechflot. The ship's port of registration - Korsakov. The Project was designed by Marine Engineering Bureau. Working documentation for the vessel's construction was issued by engineering center of Nordic Yards Wismar GmbH. Multi-purpose MPSV06 salvage ice-breaker vessel has Icebreaker 6 class and unrestricted area of navigation; she has ice-breaker stem and cruiser aft end, enlarged double-tier forecastle and living quarters located fore. There are also a diesel-electric power station with ER located in the middle part of hull, two full-circle rudder propellers and bow thrusters. Characteristics: LOA – 87.75 m, BOA – 19.10 m, depth – 9.00 m. draught – 6.52 m, full speed – 15

knots, crew – 22 including 2 medics, special personnel – 12, endurance – 30 days. Class notation of Russian Maritime Register of Shipping - KM (*) Icebreaker 6 [2] AUT1-ICS OMBO FF2WS DYNPOS-2 EPP Salvage ship. Multi-purpose MPSV06 salvage vessel should carry out operations as follows: • patrolling and emergency salvage duty at the navigation regions, fishing regions, oil and gas marine recovery regions; • give technical support and help in the regions dangerous for navigation and marine products catching, servicing of terminal transport operations; • search and help operations for vessels; • search, salvage, evacuation operations for people, rendering medical aid for people; • taking emergency vessels off groundings and reefs, pumping out vessels' flooded spaces; • towage of emergency vessels and objects to the place of refuge, also fulfillment marine towage of vessels and floating objects, including ice towages; • fulfillment of marine salvage operations, including in ice conditions; • fulfillment of ice-breaker operations in port and near-port areas, also in frozen non-arctic seas when ice thickness is less than 1.5 m; • give assistance in fire combating on floating objects and coastal ones accessible from seaside; • rear and technical service, including underwater diving works at the depth till 60 m; • fire-extinguishing of burning oil on water surface, elimination of marine oil spills, including oils with flashpoint less than 60 degr. C.; • survey and cleaning underwater hull part of vessels, floating and coastal objects; • investigation of sea floor and damaged objects at depth of up to 3000 m. The vessel is equipped with high speed working boat with speed of 35 kn and capacity of 24 persons for salvage party and salvage supply deliverance, for people collecting on the water surface and for water depth sounding works. Two container placed diving complexes are foreseen: High deep-sea (up to 1000 m) remotely operated apparatus of "Scorpio" type and side-scan sonar device are foreseen onboard the vessel. The lead ship of Project MPSV06, **Beringov Proliv** (Hull No 217) was laid down at Nordic Yards Wismar on November 12, 2013 and launched on September 21, 2014. The second ship of Project MPSV06, **Murman** (Hull No 218) was laid down at Nordic Yards Wismar on November 12, 2013 and launched on September 21, 2014. *(Source: PortNews)*

DUTCH BLUE IN ACRYL

A fine painting on canvas in acrylic of the 2012 Mee Lee Cheong Tongbao Shipbuilding – Nantong; China built Dutch registered with call sign PBZS Anchor Handling Tug **Dutch Blue** (Imo 9646778) is seen here. The vessel is painted by Marine artist and Portraitist Frits Janse with dimensions 100 x 70 cm. The AHT is owned, according equasis by RoRo II B.V. – Werkendam; Netherlands and managed by Rederij Holland B.V. (rederij Chr. Kornet) –

Werkendam. She is underway with a barge loaded with new building hull's to Rotterdam. She has two WärtslIä with a total output of 4,350 hp and a bollard pull of 50 tons. Her grt is 1.159 tons, dwt 935 tons and classed American Bureau of Shipping. (Source: Frits Janse – www.fritsjanse.nl)

SAAM SMIT TOWAGE SIGNS CONTRACT FOR DAMEN ASD TUG 2913 AT OFFSHORE ENERGY 2015

SAAM SMIT Towage, the joint venture between SAAM S.A. of Chile and Dutch company Royal Boskalis Westminster N.V., has signed a contract for the purchase of a Damen **ASD Tug 2913** for delivery in early 2016. This is the first new tug to be purchased by SAAM SMIT since its establishment in July 2014. The joint venture operates in Mexico, Brazil, Panama and Canada, and the new **ASD 2913** will add a new level of versatility and capability to its fleet. It will be based initially in Panama. The tug was already currently under construction at Damen Shipyards Galati in Romania as part of Damen's policy of building for stock. This will allow her to be delivered in around six months from the signing of the contract. The **ASD Tug 2913** has been designed primarily as a compact, highly manoeuvrable and powerful tug, ideally suited for busy harbours and waterways where space is limited, as well as for more general operations in open water. With a bollard pull of 80 tonnes it can handle the largest vessels, and has a double hull to comply with the latest regulations. The vessel for SAAM SMIT will feature a number of Damen options including fire-fighting (FiFi1) capability. This is the third of the new ASD Tug 2913 series to be sold, with the first being delivered in February 2015 to Petersen & Alpers for service in Hamburg. The contract was signed today at the Offshore Energy Exhibition in Amsterdam. "We are very pleased to be selected as the provider of the first new vessel for SAAM SMIT," commented Giel Venema, the responsible Area Manager for Damen. "We are confident that the capabilities of the **ASD Tug 2913** will serve the joint venture and its customers well, particularly in the demanding environment of the new, expanded Panama Canal." *(Press Release)*

YESTERYEAR TUGS MARIE J. TURECAMO

Pushing a huge bow wave, the diesel tug **Marie J. Turecamo** heads for an assignment under full power. She carries truly impressive rope fenders, and her steel superstructure with painted-on wood grain indicates that her owners care about her appearance. Built in 1952 by Jakobson Shipyard of Oyster Bay, New York under number 340 for Turecamo Maritime. The tug was later acquired by the R.J.Casho Marine company where she was renamed as the **Marie J**. She was then acquired by the DonJon Marine company of Hillside, New Jersey where she was renamed ast the **William E**. She has a length of 84.8' a hull beam of 24' and a hull depth of 9.6' her grt is 144 tons and her nrt 98 tons. She is a single screw tug powered by a single EMD 12-567 diesel main engine for a rated 1,000 horsepower. *(Source: On the Hawser by Steven and & Peter H. Spectre and towboatinformation.com)*

ACCIDENTS – SALVAGE NEWS

OIL BEING REMOVED FROM SUNKEN FLINTERSTAR

Dutch salvage and towage companies Multraship and Smit Salvage on Sunday started removing heavy fuel oil and diesel oil from the general cargo ship **Flinterstar** which sank after colliding with with the LNG tanker **Al-Oraiq** off Belgium's Zeebruggee on October 6. The 2002-built **Flinterstar** had around 427 tons of heavy fuel oil and 125 tons of diesel at the time of the incident, an undetermined amount of which leaked into the North Sea. Belgian authorities are still on site and are engaged in containing the spilled oil. Dutch shipping company Flinter, the owner of the sunken vessel, said that the crews are currently emptying **Flinterstar**'s Tank 1, which is the largest one and was left intact after the collision. The oil is pumped to the specialised offshore supply ship **Vos Sympathy**. The salvage rescue vessel **Offshore Beaver** to cleanup any leaked oil. Responding to media reports that the Belgian authorities took charge to remove the wreck, Flinter said that "both owners of the vessels involved in the tragic accident will contribute the

maximum amounts according to Belgian law to the costs of the wreck removal." The Marshall Islands-flagged **Al Oraiq** was in a stable condition after the hit, and was escorted to Zeebrugge to discharge, the vessel's manager, K Line LNG Shipping (UK) Limited, said. *(Source: World Maritime News)*

SHIPWRECK POLLUTION RECOVERY INTRODUCTION ALFONS HÅKANS

Wreck environmental risk analysis must be conducted prior to making a decision to carry out the oil removal operation. The following factors of the wreck have to be evaluated: - Environmental circumstances around the wreck; - Location; - Circumstances of the wreck; - Oil tanks' locations and structures; - Quantity and quality of the oil in the wreck; - Environmental and oil spill risk analysis; - The decision to conduct oil removal is based on the seriousness of the potential oil spill and wreck environmental risk analysis. Once the wreck environment risk analysis is completed and the decision has been made not to do an immediate oil removal operation, the next step is to constantly monitor the wreck condition and its surroundings. Monitoring ensures that the key decision makers are kept updated with the latest information on the condition of the wreck and, as a result, may prevent possible environmental damage. After wreck environment risk analysis the actual oil removal operation can be carried out. The wreck oil removal operation consists of a detailed plan of the mobilization, oil removal operation and demobilization. These plans identify resources, the operating organizations and persons responsible, the oil removal plan, risk assessments, contingency plans, technology, schedules, working methods etc. The company's ongoing preparedness for oil removal operations is essential. Experienced, professional personnel and Best Available

Technology are available whenever a possible leak or a spill occurs. We have developed a unique solution which contains Best Available Technology toolbox, and this allows us to implement the oil removal operation safely and quickly. Development of the technology began in 1984 when M/S *Eira* grounded off the coast of Vaasa, Finland. Our toolbox is a combination of several different technologies: - patented remote operated Hot Tapping tool; - vacuum pumps; - viscosity control; - transfer pumps; - hoses and their handling units. The use of the chosen technology depends on the structure of the wreck and its tanks, environmental conditions, temperature, depth, currents, oil quality and quantity etc. Every wreck is individual and as a result the course of actions for oil removal are thoroughly evaluated before the commencement of the project. Technology is a tool but our expertise, experience, professionalism and understanding ensures the desired result. Alfons Håkans salvage capabilites are familiar to many of the leading insurance brokers and hull underwriters throughout the world, particularly due to the high-profile salvage of the grounded passenger vessel M/S *Sally Albatross*. Alfons Håkans Ltd is a member of the International Salvage Union and has performed over 50 salvage cases in the last 20 years. Mr. Kari Rinne has been involved in oil recovery operations and the development innovative technology since 1984 when he participated in the oil recovery operation from M/S *Eira*. In addition his innovations include a patented oil recovery technology method for emptying the oil tanks of damaged vessels e.g. M/S *Pamisos* in 1992. During his career he has actively participated in developing sub-sea oil recovery technology and he played a key role during the oil recovery operations of the sunken vessels M/S *Park Victory* and M/S *Estonia*. Watch the video click HERE *(Source: Press Release Alfons Hakans)*

FREIGHTER SANK IN SOUTH CHINA SEA, 10 CREW RESCUED

The 2013 built Vietnam registered General cargo vessel **An Phu Khang 079** (Imo 9686845) ran aground early in the morning Oct 11 some 500 meters of Con Co island southeast coast, Dong Ha province waters, Vietnam, in adverse weather conditions. Vessel loaded with 1500 tons of nitrates started to take on water, and finally, sank, with stern resting on bottom, partially above waterline, see photo. 10 crew jumped overboard in life jackets, and was rescued by a fishing vessel nearby. Vessel was en route from Hai Phong to Dong Nai. The 1943 dwt vessel is managed by An Phu Khang Trading Service. *(Source: Fleetmon)*

OFFSHORE NEWS

DEEPOCEAN SECURES SUBSEA WORK IN AUSTRALIA

DeepOcean has been awarded a contract for the provision of post-lay trenching and survey works in Australia. Works will be performed from DeepOcean's DPII MSV Volantis using the 2,800hp jet

trencher UT-1. The contract for post-lay intervention works is scheduled for Q4 2015 and will see DeepOcean's Volantis mobilize from current works offshore Malaysia to Australian waters. The company did not reveal the identity of the client, nor the financial value of the contract. Tony Stokes, Managing Director of Asia Pacific & Middle East, states, "We are extremely pleased to receive this award in Australian waters. This project highlights the requirement for such front-end trenching technology in the region and the demand for expertise found within DeepOcean and the UT-1. We look forward to a successful campaign and growing our presence in Australian waters" *(Source: Offshore Energy Today)*

THREE MORE OFFSHORE VESSELS GO INTO LAYUP IN NORWAY

Two platform supply vessels (PSVs) and an anchor handling tug supply (AHTS) vessel have been laid up in Norway, according to brokers' reports today. Farstad Shipping's PSV **Far Serenade** (5,944 dwt, built 2009) has been laid up in Ålesund, according to data from shipbroker Westshore. The vessel has been idle since September 2, when it completed a 14-day charter to GDF Norge, for which it was

earning NOK 135,000 ($16,738) daily. Gulf Offshore Norge's PSV **North Stream** (4,585 dwt, built 1998) has been laid up in Sandnes. Its last reported fixture was 10 days of supply duties for Nexen in April this year. The AHTS **Normad Borg** (2,873 dwt, built 2000), owned and managed by Solstad Shipping, has reportedly been laid up in Husoye, having been idle since it completed seven days of employment with OMC in early July. According to Westshore data, a total of 48 PSVs, 15 AHTS vessels and three multipurpose supply vessels are currently laid up in the North Sea area. Today, the Netherlands' Vroon Offshore Services announced plans to lay up five platform supply vessels and seven emergency response and rescue vessels by the end of this year. *(Source: Splash24/7)*

VROON OFFSHORE SERVICES - NEW SSV/W2W VESSELS VOS START & VOS STONE

This video is a promotional film used by Vroon Offshore Services B.V. to introduce the newbuilding subsea-support (SSV)/walk-to-work (W2W) vessels VOS Start and VOS Stone. These walk-work vessels offer hotel-type comfort accommodation for 87 persons, ample covered- and clear-deck and workspace, DP2 classed, deck for offshore-access system. They are equipped with two fuel-efficient, super-silent tunnel thrusters and one retractable bow thruster. The vessels will be fitted with 24/7 Broadband communication, Ku-band satellite services with high-performance connectivity with multi-megabit speeds, internet, voice & video streaming with real-time connectivity at sea. Both vessels are currently under construction and due for delivery to Vroon in 2016. Watch the video click HERE *(Source: Vroon)*

NORWAY'S OCEAN INSTALLER ENTERS GULF OF MEXICO DEAL WITH BP

Norway's **Ocean Installer** has been awarded a Regional Framework Agreement with BP for subsea work in the Gulf of Mexico region. The agreement covers subsea fabrication, transportation and installation of offshore facilities, as well as hook up and commissioning, and is valid for three years. Specific work scopes will be carried out under individual call-off contracts, and accordingly no firm work is currently committed under the agreement. "We have successfully executed work for BP in the GoM

during the last couple of years, and we are happy to see the relationship manifest itself in such an agreement. Now our focus is to win call-off work within this framework," says Mike Newbury, President of **Ocean Installer** in the US. The agreement covers BP's operations in the GoM region and is on the Ocean Installer end managed from the company's Houston office. *(Source: Offshore Energy Today)*

"STRONG MILAHA & HALUL PRESENCE AT SEATRADE OFFSHORE CONFERENCE"

Halul Offshore Services Co., a wholly-owned subsidiary of Milaha, participated in Seatrade Offshore Marine and Workboats Middle East which took place from October 5 to 7, 2015 at the Abu Dhabi National Exhibition Centre in the UAE. Halul took part as an exhibitor at the event and its CEO, Vivek Seth, spoke at the Marine and Offshore Leaders' Forum about the state of the marine and offshore industries in the Middle East. The company also received an award for the 'Most Innovative Stand' at the exhibition. The Marine and Offshore Leaders Forum discussed the challenges facing the offshore services industry and its future, in light of the prevailing market conditions. The key topics included analyses and forecasts of the oil price; supply and demand drivers for offshore services; and a focus on regional developments – from the Red Sea to the Caspian Sea, and from Africa to South Asia. Mr. Abdulrahman Essa Al-Mannai, President and Chief Executive Officer of Milaha, said: "In the light of the decline in oil prices, it is vital that industry leaders brainstorm about how to meet the current challenges and devise strategies to enhance competitiveness. Seatrade Offshore Marine and Workboats Middle East and The Marine and Offshore Leaders Forum were an important platform to gather decision makers and stakeholders to take an in-depth look at the options and to discuss issues

of supply and demand affecting mid- to long-term profitability of the sector." Seth said: "The price decline in the oil and gas sector is a challenging issue for the marine and offshore services industry. This has led us and our peers to re-evaluate our strategies as we explore new business opportunities. We believe now is the right time, as an industry, to improve on our standards of service, initiate technological innovation, and enhance quality, safety and security to ensure long-term sustainability. As we adapt to the changing market, such moves will enable us to ride out the prevailing volatility while we plan for long-term growth. The Marine and Offshore Leaders Forum at Seatrade Offshore Marine and Workboats Middle East is a great opportunity to debate relevant issues and discuss strategies to overcome difficult times with our peers and partners." Seatrade Offshore Marine and Workboats Middle East is one of the region's leading event for offshore marine-related industries, workboat operators, builders and equipment suppliers. The biennial conference and exhibition gathers industry leaders and decision-makers to brainstorm on strategic topics. The session saw the participation of a senior delegation from Milaha, led by HE Sheikh Ali bin Jassim Al Thani, Milaha's Chairman and Mr. Abdulrahman Essa Al-Mannai, President and Chief Executive Officer, Milaha along with Halul Offshore's senior management team based in Qatar and the UAE. *(Press Release)*

SALE OF "40M ALUMINIUM CREW UTILITY VESSEL"

Arena Offshore Brokers Ltd.-Istanbul is pleased to announce the delivery of a "40m Aluminium crew utility vessel" from Seacor to the Italian Buyers. Arena has acted as sole broker in the deal. Built in 1993 with a length of 39.89 mtrs a beam of 8.40 mtrs and a depth of 2.40 mtrs. The four Caterpillar diesel engines are 3412 type and develops a service speed of 15 knots to 18 knots maximum. She has a deck space of 75 sq. mtrs. And a pax capacity of 47 persons. The vessels is classed Bureau Veritas. *(Press Release Arena)*

FUGRO TO INSPECT GAZPROM'S BLACK SEA PIPELINE

Blue Stream Pipeline Company, a subsidiary of the Russian energy giant Gazprom, has awarded Fugro a contract for inspection of the Blue Stream pipeline in the Black Sea. The contract calls for the provision of survey support vessels and associated survey services to perform the 2015 external pipeline inspection for the offshore, shore approach, and dry section components of the Blue Stream Pipeline System. The two 24" gas export pipelines, E1 and W2, run from the Beregovaya gas compression station in Russia's Arkhipo-Osipovka, 235 miles (378km) across the Black Sea, with a maximum water depth of approximately 2,150m, to the Durusu inlet terminal 40 miles (64km) from Samsun in Turkey. The in-field work in both areas has been completed and the reporting stage is

now underway, Fugro said in a statement on Monday. The Fugro-owned Atlantis Dweller was mobilized in Istanbul at the end of August and is currently undertaking the external inspection of the offshore section. The pipeline carries the Russian gas to Turkey. The full gas pipeline capacity is 16 billion cubic meters of gas annually. *(Source: Offshore Energy Today)*

OFFSHORE ENERGY: FUTURE WELL INTERVENTION

At the Offshore Energy 2015 exhibition in Amsterdam this week, Herrenknecht and Ulstein will present their future vision of heavy well intervention. Herrenknecht Vertical GmbH (HVG) from Germany and Ulstein Design & Solutions B.V. (UDS BV) from the Netherlands are presenting the **ULSTEIN DX105 design**. This heavy well intervention vessel design features the HVG Terra Invader 750 drill tower. According to the two companies, the integration of the Herrenknecht equipment resulted in a compact, fully integrated vessel design, specifically aimed at cost efficiency in medium and heavy well intervention operations, punching well over its weight with regards to drilling capabilities. The large, free work deck of the **ULSTEIN DX105** with direct access to the moonpool, allows the vessel to carry a large diversity of additional well equipment, like: - Coiled tubing equipment; - Wireline equipment; - Storage of multiple X-mas trees and other subsea equipment; - Cementing equipment

and storage of extra drill pipes, risers and casings; - Well testing equipment; - Future well technologies. The HVG drill tower consist of an A-frame structure, allowing for easy access to the drill floor. "By using an automated horizontal racking system, a light substructure could be realized, which in combination with the weight saving A-frame solution resulted in a lower CoG," says Dennis Vollmar of Herrenknecht Vertical. "And that of course improves also the operational envelope of the vessel." "Over the last decade, deepwater drilling has taken a flight, meaning that in the near future these wells will need servicing and maintenance," adds Bram Lambregts, deputy director at Ulstein Design & Solutions B.V. "Its higher payloads and mobilization speed compared to semi-submersibles ensure that the **ULSTEIN DX105** is less dependent on nearby infrastructures. This is of great importance for well intervention operations in remote areas and harsh environments, which is further enhanced by applying the proven ULSTEIN X-BOW® to increase the operational window of the vessel." Main dimensions of the vessel are: Loa: 154.4 m; Lbp: 148.2 m; Beam (moulded): 29.4 m; Depth: 11.2 m; Draught (operational): 7.5 m; Deadweight: ca 13,000 t; Speed: 15 kn; Installed power: 6 x 4,200 kW; Positioning: DP3; Free deck space: 1,500 m2; Cargo hold: 850 m2; Complement: 100 p. *(Source: Offshore Energy Today)*

WINDFARM NEWS - RENEWABLES

DONG ENERGY AWARDS CONTRACT TO ØSTENSJØ REDERI

Østensjø Rederi has been awarded a contract to support a Service Operation Vessel (SOV) to DONG Energy. The contract will require a new build vessel for operations at Race Bank Offshore Wind Farm in the UK. The contract awarded by DONG Energy has a five years firm period with five optional years. Commencement date is set for 1 September 2017. The vessel will function as a mother ship for wind turbine technicians as they perform maintenance work on Race Bank Offshore Wind Farm in the United Kingdom. "This contract enables us to expand our business into the renewable energy sector. It has been the strategy of Østensjø Rederi to diversify our operations. Thus, we are pleased that DONG Energy has awarded us this exciting opportunity in a sector we believe have further demands for similar vessels in the near future", says Johan Rokstad, CEO of Østensjø Rederi AS. The new build is a DP2 Service Operation Vessel with high station keeping capacities. 60 single cabins of high standard can accommodate up to 40 wind turbine technicians in addition to a marine crew of 20. A motion compensated gangway system with an adjustable pedestal will be installed to ensure safe operations and optimal uptime. Special areas and functions of the vessel are made in accordance with the charterer`s requirements. The 81,10 m long vessel, with a beam of 17,0 m, will work out of Grimsby operation base. "The Service Operating Vessel will be an important step to ensure safe and efficient operation of windfarms far from shore, starting with Race Bank windfarm, and we are convinced that DONG Energy will benefit from Østensjø Rederi's long experience in conducting safe operations in an offshore environment.", says Jens Jakobsson, Senior Vice President for Wind Power Operations in DONG Energy The Service Operation Vessel is designed by Rolls Royce in close cooperation with Østensjø Rederi. Astilleros

Gondan in Spain is building the vessel. A decision that emphasise a long and strong relationship between the companies as this will be the 12th vessel Østensjø Rederi builds at Astilleros Gondan. The broker company F3 Offshore, Germany, is engaged by Østensjø Rederi to assist in the tender. *(Press Release)*

OFFSHORE WIND EXHIBITION AT DUTCH MUSEUM OF DREDGING

The Dutch National Museum of Dredging has opened an exhibition titled Offshore wind – Challenge at sea, which will run from October 8, 2015 to March 14, 2016. The exhibition is made possible through the contribution of photographs, films, models and information from Eneco, Van Oord, Boskalis, ECN, Royal IHC, Royal Dirkzwager VBMS, Sif, Wind Cats and Jan De Nul. The visitors have an opportunity to see how the old windmill technology has developed into wind turbine generators. Wind turbines are getting larger, thus the size of the offshore foundations increasing and are installed with specially designed ships. Off the Dutch coast, several wind farms are in operation or being constructed. Offshore Windpark Egmond aan Zee, Princess Amaliawindpark and Eneco Luchterduinen are already operational. Gemini offshore wind farm north of Groningen is still under construction. Visit the exhibition in Sliedrecht: Netherlands from Tuesday till Friday from 14.00 till 17.00 and on Saturdays from 11.00 till 17.00 uur

FUGRO AT RAMPION OFFSHORE WIND FARM

Fugro has been awarded a contract for the installation and burial of array cables at the Rampion Offshore Wind Farm. Fugro has been awarded a contract for the installation and burial of array

cables at the Rampion Offshore Wind Farm. The development in the English Channel, 13 kilometres off the Sussex coast, is being built by E.ON alongside partners, the UK Green Investment Bank plc. The engineering and planning will start immediately with installation being carried out in two phases in 2016 and 2017. Fugro will lay and bury 122 array cables with its construction and installation vessels **Fugro Symphony** and **Fugro Saltire** and using one of its two Q1400 trenching systems to bury the cables. The Rampion Offshore Wind Farm will consist of 116 turbines, each with a generating capacity of 3.45 MW. Construction is expected to be completed in 2018.

TENNET INVESTIGATES BORSSELE ZONE EXPORT CABLE ROUTE

TenneT has started investigating the soil along the export cable route of the planned wind farms in the Borssele zone off the coast of Walcheren. The condition of the soil and the identification of possible obstacles such as unexploded ordnance or shipwrecks is important in building an offshore grid and connecting it to the existing high-voltage grid on land. TenneT will also gather the information about the impact on the environment, including the flora and fauna on land and at sea. The soil investigation at sea and on land is carried out by a consortium comprising Grontmij, Deep Hydrography & Geophysics and Marine Sampling Holland (MSH). The consortium combines laboratory research with research on site. The seabed survey is conducted with four boats equipped with advanced geophysical instruments such as radar and sonar, and soil sampling equipment. It is expected that the draft land-use plan and draft licenses will be published in early 2016. The installation of the cable is expected to start in 2018. *(Source: Offshore Wind)*

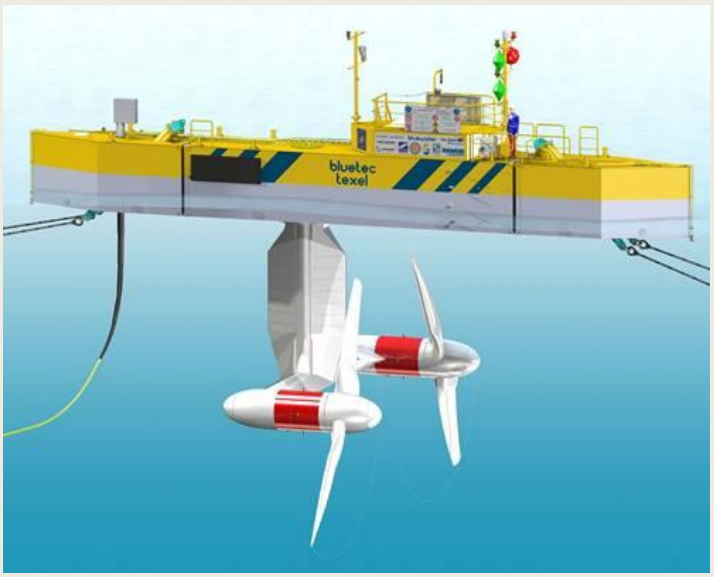
GeoSea Proves Jack-Up Vessels' Workability under Extreme Tidal Conditions

GeoSea (DEME Group) has completed trials of a jack-up vessel in extreme current flows. The results of the trials confute industry reluctance to deploy jack-up vessels on tidal sites, GeoSea said. The demonstrated workability and reliability create confidence for tidal project developers and open the market for all types of tidal energy applications. GeoSea has chosen French Raz Blanchard as operational area, which is a renowned site for strong tidal currents and is located between Alderney (UK) and Cap de la Hague (FR). The campaign was held during the Autumnal Equinox of September 2015 with currents during spring peaks. GeoSea's jack-up vessel Goliath operated in currents of up to 10 knots (approx. 5 m/s) and water depths, under hull, of 56 meters. The demonstrated utilisation of GeoSea's jack-up platform under those extreme tidal conditions are the direct result and the practical implementation of a two year in-house study analysing and researching the behaviour of jack-up platforms while jacked-up in strong currents. On that basis, specific operating models as well as procedural and technical improvements have been developed that enable the use of the GeoSea's respective jack-up platforms and vessels in strong tidal race areas. The real life trials at Raz Blanchard validated and calibrated those models and procedures with a successful result: GeoSea's jack-ups are able to position accurately and to operate safely in tidal sites, even in those sites that are recognised as one the most extreme and energetic with significant depths, the company explained. This is an important milestone in the tidal energy sector which will accelerate the construction of tidal turbines and all related operations such as maintenance and decommissioning. GeoSea said that its practical experiences under those demonstrated extreme conditions should give confidence to developers and project owners alike to use cost effective jack-up platforms and vessels for the realization of their tidal projects. *(Press Release)*

Floating Tidal Energy Platform Up and Running

The first months of operating the BlueTEC tidal energy platform have been a success, according to

the BlueTEC Texel Tidal partnership: with every tidal flow, the platform supplies electricity into the Dutch national grid. The success has led project partners to work toward developing plans for the installation of a second, larger turbine. "Getting the platform from the drawing board to a grid-connected operating reality in just six months is amazing," said Allard van Hoeken, Head of New Energy at Bluewater Energy Services and recent recipient of the first Prince Friso Engineers Award. "The electricity production is conform expectations, the mooring loads are lower than expected and the stability is better than expected. It is a great success." Shortly after its launch this summer the platform's new moorings passed its first serious tests as two large storms passed over the area. With the platform up and running smoothly, the project partners are now looking forward to the next step in its development. "We will install the next turbine – a Tocardo T2 – before the winter. This will double the platform's capacity," Van Hoeken said. "A few months after that we will install a second T2 turbine. With two turbines working simultaneously this will double the capacity once again to reach the 400-500 kW mark. This means a proven solution is available on the market. In the meantime we will proceed to even larger units of 2.5 MW each." "These units can supply clean energy to islands and remote locations below the cost of diesel generators," Van Hoeken said. "In addition, what the industry may only be starting to realize, is that they also pave the way towards large, utility-scale tidal farms. Starting with 500 kW units means using existing technology and a small grid setup, hence keeping the required investment and associated risks to a minimum. In the following step, our 2.5 MW units will be used for full development." The BlueTEC platform serves as a demonstrator model. The platform's ease of maintenance illustrates the advantages of a floating system. "It has been very easy to solve any issues we came across," Van Hoeken said. "We can reach the platform with a small boat, open the watertight door and enter the electronics room, fix and replace something and be back on land an hour later." Project partners includes Bluewater, Damen Shipyards Group, Niron Staal, Van Oord, Acta Marine, Vryhof Anchors, TKF, Tocardo, Schottel Hydro, NIOZ, Tidal Testing Centre, Nylacast and the Port of Den Helder. Further support came from the Netherlands Enterprise Agency and the Waddenfonds program, in addition to EU Life funding during the developmental phase. "We are a group of great, strong and motivated partners," Van Hoeken said. "Where everyone does their best to make it succeed – applying their skills to realize a new way of harnessing clean power." *(Source: MarineLink)*



YARD NEWS

DR. CHRISTIAN STRAHBERGER TO TAKE OVER AS SCHOTTEL MANAGING DIRECTOR

Dr. Christian Strahberger will take over as the Managing Director of SCHOTTEL GmbH in 2016. Mr. Strahberger (42) is an industry expert with a strong technical and intercultural background. After studying in both Germany and the United States to earn his doctorate in Physics, he began working for Siemens AG in 2001 and later for the mechanical engineering company Voith in 2009. While there he held several managerial positions. Most recently, he has been serving as Chairman of the Board of Management for the Marine division of Voith Turbo Schneider Propulsion. He has extensive experience in the area of ship propulsion. He will follow long-time Managing Director, Professor Dr.-Ing. Gerhard Jensen. Mr. Jensen built SCHOTTEL into a diversified company and equipped its propulsion division with a sustainable global presence. He will manage the activities of the SCHOTTEL Group in the SCHOTTEL Industries GmbH holding company. Jensen says: "We are strengthening our management team to optimally orient all of our Group activities in each market. SCHOTTEL GmbH is the most important company in our Group. By bringing Dr. Stahberger on board, we have gained an outstanding individual. He will bring the necessary drive to push the brand towards a successful future." *(Press Release)*

WÄRTSILÄ 31 ENGINES SELECTED FOR NEW GENERATION ICEBREAKER

The recently introduced Wärtsilä 31 engine has been selected to power a state-of-the-art new generation icebreaker currently under construction at the PJSC Vyborg Shipyard. The ship is being built on behalf of FSUE Atomflot, the enterprise of ROSATOM, the State Corporation for Atomic Energy. The order was signed in September. When delivered, the icebreaker will serve the Yamal LNG project in Sabetta, located northeast of the Yamal peninsular in Russia. The project is one of the largest industrial undertakings in the Arctic. Fuel efficiency and reliability were the two major deciding factors behind the choice of the Wärtsilä 31 engine. Other key considerations in the

decision process were the engine's operational flexibility and its outstanding performance in extreme environmental conditions. The new vessel will operate in temperatures as low as minus 50°C. The new generation icebreaker Aker ARC 124 will feature three 8-cylinder Wärtsilä 31 engines. The installation will also include Wärtsilä's online monitoring of the engines, thereby enabling their operating condition to be closely followed remotely. An additional characteristic of the newly introduced vessel is that it will feature a totally new approach to maintenance. The first major service required by the Wärtsilä 31 comes only after 8000 running hours (compared to 2000 running hours for engines of a similar class), thus making the Wärtsilä 31 a clear leader in this field. This dramatic improvement reduces maintenance costs to a previously unattainably low level, as well as greatly increasing the vessel's uptime availability. "When the Wärtsilä 31 engine was introduced in June, a new approach to marine power generation was launched. By combining a drastic reduction in fuel consumption, increased power output, and a four-fold extension of normal maintenance intervals, our customers now have the chance to redefine how they operate their vessels to a new level of competitiveness. FSUE Atomflot's selection of the Wärtsilä 31 engine after such a short time following its introduction, confirms the value that this engine brings to the market," says Roger Holm, Senior Vice President, Engines, Wärtsilä Marine Solutions. The Wärtsilä 31 is the first of a new generation of medium speed engines, designed to set a new benchmark in efficiency and overall emissions performance. It is available in 8 to 16 cylinder configurations and has a power output ranging from 4.2 to 9.8 MW, at 720 and 750 rpm. This 4-stroke engine has the best fuel economy of any engine in its class. At the same time, it maintains outstanding performance across the complete operating range. Its modular design enables a significant reduction in maintenance time and costs, thereby improving power availability and reducing the need for parts. *(Source: Wärtsilä)*

GRANDWELD SHIPYARDS ORDERS THREE CREW BOATS

Dubai-based Grandweld Shipyards, a fully integrated shipyard providing shipbuilding, ship repair and engineering solutions, has signed a contract with International Naval Works to design, build and deliver three 21.3 m aluminium crew boats. The vessels will be powered by two high-speed marine diesel engines; each driving fixed pitch propellers through a reverse-reduction gearbox to produce a speed in excess of 21 knots, said a statement from the company. The vessels will be used for offshore

transportation purposes and incorporates seating capacity for 18 offshore personnel with excellent seakeeping characteristics, giving the personnel on board the vessel proper comfort during transportation, it said. The delivery of the three vessels will be completed in early 2016, it added. – *(Press Release)*

START STEEL CUTTING YARD NUMBER 479

The official start of the steel cutting of the tenth Platform Supply Vessel for ESNAAD has commenced on Monday 5th October 2015. Whereas the second, eight and tenth vessel shall be assembled at our Foxhol yard, the third to seventh and ninth vessel will be produced at our Lobith yard. The PSVs are part of an order of ten vessels for ESNAAD, from which the first vessel, the **Esnaad 221**, has already been delivered. *(Press Release)*

UK CHOOSES PREFERRED BIDDER FOR NEW POLAR RESEARCH SHIP

UK government has announced that Cammell Laird in Birkenhead has been selected as the preferred bidder to build a £200m polar research ship. The decision follows a 12-month competitive tender process that involved bids from companies in the UK, Europe and the Far East. The winning project will secure jobs and apprenticeships and provide a significant economic boost to Merseyside. The shipyard is expected to cut steel in autumn 2016 and deliver the polar research vessel ready for operation by 2019. Universities & Science Minister Jo Johnson said: "As a one nation government, we are investing in science capital on a record scale. This £200m investment secures the UK's position as a world leader in polar research and provides a major boost to shipbuilding in the North West. Britain has long been a pioneer in ocean science, shipbuilding and manufacturing. Cammell Laird's success in this competition is testament to this expertise and our commitment to continue pushing the boundaries in marine science." Chancellor of the Exchequer George Osborne said: "In last year's Budget I committed £200m to help put Britain at the forefront of polar research, and I'm

delighted to see the preferred bidder is a UK company in the heart of our Northern Powerhouse. This will help secure vital jobs and apprenticeships in the North West and also make sure Britain stays at the cutting edge of polar research." Cammell Laird Chief Executive John Syvret said: "The new contract, which will be finalised later this year, is expected to secure 400 jobs at Cammell Laird and a further 100 jobs within the local supply chain. Cammell Laird has a very successful apprenticeship scheme and would plan to recruit 60 apprentices throughout the term of the contract. Being selected as the preferred bidder in a global tender to undertake such an exciting and major infrastructure project is fantastic news for our workforce, the local region and the UK. We look forward to helping the UK explore the depths of the ocean and push the boundaries of UK science." The new polar research ship, which will operate in both Antarctica and the Arctic, will be able to endure up to 60 days in sea-ice to enable scientists to gather more observations and data. The ship will be the first British-built polar research vessel with a heli-deck to open up new locations for science and will be one of the most sophisticated floating research laboratories operating in the polar regions, NERC wrote. Robotic submarines and marine gliders will collect data on ocean conditions and marine biology and deliver it to scientists working in the ship's on-board laboratories. Airborne robots and on-board environmental monitoring systems will provide detailed information on the surrounding polar environment. Funding for the new polar research ship was announced in April 2014 as part of the government's science capital programme. Cammell Laird has been selected by NERC through a full competitive procurement process. NERC Chief Executive Professor Duncan Wingham said: "This new research ship, which is expected to become operational in 2019, will be equipped with onboard laboratory facilities and will be capable of deploying robotic technologies to monitor environmental changes to the polar oceans and will help UK scientists continue to lead the world in understanding our polar regions. Changes in both the Antarctic and Artic marine ecosystems affect the UK's environment and economy, particularly in industries such as fishing and tourism. The Natural Environment Research Council funds polar research so that as a nation, we can develop policies to adapt to, mitigate or live with environmental change. This new polar ship will be a platform for a broad range of science, researching subjects from oceanography and marine ecology to geophysics." The new ship will be operated by the British Antarctic Survey (BAS) and will be available to the whole UK research community, including for postgraduate training. Director of British Antarctic Survey Professor Jane Francis said: "This new research ship will be a tremendous asset to the UK polar science community. Our science and operational teams have been working closely with research colleagues from Britain's leading universities and institutes to help create a world-leading science facility. We very much look forward to seeing our ideas become a reality. Crucially, the ship will have the capability to deploy advanced technologies being developed currently in the UK. These will allow us to capture new ocean and ice data from places that would otherwise be inaccessible. This is a very exciting time for UK polar science." Representing the scientific community, Dr Ray Leakey, new polar research vessel senior science representative and chair of the Science User Consultation Panel, said: "The new polar ship will be the UK's most

advanced multidisciplinary oceanographic science platform. It will enable world-leading polar environmental research to be undertaken across a range of science disciplines including physical, biological and chemical oceanography, marine geology and geophysics, and atmospheric science. NERC has conducted an open and extensive consultation with the UK and international science communities to ensure that the ship will have the optimum capability and capacity to deliver its important multidisciplinary science role in the world's most remote and hostile seas." *(Source: Subsea World News)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

   - SAAM SMIT Towage signs contract for Damen ASD Tug 2913 at Offshore Energy 2015
   - Nieuwe tentoonstelling "Van IJ tot IJmond" in het Nationaal Sleepvaart Museum geopend
   - Sanmar built "M/T Svitzer Amstel" ready to join Svitzer's fleet
   - Towage on and around the North Sea channel
   - Great Lakes Shipyard Signs Contract for Construction of Harbor Tug for Puerto Quetzal, Guatemala

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