Tugs Towing & Offshore Newsletter

LEKKO All about tugs

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

MIDWEEK–EDITION

TUGS & TOWING NEWS

SWEDISH NAVAL TUGS IN DEN HELDER

The brand-new Swedisch naval tugs **HMS Hercules A 255** and **HMS Hector A 254** spotted at Damen Shipyards Den Helder prior to delivery. The two Damen ASD Tugs 3010 ICE (Swedish Ice Class 1A), built at Damen Shipyards Galati in Romania, were orderded together with the Noordzee-class tugs for the Royal Netherlands Navy. *(Source and photo Paul Schaap)*

GREAT LAKES SHIPYARD AWARDED MULTI-VESSEL DRYDOCKING & REPAIR CONTRACT BY UNITED STATES CORPS OF ENGINEERS

Great Lakes Shipyard has been awarded a contract by the United States Army Corps of Engineers (USACE) Detroit District for the drydocking and repairs of the Floating Plant, based at the Detroit Field Station. The shipyard will perform routine drydocking, maintenance and repairs of the Tug **Demolen**, Crane Barge *Veler*, and Deck Scow *BC-6576*. In addition to drydocking the vessels, work includes underwater hull cleaning and maintenance; inspection of propulsion and steering systems; sea valves maintenance; bearing inspections; and other routine cleaning, maintenance and repairs.

In addition, the scope of work also includes renewal of four (4) large deck hatches on the Crane Barge *Veler*. This will be the first time the Detroit District Floating Plant has been drydocked using Great Lakes Shipyard's 700 metric ton capacity Marine Travelift. All three (3) vessels will be hauled out on October 26, 2015, and work will commence immediately. The vessels are scheduled for redelivery to the USACE in mid-December. *(Press Release)*

VYBORG SHIPYARD LAUNCHES ICEBREAKER NOVOROSSIYSK OF PROJECT 21900M

Vyborg Shipyard (United Shipbuilding Corporation) has launched the serial diesel-electric icebreaker **Novorossiysk** (Project 21900M) today October 29, 2015. The shipyard's press center says **Novorossiysk** is the sister ship of icebreaker **Vladivostok** delivered to the customer in October 2015. The hull of the **Novorossiysk** has been assembled at the semi-submersible barge *Atlant* built at the shipyard specially for implementation of this order. To launch the icebreaker the barge was towed to the deepwater area of the Vyborg Bay. Acceptance/delivery certificate for diesel-electric icebreaker **Vladivostok**, lead ship of Project 21900M, built at Vyborg Shipyard for Rosmorrechflot was signed on October 9. Under the contract, the shipyard is building the second serial icebreaker **Murmansk**. Icebreaker **Novorossiysk** was laid down in December 2012. 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. 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. United Shipbuilding Corporation (USC OJSC) is the largest shipbuilding company in Russia. It was set up in 2007 with 100% federal ownership. The holding comprises 60 companies and organizations (major shipbuilding and ship repairing companies as well as leading design bureaus). Currently, USC consolidates about 80% of the domestic shipbuilding complex. The Russian market is the main focus of the state corporation though it also exports its products to 20 countries worldwide. *(Source: Portnews)*

PELLA SHIPYARD LAUNCHES TUGBOAT RB-368 OF PROJECT 16609 BUILT FOR RF NAVY

On October 30, 2015, Pella Shipyard launched the tugboat **RB-368** of the project 16609 (Hull No 368) built for RF Navy's Northern Fleet. According to the Company, the ceremony was attended by the representatives of the customer, management and personnel of Pella Shipyard. The tugboat is intended for towing and berthing operations in harbor and coastal areas which comply with R2 navigation area (not more than 100 miles from place of shelter), performing of escort operations at the speed of 10 knots, refloating of ships and vessels, fire fighting operations at floating and shore objects, oil and petroleum content products, cargo transportation, ice breaking and rescue and special purpose operations as well. Ship's general characteristics: LOA – 28.5 m, breadth overall – 9.5 m, draft – 4.3 m, operational speed – nearly 12 knots, RS class notation - KM Arc4 R2 Aut1 FF3 WS Tug. Deck equipment: bow electro-hydraulic anchor-towing-mooring winch Fluidmecanica providing 10 t of bollard pull and 1383 kN of brake holding force; 47 t towing hook SWL with quick release device. In order to fulfill fire-fighting operations the tugboat is equipped with external fire fighting system made by FFS (capacity is 800 m3/h, 2 water monitors, water curtains system). SC 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 foreign customers. *(Source: PortNews)*

TUGBOATS NOT STRONG ENOUGH TO COMPLETE RIVER WORK; TSB

A pair of tugboats that capsized on the St. Lawrence River this summer were not strong enough to do the work being completed, says the Transportation Safety Board of Canada. Stéphane Chevalier, a senior investigator with the TSB, said in an interview the national agency that works to advance marine safety has determined the tugs were ill-equipped for moving a large barge on the river in late

June. "The suitability of the tugs...had not been thoroughly assessed," he said in reading from a Marine Safety Information Letter that was written in the wake of an investigation into how the **Lac Manitoba** and **LCM 131** capsized on the river this summer. On June 22 the **Lac Manitoba** was trying to position the barge on the river. The barge was being used to help with the demolition of the Seaway International Bridge. During the work the tugboat lost power and slammed into the side of the barge. The current, which TSB officials estimate was between five and 7.4 knots on that day, quickly forced water into the tug and it capsized. Its crew escaped without loss of life. The smaller support vessel, the **LCM 131**, continued work at the site, trying to secure the barge via steel cable to a bridge footing, when it became swamped by the onrushing current. Its crew also escaped without loss of life. "Both tugs heeled over because of the strong current," said Chevalier. The marine safety letter compiled by the TSB has been addressed to all the companies involved in the incident that day, including American Bridge, Nadro Marine, McKeil Marine and Westfront Construction. Company officials were not immediately available for comment. The letter suggests more work could have been done to augment safety at the site of the sinkings. For example, a boat that was supposed to be set aside for resuce operations in the event of disaster was, for a time, employed to transfer cabling, said Chevalier. *(Source: Seaway News)*

TUGBOAT, BARGE INDUSTRY DONATE MORE THAN $1.5 MILLION TO COAST GUARD MUSEUM

The National Coast Guard Museum Association has received more than $1.5 million in contributions from member companies of the national advocate for the U.S. tugboat, towboat and barge industry. The board of directors of the American Waterways Operators has encouraged all its members to make a contribution to the National Coast Guard Museum planned for downtown New London. To date, $1.66 million in contributions have been received from AWO member companies, including Kirby Corporation, Ingram Barge Company, AEP River Operations, American Commercial Lines, Canal Barge Company and McAllister Towing. "With the strong support from AWO, we have surpassed $30 million in support including a $20 million commitment from the state," Wes Pulver, executive director of the museum association, said. The state of Connecticut has committed $20 million for a pedestrian bridge that will provide access to the museum. In an op-ed that appeared on Oct. 25 in The Day, Pulver and Dick Grahan, president/CEO of the museum association, wrote that "private financial investment" in the museum increased by nearly $2 million in recent days, "with corporate donors from throughout the United States lending support." Pulver said by phone Wednesday that most of the money the

museum association has received so far, aside from the state's commitment, is from corporate donors. Though he noted the strong support of individual donations, especially from the local community. *(Source: The Day)*

KOTUG RECEIVED KVNR SHIPPING AWARD FOR ITS NEXT-GENERATION ART80-32 HYBRID ROTORTUGS

Shortlisted companies for KVNR Shipping Award with Tineke Netelenbos and Froukje de Both

Winning team KOTUG and Froukje de Both

** We are proud to announce that KOTUG received the KVNR Shipping Award for its '*next-generation ART80-32 Hybrid Rotortugs*'. During last night's and 10th Dutch Maritime Awards Gala in Rotterdam, the award was presented by Mrs. Tineke Netelenbos to KOTUG. The KVNR Shipping Award jury unanimously awarded KOTUG for its first '*next-generation ART80-32 Hybrid Rotortug* series'. Mrs. Tineke Netelenbos, Chairman of the KVNR Shipping Award jury stated "The propulsion configuration of these *new-generation ART80-32 Hybrid Rotortugs* series draws on the proven design of KOTUG's **RT Adriaan**, world's first hybrid Rotortug built under class. In 2012 KOTUG retrofitted this conventional Rotortug into a hybrid Rotortug. **RT Emotion** and **RT Evolution** are newly designed Rotortugs, delivering optimal performance in different sailing profiles. The 'A' is for Advanced". These next-generation series are remarkable thanks to various distinguishing features. The optimised hull shape of the ART80-32 generation Rotortug allows ahead and astern speeds of well over 13 knots. In terms of bollard pull, 84 tonnes over the stern and 82 tonnes over the bow is achieved. The advanced design concept benefits from improved versatility, flexibility, and the ability to respond very quickly to changes in maneuvering requirements. The end result is a user-friendly, highly responsive tug, with focus on safety. KOTUG nowadays operate three hybrid Rotortugs, the so-called E-KOTUG series in their total fleet of tugboats. **RT Adriaan** and **RT Evolution** are operating in the Port of Rotterdam and **RT Emotion** commenced her towage activities in the German port of Bremerhaven recently. **RT Evolution** and **RT Emotion**, both 32- metre hybrid next-generation ART80-32 Rotortugs are new

Damen-built tugs and designed by an alliance of Rotortug B.V. in the Netherlands and Robert Allan Ltd in Canada. "We are proud that our active green policy resulted in three fully classed E-KOTUG series of hybrid Rotortugs. The hybrid tugnology provides economic advantages by a very efficient and eco-friendly sailing profile, optimizes working conditions for the crew and minimizes harmful emissions", said KOTUG's CEO Ard-Jan Kooren. "The KVNR Shipping Award is the recognition of our green performance, innovative culture, imposed in all our services dedicated to the maritime industry". The green results of the E-KOTUG series are 50% reduction of harmful emissions, significant noise reduction, cleaner combustion and substantial maintenance savings thanks to improved fuel economy. The Rotortug's hybrid capacity is generated by three electric motors, complemented by a battery pack and managed by an intelligent XeroPoint Hybrid Propulsion System. *(Press Release)*

ALBA PSC B3 TOW OUT

The 1980 built Malta registered with call sign 9HA2094 offshore tug/supply vessel **Diavlos Pride** (7914470) was seen underway offshore Malta towing the new building DP3 class diving support vessel Hull 818 to be renamed **Deep Explorer** heading to Tomrefjord, Norway on Saturday 31st October, 2015. The anchorhandling tug is owned by Diavlos Pride Ltd – Piraeus; Greece and managed by Mega Dynamic Offshore Ltd. – Piraeus; Greece. She is the former **Smit-Lloyd 119** from Smit-Lloyd – Rotterdam. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

KOTUG ASIA MAKES STRONG DEBUT IN MALAYSIA WITH SOPHISTICATED ROTORTUGS®

With effect from November 1st, 2015 KOTUG Asia Sdn. Bhd. commenced towage activities with its powerful Rotortugs in the port of Tanjung Pelapas (PTP) Malaysia. KOTUG Asia started its operations with two powerful 65 tons bollard pull Rotortugs, **RT Claire** and **RT Stéphanie** in PTP delivering innovative, efficient and safe 24/7 operations supported by local Malaysian management and experienced crew. KOTUG Asia is able to rapidly expand its fleet with more powerful tugboats.

The revolutionary Rotortug®, pioneered by KOTUG, features three separate azimuth propulsion units to provide improved vessel safety, power and unmatched manoeuvrability. This enables the Rotortug to reduce turn-around time, fuel consumption and often results in less tugs needed per ship assistance. As a sustainable towage operator and tug owner, KOTUG Asia will be engaged in Malaysian harbour and terminal towage, coastal & deep sea towage, emergency response & salvage operations, assistance to offshore, ship to ship operation services and the provision of training in relation to the crew on maritime craft. *(Press Release)*

C&B MARINE CONDUCTS TRIPLE CHRISTENING ON OHIO RIVER

NKY-based company adds 3 new vessels to its fleet, signs statement to employ more veterans. C&B Marine held a christening ceremony for three new vessels in its fleet on Saturday, and signed a Statement of Support with the Employer Support of the Guard and Reserve (ESGR) organization in an effort to recruit more veterans as employees at the company. In the ceremony on the Ohio River, C&B Marine, a subsidiary of Carlisle & Bray Enterprises, the Covington, Kentucky, based inland marine company, christened a new towboat, the M/V **Atlantis**; a new floating dry dock, The *Bluefish*; and a new crew boat, the *Little Bit*. Carlisle & Bray Enterprises, which employs about 175 workers, operates various barges, multiple deck flats for clamshell loading and unloading, barge

cranes and other construction equipment on the Ohio River. The company also operates four fleeting areas and a heavy lifting dock in the Ports of Cincinnati and Northern Kentucky. Rev. Kempton D. "Chaps" Baldridge, chaplain of The Seaman's Church Institute in Paducah, Kentucky, officiated the christening ceremony at the company's fleeting facility located at 6778 River Rd. in Hebron, Kentucky. C&B crew members, employees and board members; members of the Carlisle and Bray families; clients of the company; representatives from ESGR; and Rear Admiral Robin E. Osborn, Commandant of the Ohio Naval Militia, all attended the ceremony. C&B Marine's Three New Vessels. The **Atlantis** is the third new towboat C&B Marine has placed into operation during the past year. Last October, C&B Marine christened The **Enterprise**, a 2,600-horsepower, 90- by 34-foot towboat, and The Discovery, a 60- by 25-foot towboat. "Our investment in three state-of-the art towboats in the past year underscores our commitment to our customers as well as our commitment to the safety and well-being of our employees," said Rob Carlisle, president of Carlisle & Bray Enterprises. "While the new vessels are nice addition to our fleet, we recognize that our employees are really our greatest asset." The new floating dry dock, The *Bluefish*, is 160 feet in length and 60 feet in width. In a process that takes one to two hours, the dry dock vessel can be submerged underwater to allow another vessel to float into its interior walls. The dry dock is then drained and it rises out of the water to allow its load to come to rest on a dry platform. This allows for the construction, maintenance, and repair to ships, boats, barges and other watercraft in the floating dry dock. "Floating dry docks are particularly advantageous for an inland towing, barge, and fleeting company like C&B Marine because they enhance both the company's operational footprint in the marketplace as well as enable it to easily and conveniently maintain, repair, and upgrade its own equipment," said Matt Kristof, chief operating officer for C&B Marine. "With 18 towboats, a crew boat, and 40-plus barges of our own, Carlisle & Bray was both ready and in need of this asset," Kristof said.

"The partners (of the company) have positioned the company for growth and we are exploring every opportunity to expand our operations in both the marine and energy-services divisions. As we continue to grow, the dock will help ensure that we are able to maintain and repair our own equipment, without having to worry about availability elsewhere." The *Bluefish* is named after USS Bluefish (SS-222), a Gato-class submarine that completed nine war patrols during World War II from September 1943 and July 1945. The vessel's operating area extended from the Netherlands East Indies to South China Sea and is reported to have sunk 12 Japanese ships. Ambrose Adrian Schwab -- who was the father of Chris Bray, the matriarch of the Bray family, and the maternal grandfather of C&B partners Chad and Scott Bray -- was a sailor on the USS Bluefish. An image of the USS Bluefish is emblazoned on an interior wall of the vessel, which will plunge underwater when the dry dock is submerged. The third vessel that C&B Marine christened was a new crew boat, The *Little Bit*. The *Little Bit* will ferry crew members to and from vessels that are operating on the river. *(Source: WLWT5)*

YESTERYEAR TUGS FROM W.H. CHILDS

A vignette of the past with intimations of the future. Who would have guessed at the time that the flying boat above would help spell doom for the transatlantic line below, which would have a profound effect on the commercial tugboat business, as represented by the steam tug **W.H. Childs** in the foreground? The airplane is an aero-marine metal model, with "Bon Voyage" painted on his tail. The ocean liner is the "Celtic" of the White Star Line, on the New York-to-Liverpool run. The coastal boat is the "George Washington of the Old Dominion Line, which ran to Norfolk, Virginia. The **W.H. Childs** was built in 1908 by A. C. Brown & Son, Tottenville NY for Barret Co. – New York. She has a length of 76' a beam of 21' a draft of 9.8' and a steam engine of 325 hp. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

TOFINO WHALE-WATCHING VESSEL HAD PASSED STABILITY TEST: TRANSPORT CANADA

The whale-watching ship that capsized off British Columbia's coast, killing five people, passed a stability test after an observation deck was added when it was converted from a tugboat, Transport Canada said Thursday. MV **Leviathan II**, originally built in 1981, was once a forest-industry tug and was lengthened and had a deck added 15 years later for the whale-watching industry. "The owner prepared a stability assessment, including an incline experiment, at that time. Transport Canada approved this work and certified the vessel," said a Transport Canada statement. The ship capsized on Sunday with 27 people on board, about 15 kilometres from the tourist community of Tofino, which is located on the west coast of Vancouver Island. Five British nationals died and a 27-year-old male from Australia is missing. Preliminary findings from Transportation Safety Board investigators indicate most passengers were on the top deck when it was hit by a wave from the opposite side and

rolled, sending all aboard into the water. "This would have raised the centre of gravity, affecting the vessel's stability," Marc-André Poisson, the TSB's director of marine investigations, said this week. Transport Canada states on its website that vessel stability is a fundamental component of seaworthiness, and it is in the interest of owners and operators to ensure their vessels have a satisfactory level of stability in order to ensure safety. "A vessel's stability is the measure of its ability to withstand high winds, waves and other forces resulting from its operations and resist capsizing by returning to an upright position after being heeled over," it says. Transport Canada did not provide the details of the Leviathan's incline test. The website states naval architects can determine stability with mathematical formulas that indicate the forces acting on the vessel at different incline angles. But, it warns, "compliance with the stability criteria does not ensure immunity against capsizing." Jamie Bray, owner of Jamie's Whaling Station and the **Leviathan II**, said the boat sank in an area it goes to almost daily and the boat has operated for 20 years "with an absolutely perfect safety record." TSB spokesman Eric Collard said Thursday that divers were able to recover electronic equipment that could provide valuable data to piece together the sequence of events surrounding the sinking. "We were successful in extracting some of the electronics and it's being sent to our engineering lab in Ottawa for examination," he said. "Any information that can be extracted can help the investigation." The TSB's report into the sinking could take months to complete, but the federal body can issue public statements in the interests of safety before the release of a final report, Collard said. New Democrat MLA Scott Fraser, who represents the Tofino area, was the resort community's mayor in 1998 when two people died in a whale-watching accident involving a rigid-hulled inflatable boat owned by Jamie's Whaling Station. Fraser said whale-watching has its risks but people are drawn to the adventure and majesty of the local environment. "Whale-watching, if you look at the track record of it, has a pretty darn good record for safety," he said. "The problem being is it's the open Pacific. People are coming to the west coast of Vancouver Island to experience by the millions the raw power of the place." The B.C. Coroners Service identified the five victims as Britons David Thomas, 50, and his 18 year-old son Stephen; Jack Slater, 76, a British national living in Toronto; Katie Taylor, a 29-year-old Briton living in Whistler; and 63-year-old Nigel Hooker of Southampton, England. *(Source: Times Colonist)*

NTSB: WRECKAGE BELIEVED TO BE MISSING SHIP EL FARO FOUND

A search team on board a U.S. Navy tug has found what they believe is the wreckage of the missing American cargo ship **El Faro** in the search area off the Bahamas, the NTSB said in an update late Saturday. The vessel was located at a depth of about 15,000 feet in the vicinity of the last known position. The NTSB said the target identified is consistent with a 790-foot cargo ship, which from sonar images appears to be in an upright position and in one piece. The **El Faro** and its 33 crew members have been missing since the ship sank in Hurricane Joaquin on October 1, 2015. Its last known position was approximately 36 miles northeast off Crooked Island. The NTSB update on Saturday said sophisticated sonar equipment towed by the contracted tug USNS **Apache** first detected what are believed to be images of the vessel using side-scan sonar at about 1:36 pm ET on

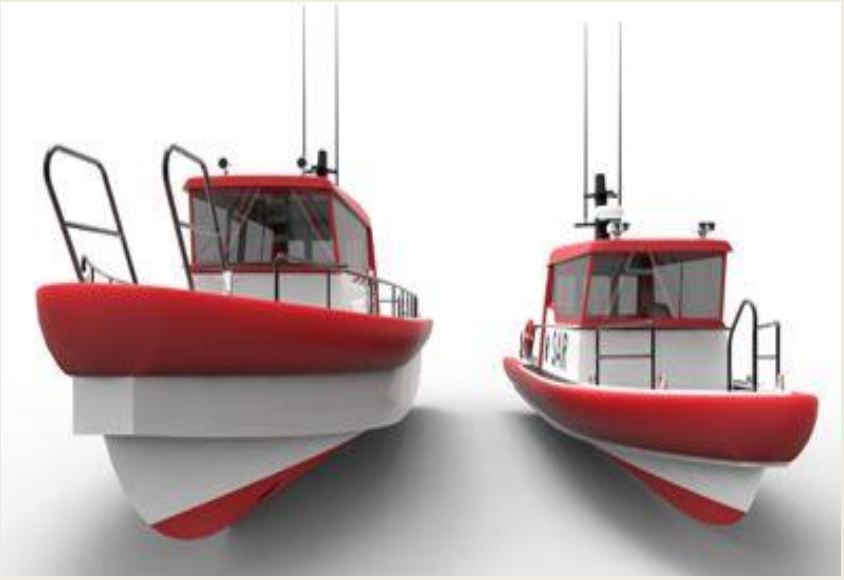
October 31 during the fifth of 13 planned search line surveys. To confirm the finding, specialists on **Apache** will use a deep ocean remotely operated vehicle to survey and confirm the identity of the wreckage, the NTSB said. The survey could begin as soon as Sunday, November 1. If the vessel is confirmed to be the missing **El Faro**, the ROV will be outfitted with a video camera and will start the documentation of the vessel. This will include the debris field and attempt to locate and recover the voyage data recorder. Those operations are expected to take up to 15 days to complete in ideal conditions but could take longer depending on weather and conditions encountered during the documentation process, the NTSB said. The USNS **Apache** has been on scene searching for **El Faro** since October 23. *(Source: gCaptain)*

TSAVLIRIS CONTRACTED FOR SALVAGE LOS LLANITOS

On 24 October 2015 the bulk carrier "**Los llanitos**" (71,665 DWT - 38,105 GRT) due to hurricane Patricia, dragged anchor and grounded at Barra de Navidad (off Manzanillo), West Coast Mexico. Tsavliris Salvage was contracted on the same day under LOF/SCOPIC to provide salvage assistance. Tsavliris Salvage Group is one of the most active emergency response contractors for maritime casualties worldwide, having handled over 2.500 casualties. With tugs on permanent stations at

strategic locations worldwide, the Group's international activities embrace every service relating to marine salvage & towage, extending to complex wreck removals and protection of the marine environment from pollution. Tsavliris is committed to maintaining a modern global network providing rapid assistance to shipping. *(Press Release)*

TUCO REVEALS 2 NEW PROZERO LINE SAR VESSELS



Approaching next week's Europort in Rotterdam, one of the world's leading maritime meeting places. Danish boatbuilder Tuco Marine launches two new Search And Resue vessel designs (SAR boats). The boats have been developed upon international requests and are in every detail optimized for Search and Rescue operations In close collaboration with experts within SAR operations. Designed by a team of skilled engineers, through collaboration with multiple world leading naval experts, the SAR boats are covered, high speed crafts. The two boats features different beams as one is optimized for a double outboard drive solution, based on the well proven ProZero hull with a beam of 2.84 making it an extremely effective hull with great maneuverability. The beamier sister boat, features a full walk-around deck and a beam of 4.05 meters, offering the SAR crew safer side decks surrounded by full size safety railings. This boat is equipped with inboard diesel engine installation and waterjet propulsion. Tuco has been working closely with highly experienced SAR operators to secure that the boats will fit the demands from this specific market. End users have therefore been closely involved in the design and layout of the SAR Boats. Tuco Marine Group´s ProZero range of boats offers high performance deep V hull shapes, designed specifically for the demanding military and coastguard sector. ProZero boats are available in a multitude of variations that are carefully tuned to suit each individual user's particular requirements. Cockpit layout in the SAR boats are arranged to maximize the use of modern day Search and Rescue management and situational awareness electronic aids. The ProZero´s high performance deep V hull secures the boats capabilities to go fast, also in rough seas, where most vessels must give up. SAR missions at high speed in rough seas are mainly limited by the human factor of shock mitigation. And therefore all the ProZero SAR boats have been developed around our design team's shock mitigation strategy which means the design of the vessel has had the highest focus on minimizing effects of shock mitigation in all parts of the vessels. The base of the design is to secure that the ProZero vessels outperform the current market in reliability as well as easy service. The ProZero SAR boats can be rapidly reconfigured to meet different roles and requirements, which can include Ambulance variants, fire support variants and Command platform variants. Parameters like delivery time and customization according to customer demands are, during the design phase, a focal point. This is why the complete construction system behind the series is module based. The module-based system allows for easy adjusting and customizing. *(Press Release)*

CLASSIC 1942 TUGBOAT DESTROYED IN HARBOR FIRE

The "**William B**," a tugboat built in 1942 was destroyed in an early morning fire while moored near the Newport Harbor Yacht Club. Fire at the Newport Beach Harbor today demolished a 76-foot wooden tugboat that was built in 1942. Firefighters dispatched at 2:33 a.m. to the harbor had the fire out on board the "**William B**" at approximately 7:45 a.m., said Lt. Jeff Hallock of the Orange County Sheriff's Department. The tugboat was moored near the Newport Harbor Yacht Club. No injuries were reported and the cause of the fire was unknown, Hallock said. The tug was built by Puget Sound Bridge & Dredge Co. in Seattle, Wash for the United States Navy. Her wooden hull has a beam of 21 feet with a 10.5-foot draft, weighing in at 160 tons. The Foss Tug Company owned the tug from 1963 through 1974, after which several independent tug operators held title until her demise on the Columbia River. *(Source: Newport Beach-Corona Del Mar, CA)*

TUGBOAT, BARGE RUNS AGROUND NEAR WILMINGTON

A tugboat and barge ran aground Friday in the Delaware Bay off of Wilmington, according to the U.S. Coast Guard. The tugboat named "**Miss Gill**," as well as the barge, ran aground Friday morning, the Coast Guard said, but have since been safely re-floated. Personnel from the Coast Guard Sector Delaware Bay in Philadelphia arrived on the scene, and Kirby Offshore Marine, the company that owns the barge, developed a salvage plan, the Coast Guard said. The Coast Guard sent out an investigator and a marine inspector. No injuries or pollution were reported as a result of the

grounding. "The Coast Guard is committed to ensuring public safety and environmental stewardship," said Capt. Scott Anderson, the deputy commander of Sector Delaware Bay. "Our people are highly trained to respond to these types of situations and mitigate potential hazards." The barge, "*Delaware*," was carrying about 1.3 million gallons of asphalt. *(Source: WBOC16)*

SUSPECTED EL FARO WRECK FOUND UPRIGHT, IN ONE PIECE - UPDATE

A search team on board the USNS Apache has found the wreckage of a vessel that they believe to be the cargo ship **El Faro**, which went missing on October 1 during Hurricane Joaquin. The vessel was located at a depth of about 15,000 feet in the vicinity of its last known position. Sophisticated sonar equipment towed from **Apache** first detected what are believed to be images of the vessel using Orion, a side-scanning sonar system, at about 1:36 pm ET on October 31 during the fifth of 13 planned search line surveys. To confirm the finding, specialists on **Apache** will use CURV 21, a deep ocean remotely operated vehicle (ROV), to survey and confirm the identity of the wreckage. The target identified by Orion is consistent with a 790-foot cargo ship, which from sonar images appears to be in an upright position and in one piece. On Sunday, the U.S. Navy salvage team prepared to launch the ROV. The team's mission is to document the shipwreck and any debris field and to retrieve the sunken vessel's voyage data recorder as part of an investigation into its loss, according to the National Transportation Safety Board (NTSB). If human remains are encountered during the submersible operation the Navy will attempt to recover them, NTSB spokesman Peter Knudson said. On October 23, after arriving at the last known position of **El Faro**, specialists on **Apache** placed a towed pinger locator (TPL) into the water and began slowly traversing the area according to a preset search pattern in hopes of picking up sounds of the pinger from **El Faro**'s voyage data recorder. After three days without any indication of a pinger signal, the TPL was withdrawn from the ocean and Orion was put in the water in an attempt to locate El Faro with sonar technology, which creates sonar images from the processing of sound patterns. If the vessel is confirmed to be El Faro, CURVE-21, outfitted with a video camera will start the documentation of the vessel and the debris field and attempt to locate and recover the voyage data

recorder. Those operations are expected to take up to 15 days to complete in ideal conditions but could take longer depending on weather and conditions encountered during the documentation process. There were 28 Americans and five Polish crewmembers on board at the time of the vessel's disappearance. The search for survivors was called off on October 7. The **El Faro** was 36 nautical miles northeast of Acklins and Crooked Islands, Bahamas, and close to the eye of Hurricane Joaquin. The ship was en route from Jacksonville, Florida, to San Juan, Puerto Rico, with a cargo of containers and vehicles. Just minutes before distress alerts were received, the **El Faro** master had called TOTE's designated person ashore and reported that the ship was experiencing some flooding. He said the crew had controlled the ingress of water but the ship was listing 15 degrees and had lost propulsion. The Coast Guard and TOTE were unable to communicate further with the ship. *(Source: Marex)*

OFFSHORE NEWS

OFFSHORE VESSELS FACE MULTI-PURPOSE FUTURE

MarEx spoke to Mike Sano, ABS Manager of Energy Development, to survey developments in the offshore support vessel (OSV) scene. What trends do you see in the OSV market at present? The OSV sector is one of the most dynamic and interesting in the market. As energy needs increase and existing shallow water fields are exploited, much of the new offshore activity will be in deep water and ultra-deep water. This change in focus has impacted the OSV market considerably. In the course of the last decade, OSVs have become increasingly sophisticated and technically advanced. Today, many OSVs are multipurpose vessels that have capabilities that far exceed those of the fleet only 10 years ago. Specialized multipurpose designs carry out maintenance and repair on platforms, facilities, subsea pipelines, wellheads, and equipment. Today, OSVs are designed for inspection, repair, and maintenance (IRM) functions to support deepwater operations and are correspondingly equipped with larger accommodation spaces, heavy-lift cranes, helidecks, and streamlined bow forms for

prolonged operation in harsh environments. Today's vessels also are larger – many longer than 130m – and more powerful. *How are onboard systems changing?* Dynamic Positioning (DP) systems are becoming much more prevalent on OSVs. In fact, the use of DP systems has expanded significantly across offshore assets over the last decade, not only in terms of the number of DP vessels in the global fleet, but also in terms of the range of applications for these systems and the advanced capability of DP technologies. This is a very noteworthy trend and became a focus area for ABS, which undertook development of the ABS Guide for Dynamic Positioning Systems several years ago, providing an update in mid-2014. The guide provides optional notations and technical specifications that reflect current industry practice and use of DP technologies. Another new development is the inclusion of LNG as vessel fuel for OSVs. While LNG as fuel has been accepted to some degree in Europe, it is a new focus for the U.S. industry. ABS has been involved with this in the OSV market for about five years. In fact, earlier this year, Harvey Gulf International Marine introduced the first LNG-fueled supply vessel, which was classed by ABS, to the Gulf of Mexico (GoM). Shell contracted the **Harvey Energy,** a 302ft unit, to transport equipment, drilling hardware, fluids and other supplies to Shell's deepwater operations in the GoM. The **Harvey Energy** sets an example for future vessels, with its three dual-fuel Wärtsilä engines that can be powered by 99 percent-LNG fuel and can be operated for approximately seven days before refueling. Diesel-electric engines are also gaining ground. These can be used to provide the right level of power to the vessel when it needs it, which results in more efficient operations. So the operator can run fewer engines because diesels like to run fully loaded — they are more efficient that way. Earlier vessel designs had a direct-drive diesel engine powering the propulsion. With a diesel-electric design, all of the propulsion is electric. As a result, the engines can produce energy as efficiently as possible while also having access to additional power when needed. Also, the response time, in relation to the variation in power demands, is significantly shorter, which allows for faster transfer of power to the ship. *Are there interesting vessels that exemplify the trends you see?* In the past few years, we've seen a lot of push into deeper and more remote areas. As a result, a lot of big pipelaying assets were delivered to satisfy anticipated demand. One of those was the **Saipem Castorone.** An ABS ice-classed pipelay vessel, the **Castorone** is the largest pipelayer in the world, with a handling capacity of more than 500 m/hr of pipe and able to perform both S-lay and J-lay in deep water. It can handle up to 48-inch diameter pipe and is fitted with a knuckle boom crane with a safe working load at a 30m outreach at 600 tons and a safe outreach of 350 tons at 46m. The vessel also has two gantry cranes and is outfitted with a DP system. With a growing population of subsea wells and corresponding subsea infrastructure, subsea support vessels have grown increasingly important to the offshore industry. Island Offshore, a joint venture company, is set to deliver the **Island Venture** in November of 2015. This state of the art, ABS Classed, LOA 159m X-bow vessel, features three moon pools, a 400 ton active heave compensated knuckle-boom crane, large accommodations, helideck and is outfitted with two ROVs. Upon delivery, it will be the largest offshore subsea construction vessel constructed to date. *Are there regulatory changes driving change?* One recent development in regulatory changes is the official adoption on 15 May 2015 by the IMO of the final remaining parts of the International Code for Ships Operating in Polar Waters, aka, the Polar Code. Because the decision was made that the Polar Code will apply to domestic as well as international voyages, all vessels working in Arctic or Antarctic areas have to comply. So OSVs carrying out resupply, safety standby or other functions have to adhere to the new requirements. The Polar Code requires vessel operators to perform an assessment of intended activities, taking into account a variety of factors, including the anticipated range of operations as well as the environmental conditions and hazards the vessel could face. Voyage planning exercises and hazard identification assessment will be used to create a mandatory Polar Waters Operations Manual, which has to be kept onboard as a resource for the crew. OSVs also will be required to carry a mandatory Polar Ship Certificate (PSC), which is reviewed by port

and coastal States and is used in assessing a unit's capabilities and limitations. In addition to verifying that the vessel complies with the Code's relevant requirements, the PSC lists key information about the ship, including its Ice Class, the Polar Service Temperature and any defined operational limitations. To help OSV designers and owners select an appropriate PST, ABS has compiled a substantial amount of temperature data and guidance in the latest revision of the ABS Guide for Vessels Operating in Low Temperature Environments, which was published in October of this year. *Do you expect further changes in the future?* Technology advances are pushing activity into new and challenging areas, creating a stronger demand for multipurpose high-specification OSVs. And the limited availability of purpose built workover and intervention rigs is changing the global OSV demand profile such that OSVs are becoming the vessels of choice for operations that previously were carried out by units in a different market segment. Right now, the low oil price is impacting construction, but when the economics recover, or possibly even before then, I think we will probably see more high-spec pipelay vessels enter the market, some of which will be designed specifically to work in harsh environments. The important message about the future is that the trend toward more sophisticated and multifunctional units is set to continue. As that transformation takes place, ABS will continue to anticipate the required guidance that will help owners and operators as new units take on an ever expanding role in demanding operating environments. *The opinions expressed herein are the author's and not necessarily those of The Maritime Executive. (Source: Marex)*

HORNBECK OFFSHORE TO HAVE 30 OSVS STACKED BY END OF YEAR

Hornbeck Offshore is set to have more than 30 OSVs fleet stacked by year-end as the slump in oil prices continues to wreck havoc on the offshore market. The company, which owns and operates a fleet new generation OSVs mostly working in the U.S. Gulf of Mexico, revealed the new numbers in its Third Quarter results released Wednesday. Hornbeck said it now has 27 new generation OSVs laid-up, with another three pending for Q4. By year end, the 30 stacked vessels will represent about half of the company's OSVs. Hornbeck's fleet currently consists of 59 OSVs, but that is expected to increase to 61 vessels if scheduled deliveries in Q4 go according to plan. Hornbeck last reported it had 18 new generation OSVs stacked in its Q1 results released in April. At the time, the company said the lay-ups were part of aggressive cost cutting measures undertaken in response to soft market conditions. Other measures included company-wide headcount reductions and across-the-board pay-cuts for shore-side personnel, the company said in April. Hornbeck reported that for the third quarter of 2015, revenues were $116.3 million, a decrease of $50.6 million, or 30.3%, from the same period last year. In 2016, the company says it expects to have an average of 30 new

generation OSVs stacked throughout the year. Right now, Hornbeck is in the midst of its fifth OSV newbuild program, consisting of 24 vessels total. Of those, 17 have already been placed in service, with the seven remaining expected be delivered in Q4 2015 and 2016. Hornbeck warned however that it has experienced deficiencies at two of the shipyards, which could potentially impact their scheduled delivery. *(Source: gCaptain)*

FUGRO TO CUT AN ADDITIONAL 500 STAFF AS PROSPECTS SLIDE

Dutch subsea and survey specialist Fugro has announced further cost reductions as part of its latest set of quarterly results today. The company said that it was "ahead of schedule" in terms of its headcount reduction program having reduced 1,050 employees year-to-date. Fugro planned to cut staff levels by 950 for the year, and revealed that it would target an additional 500 employees over the coming quarters. Fugro also revealed that its fleet reduction is ahead of plan, having reduced its geotechnical fleet from 11 to 7 vessels and subsea fleet by of 10-15% this quarter. On the subsea side, Fugro said it has reduced its fleet by 2 long-term charters, one of them an early termination. Paul van Riel, CEO of Fugro, commented: "We have made good progress with the implementation of our management agenda: focus on profitability, cash flow and strengthening of the balance sheet. The implementation of the cost reduction and performance improvement measures is progressing ahead of schedule. "With our clients further reducing their E&P spend, visibility is low. We expect the coming quarters to be difficult with pressure both on activity levels and pricing, and we will continue to manage through the downturn by adjusting our resources and costs in line with activity levels." The company posted quarterly revenues of €610.9m ($672m), down 13.2% year-on-year. Looking forward, Fugro said its business backlog for the coming 12 months is down by 21.8% compared to a year ago, and that cost reductions will only partially offset the impact. *(Press Release)*

ESNAAD 224 LAUNCHED

On the last day of October at the Foxhol Shipyard the fourth 65 meter Platform Supply Vessel for the Abu Dhabi Oil Company the **Esnaad 224** (Imo 9725237). The vessel designed for the future, meet the highest class notation with both operational and environmental objectives. She will operate in the oil and gas fields for the operating company Esnaad a member of the ADNOC Group. She has a grt of 1,500 tons a dwt of 2,000 tons. *(Photo: Marius Esman)*

SIEM OFFSHORE LAYS UP TWO AHTS VESSELS, EXPECTS MORE

Norwegian shipping company Siem Offshore has decided to take another two Anchor Handling Tug Support (AHTS) vessels out of the market and place them in cold lay-up, due to the soft market conditions. The shipping company said on Monday that, by doing so, it is now trading only three out of ten AHTS vessels in the North Sea spot market. In its third quarter 2015 report on Thursday, the company said that in addition to **Siem Aquamarine** and **Siem Diamond** being laid-up in the third quarter, one more AHTS would be placed into lay-up

in the fourth quarter. Siem said that the North Sea spot market for AHTS vessels and Platform Supply Vessels (PSV) has continued the negative trend from the previous quarters with softening rates and decreasing utilization. "Vessel owners continue to put vessels into lay-up and additional lay-ups are expected. We see similar trends worldwide, and the outlook for the OSV market is expected to remain challenging for several years," the company said. In the third quarter, Siem Offshore reported 56% utilization of its AHTS fleet. The company on Thursday also posted a loss of $9.8 million for the third quarter of 2015, compared to $18.5 million profit in the same period last year. *(Source: Offshore Energy Today)*

VIKING SUPPLY SHIPS A/S LAYS UP ODIN VIKING AS PART OF MARKET ADAPTION PLAN AND NOTIFIES IMPAIRMENT OF PART OF THE FLEET.

As a direct consequence of the poor market conditions within the conventional AHTS market, Viking Supply Ships A/S has decided to lay up **Odin Viking** with immediate effect. The company will commence negotiations with the employees and respective unions in order to assess the crewing situation going forward with the ambition to minimize lay-offs. Viking Supply Ships A/S has already implemented a cost reduction program, reducing the yearly operational costs with MNOK 45. As a response to the weak market, the company will further initiate a new Market Adaption Program (MAP), with an ambition of additional yearly savings of up to MNOK 70. As a result of parts of the fleet being laid up, the company will also make impairment on the PSV fleet, which will have a negative effect on the third quarter results to be published 12th November. *(Press Release)*

SEARCHER SEISMIC IN 2D SURVEY OFFSHORE PAPUA NEW GUINEA

Searcher Seismic, an independent multi-client company, has announced the start of the Haere 2D seismic survey, offshore Papua New Guinea. The survey, in cooperation with the Department of Petroleum and Energy (DPE) and project partner BGP, comprises ~17,000 km of 2D long-offset, high resolution, broadband seismic over the Gulf of Papua, the seismic company said. The seismic vessel **BGP Explorer** has now mobilised for the project. Rachel Masters, Global Sales Manager

for Searcher, said Haere will be fundamental in assisting the re-interpretation of the geology in the Gulf of Papua, and the identification of prospective structural and stratigraphic trends that can be used for regional evaluations and future detailed seismic survey designs. "Deep grabens in the area are believed to contain extensive Mesozoic and Palaeozoic sediments, which may be associated with multiple unexplored petroleum systems, highlighting the prospectivity of the Gulf of Papua. "It is an exciting time in PNG for oil and gas exploration and we are very pleased to again be working with DPE in the area," Masters added. The new survey brings Searcher's total data library in the Gulf of Papua to 58,000 km. The company says that fast track data deliveries will start in Q1 2016. *(Source: Offshore Energy Today)*

ISLAND OFFSHORE REDUCES HEADCOUNT AS IT LAYS UP VESSEL

Island Offshore will lay off some of its workers, as it will lay up the ROV and survey vessel **Island Spirit** for the winter season. The typical duties performed by Island Spirit are IMR work, survey work and ROV operations, but, according to Island Offshore, the activity in this segment is expected to decrease in the coming months. Managing Director in Island Offshore Management AS, Håvard Ulstein said: "We are working on relocating some of the crew, but unfortunately, there will be some temporary layoffs. Our hope is that the vessel will be fully operative in the beginning of 2016 with the same crew on board." Ulstein did not specify how many people exactly would have to go. With this, Island Offshore has got six vessels laid up: Three platform supply vessels (PSV), two light well intervention vessels (RLWI) and one survey vessel. The three latter vessels are laid up only for the winter months, the company added. As the Marine Traffic data shows, the vessel is currently moored in Ulstevik. *(Source: Offshore Energy Today)*

CSV FAR SENTINEL CLINCHES 3-YEAR GIG IN GULF OF MEXICO

Farstad Shipping ASA, a Norwegian shipping company, has been awarded a 3-year contract with

further up to 3 years options for CSV **Far Sentinel** by Subtec S.A. de C.V. The contract is for delivery of light construction work, IMR and other subsea related activities in the Gulf of Mexico. "This is an important and significant contract for Farstad Shipping. It proves that even in a very challenging market, we are able to conclude long-term contracts for our vessels. This contract secures valuable competence and activity for our employees," says CEO Karl-Johan Bakken. "By this, we have now signed important contracts for both our subsea new buildings delivered in 2015. We hereby confirm Farstad Shipping's strong position into the subsea market, which is vital for us in the time ahead," Bakken says. The beginning of the contract is planned to be within December 2015. Farstad Shipping did not reveal the commercial terms of the agreement. The Far Sentinel is designed for subsea construction/IMR operations to 3,000 meters water depth, has an overall length of 142.6 meters, beam of 25 meters and a deck area of 1,800 m². The vessel is equipped with two offshore cranes, of which the larger one has a lifting capacity of 350 tons. *(Source: Offshore Energy Today)*

KROONBORG ELECTED KNVTS SHIP OF THE YEAR

Maintenance Support Walk-to-Work Vessel **Kroonborg** is this year's winner of the KNVTS Ship of the Year Award. The award was just presented (2 November) at the tenth edition of the Maritime Awards Gala at the RDM in Rotterdam, the Netherlands. *Kroonborg* The ship is the result of an intensive cooperation between shipyard Royal Niestern Sander and NAM/Shell UK and a number of subcontractors. Together they created a safe, environmentally friendly and economically attractive way to transport maintenance personnel to and from offshore platforms. The ship has been designed to be able to operate on the southern parts of the North Sea 300 days a year. Maximum sea conditions are: wind 30 knots, 2.5 metres significant wave height and a 1 knot current. The **Kroonborg** is 79.43 metres long, 15.85 metres wide, has a depth of 7 metres and a maximum draught of 5 metres. Conoship designed the hull which, together with the Voith-Schneider propellers with active roll damping, provide the desired seakeeping behaviour. The vessel has a diesel electric installation, uses GTL (Gas to Liquid) for fuel to reduce emissions and is equiped with DP2. To allow for a safe transfer of personnel to and from a platform, the vessel has a motion compensated Ampelmann gangway. It also has a crane mounted on a newly

designed motion compensated Bargemaster platform. The **Kroonborg** is equipped to transport different chemicals/liquids to platforms. To safely transport these chemicals in the tanks below deck, the tank division and accompanying systems comply with the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk, which means the **Kroonborg** is comparable with a chemical tanker in this respect. The vessel has a special Cold Start-Up Unit (CSU) with hydraulic pumps that can pump (425 bar) MEG into oil wells. The 500 m2 work deck has a 5 t/m2 capacity, a work station and storage facilities. The accommodation can house a crew of twenty as well as forty engineers and other maintenance personnel. The good seakeeping behaviour and low noise levels make it a comfortable ship. According to the jury, the **Kroonborg** is a remarkable achievement. *(Source: SWZ Maritime)*

WINDFARM NEWS - RENEWABLES

VBMS AWARDED EXPORT AND INTER-ARRAY CABLING CONTRACTS FOR GALLOPER OWF

VBMS has been awarded two contracts with a total value of approximately EUR 200 million by Galloper Wind Farm Ltd., a joint venture between RWE Innogy UK, Siemens Finance and Green Investment Bank, for the Galloper Offshore Wind Farm. VBMS signed a contract for the export cabling scope in a consortium with nkt cables, consisting of supply and installation of two 45 kilometre long export cables including route preparation, landfall operations, burial, termination and testing of the cables. In addition, VBMS has been awarded a contract for supply and installation of 56 inter-array cables, for which the cabling specialist has contracted the cable supplier JDR. Installation of the first export cable is scheduled for 2016, followed by installation of the second export cable and inter-array cables for 2017. *Joint forces*

VBMS CEO Arno van Poppel: "We are looking forward to displaying the specialist expertise that has been brought together for these projects. Our valuable experience with similar projects such as Nordsee Ost for our client RWE Innogy, allows us to use our technology and expertise in order to successfully deliver these prestigious projects." *Galloper offshore wind farm* The Galloper Offshore Wind Farm consists of 56 Siemens 6MW wind turbines with a total capacity of approximately 340 megawatts. The site is located in the Thames Estuary, about 27 kilometres off the coast of Suffolk, England. *(Press Release)*

FIRE BREAKS OUT ON WFSV AT BORKUM RIFFGRUND 1

One of the engine rooms of the **Beaumaris Bay** wind farm service vessel, deployed at the Borkum Riffgrund 1 offshore wind farm, caught fire on Saturday, 31 October. The German Maritime Search and Rescue Association (DGzRS) reported that its rescue boat *Bernhard Gruben* immediately responded to a mayday call sent out around 3:20 a.m. Meanwhile, the two crew members and 12 passengers on board the **Beaumaris Bay**, which was in waters near the island of Norderney at the time of the incident, fought the fire with all means available. Arriving to the scene twelve minutes after receiving the distress call, the *Bernhard Gruben* saw the Beaumaris Bay crew had succeeded to extinguish the fire and accompanied the disabled vessel to Norddeich. No one was injured in the incident. *(Source: Seenotretter/Archive)*

YARD NEWS

AUSTRALIA REVEALS DETAILS OF NEW ANTARCTIC ICEBREAKER

The Australian Government has provided details of Australia's new state-of-the-art icebreaker set to replace the **Aurora Australis** as the flagship of Australia's Antarctic Division in 2019. The new icebreaker is designed by Danish naval architects, Knud E. Hansen, and will be built by Damen Shipyards of the

Netherlands. DMS Maritime, owned by British-based Serco, has been selected as the preferred tenderer in the project. Plans call for the ship to measure 156 meters in length and displace 23,400 tonnes, with accommodation for 34 crew and up to 116 personnel. The ship will primarily be used to supply Australia's three permanent Antarctic research stations with cargo, equipment and personnel, but it will also as a research ship itself with extensive lab facilities. Among those features, the ship will include a moon pool, two helipads, a multi-beam bathymetric echo sounder for seafloor mapping, and flexible science laboratories. The icebreaker will be faster, larger, stronger and offer increased endurance compared with the aging **Aurora Australis,** which has been operating in the Southern Ocean since 1989. Under the anticipated contract, the icebreaker will be designed and built by DMS Maritime's subcontractor Damen Schelde Naval Shipbuilding in Romania. DMS Maritime would then operate and maintain the vessel in support of the Australian Antarctic programme on a long-term basis. Commissioning is anticipated for 2019. *(Source: gCaptain)*

CAT MARINE INKS MILESTONE LOI WITH TURKISH TUG BUILDER

Caterpillar Marine reports that Turkish Cat dealer Borusan has signed a Letter of Intent with Sanmar Shipyards for the supply of an extensive range of propulsion units over the next three years. Caterpillar calls the deal "a significant milestone" that "demonstrates Sanmar's view that Cat power solutions are not only best-in-class today, but are likely to remain so for the foreseeable future." The LOI covers the supply of Cat propulsion engines and generator sets to Sanmar for the shipbuilder's newbuilding program over the coming three years. At least 84 propulsion engines and 86 generator sets are expected to be supplied between now and 2018. These will include 26 Cat C32, 22 Cat 3512C and 36 Cat 3516C propulsion engines plus 86 Cat C4.4 generator sets. The engines will primarily power tugboats with bollard pulls of between 60 and 85 tonnes. Caterpillar has a long relationship with Sanmar. "The profile of the tugboat sector is changing," said Cem Seven, Sanmar's Managing Director. "Consolidation means there are fewer but larger tugboat operators which are

increasingly focused on bigger, more powerful vessels to meet the very best standards on sustainability. Demand is shifting to more innovative tugboats which are capable of meeting the designed bollard pull more efficiently. This is what the Cat engines help us to provide to our customers." Mark Harrison, Caterpillar Marine Regional Sales Manager, said: "We are delighted to have this seal of approval from one of the industry's leaders. Our strategy is to focus of designing products to help our customers be successful. For tugs, that is high reliability at increased engine power with quicker acceleration while at the same time providing lower fuel consumption, lower emissions and increased sustainability. Cat marine engines have proven over many years to deliver this to our customers in the tug boat segment." Levent Altun, Group Manager at Borusan, Caterpillar's dealer in Turkey, added: "Even with the latest design features including advanced control and monitoring systems, Cat engines are renowned for ease of operation and straight forward maintenance. Together with the company's world-wide network providing constant customer support, Cat marine engines and after-sales services are a perfect blend of state-of-the-art technology and sound human relations." Sanmar now provides vessels for many of the world's leading tug operators and recently built and commissioned a second shipyard in Turkey to handle the growing demand. This year, Sanmar achieved delivery of 25 tugboats to owners from ten different countries, setting a new company. *(Source: MarineLog)*

DAMEN 1605 COMPOSITE DESIGN: FASTER, STRONGER & MORE COST EFFECTIVE

The Damen Shipyards Group recently unveiled a series of new vessel designs based on its popular 16 metre long, 5 metre wide, semi Axe Bow design. The first of the vessels is owned and operated by Van Oord for crew transfer in the Caspian Sea. The concept originated when Damen Marine Services commissioned the construction of a **Fast Crew Supplier (FCS) 1605** in fibre reinforced epoxy. The idea was to demonstrate the efficiency of the vessel design in composite form. Damen Product Director High Speed Craft Jaap Gelling explains: “As well as the increased strength and significantly reduced maintenance requirements, the composite structure offers lower weight and an attractive increased speed and reduced fuel cost combination.” This, Mr Gelling states, makes the composite version of the 1605 hull well suited to a wide range of vessel types. “The low maintenance and increased strength are perfect for a workboat, for example a pilot vessel, whilst the combination of speed and low fuel consumption is appealing for both patrol and transfer vessels.” To that end, Damen is building in series 1605 hulls, at the same time constructing compatible superstructures for Stan Pilot, Stan Patrol and Fast Crew Supplier versions of the composite vessel. To facilitate rapid delivery times, the stock-built hull and superstructure combination of choice can be applied in ‘plug-and-play’ fashion. The concept proved immediately successful, with Van Oord purchasing the DMS-commissioned vessel prior to the completion of construction at Damen Shipyards Antalya –

Damen's dedicated composites yard in Turkey. Peter Bunschoten, Van Oord Project Director: "The vessel is deployed on our offshore project in a remote region of the Caspian Sea. Besides her regular duties as crew tender on the site itself, the **FCS 1605** is being used as backup for offshore medevac. The vessel is able to quickly sail the 180 nm from the offshore site to the work harbour, which was a strict requirement for compliance with the strict offshore regulations." Following the first vessel, a second has been delivered by Damen to the Sharjah Ports Authority in the United Arab Emirates. Damen Sales Manager Middle East Pascal Slingerland says there is a lot of interest in these vessels in the region. "Composite vessels are popular in the Middle East, as our clients there are used to the material and familiar with the benefits they offer. Our designs are proving particularly popular and represent the next generation of composite vessels, with outstanding seakeeping behaviour – the combined effect of the lightweight hull and Axe Bow design." *(Press Release)*

VYBORG SHIPYARD LAYS DOWN LEAD ICEBREAKING SHIP FOR GAZPROM NEFT NOVY PORT

Vyborg Shipyard (United Shipbuilding Corporation) has laid down the lead icebreaking ship for Gazprom Neft Novy Port today, November 3, 2015. As the ceremony participant told IAA PortNews, the vessel was named **Aleksandr Sannikov**. The series will consist of two vessels. Metal cutting for the lead ship started in August 2015. The ceremony was attended by the representatives of the Leningrad Region Government and the customer as well as other partners of the shipyard. The icebreakers will operate at the Arctic terminal of the Novoportovskoye field on the western bank of the Ob Bay (Yamal peninsula). The vessels are intended for escorting of tankers, assistance during mooring, loading, rescue operations, providing tugging assistance, firefighting, participation in oil spill response activities. Under the contract, the vessels should be able to operate continuously under the temperature of up to -50 C. Under the contract, the vessels are to be delivered to the customer before 2018. Major characteristics: LOA – 121.7 m; BOA – about 26 m; depth – 11.5 m; unloaded displacement – 8,699 t. 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. United Shipbuilding Corporation (USC OJSC) is the largest shipbuilding company in Russia. It was set up in 2007 with 100% federal ownership. The holding comprises 60 companies and organizations (major shipbuilding and shiprepairing companies as well as leading design bureaus). Currently, USC consolidates about 80% of the domestic shipbuilding complex. The Russian market is the main focus of the state corporation though it also exports its products to 20 countries worldwide. Gazprom Neft Group consists of more than 70 production, refining and sales subsidiaries in Russia, neighbouring countries and further afield. Gazprom Neft operates in Russia's major oil and gas regions: in the Khanty-Mansi and Yamalo-Nenets Autonomous Districts and in the Tomsk, Omsk and Orenburg regions. Gazprom Neft Novy Port, subsidiary of Gazprom Neft, operator of Novy Port project. *(Source: PortNews)*

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Last week there have been new updates posted:

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

   - First of two Shoalbusters for SMIT Amandla Marine named at Damen Shipyards Cape Town
   - Svitzer invest in its Newcastle line boat fleet
   - A new RAstar 3200 from Robert Allan Ltd. for SAAM S.A.
   - Another big win for Svitzer – 30-Year towage contract in Moin, Costa Rica
   - Happy Star with 22 Damen vessels arrives in Rotterdam

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