

MIDWEEK-EDITION

TUGS & TOWING NEWS

PELLA SHIPYARD COMPLETES MOORING TRIALS OF TUGBOAT AFALINA (PROJECT 16609) BUILT FOR RUSSIA’S BLACK SEA FLEET



On November 16, Pella Shipyard successfully completed mooring trials of tugboat **Afalina**, Project 16609 (Hull No 630) built for Russia’s Black Sea Fleet, press center of the shipbuilding company says. State acceptance committee will commence the acceptance procedure in the nearest time. Upon completion of the state tests, the tugboat will be delivered to the state customer and join the Black Sea Fleet of RF Navy. The tugboat is intended for towing and berthing operations in harbour and coastal areas which comply with R2 navigation area

(not more than 100 miles from place of shelter). 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 Fluidmeccanica 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 firefighting 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 and foreign customers. *(Source: PortNews)*

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SUNKEN TUGBOAT EMERGES WITH A STORY

Thomas Donovan has always been fascinated by The [Murph](#), an old Navy tugboat that sank in Quartermaster Harbor in 2007. An attorney living in Tacoma, he went scuba diving there often, exploring The [Murph](#)'s hallways and the sea life growing on it. He researched the 70-year-old tug's history and wrote an article about it for The Beachcomber.



And when he was married in 2009, there was only one place to hold his wedding reception — on a flotilla of boats above The [Murph](#). Last week, however, the 100-foot tugboat was raised from the water in a two-day effort by the state Department of Natural Resources, which considers the sunken boat a hazard. “It’s tough to see it go, and much of the diving community is going to miss it as well,” Donovan said. “But it’s for the better and for the greater good.” The [Murph](#) is the fifth sunken boat that DNR’s Derelict Vessel Removal Program, funded by boater registration fees, has removed from Quartermaster Harbor since summer of last year. But those involved in its retrieval say the tug is unique in its large size and in the time it spent underwater. “We don’t normally pull up ones that have been down for this long,” said Melissa Ferris, who manages the program. The [Murph](#) was abandoned and sank in shallow water near the mouth of Quartermaster Harbor in 2007. At the time, the Coast Guard responded and removed oil from the boat, but Ferris said some oil still leaked afterwards and the state was worried more might eventually be released. “We felt it was important to get it out of there before the tanks rusted through and we ended up with an oil problem in Quartermaster,” she said. What’s more, she said, the boat was close to the surface — it could be seen sticking out of the water during very low tides — and was considered a navigational hazard. Lighted buoys were placed around it to warn boaters coming in and out of the harbor. Last Tuesday, Nov. 4, The [Murph](#) was hoisted up by crane in a project that cost the state around \$622,000, including the cost to salvage the boat as scrap metal. It took several hours to bring the tug up, as the contractor, Global Diving & Salvage, repeatedly raised it, pumped water from its bilge and raised it a little more. The boat was covered in sea life, and workers tried to scrape off and return to the water as many creatures as they could. That sea life, many say, was one thing that made The [Murph](#) an attractive spot for scuba diving. “We don’t have that many wrecks in Puget Sound, and that one was really nice,” said Rick Myers of Bandito Charters, a scuba diving charter based in Tacoma. Myers said The [Murph](#) was one of about a dozen shipwrecks that Bandito regularly took trips to. He understands why the state removed it, he said, but he is sad to see it go. “What constitutes garbage to others, it creates life,” he said. Donovan said The [Murph](#) was considered a good dive not only because of its sea life, but because it was so near the surface, allowing for more natural light and making an easier dive for beginners. It also sank perfectly upright — unlike many boats that settle on their sides — making it easy for divers to navigate the tug’s halls and rooms. “It actually sank like you’d think a shipwreck would sink,” he said. Decades before it wound up at the bottom of the harbor, The [Murph](#) started its life as a Navy tugboat, built in 1944 in Jacksonville, Florida. “They

made a lot of ships then for the war effort,” Donovan said. Originally called The USS **Wingina**, (YTB-395) the tug never saw action, but was stationed for most of its life at the Bremerton Navy Yard and in Astoria, Oregon, where it assisted large ships crossing the Columbia River bar. The boat was sold by the Navy in 1985 and went through several owners — including Seattle Central Community College — before its last owner, an Olympia man, abandoned it in Quartermaster around 2007. Accounts as to what happened next vary. Donovan has heard that an “eccentric individual” lived on the boat for a time before it sank. Metal pieces were salvaged off the body, and Donovan believes it was scuttled to avoid disposal fees. Ferris, with the state, said she is unsure how exactly The **Murph** sank, but said it’s also likely that as parts were removed from the tug, it ultimately sprang a leak and sank. One person posted on a Seattle-area diving forum that The **Murph** was clearly scuttled, as it appeared its doors and windows had been tied open. Troy Kindred, a local sailor, said rumors about The **Murph** have made their way through the Vashon boating community, and he also heard that it was the stripping of The **Murph** that ultimately did it in. “I don’t think that they sunk it on purpose,” he said. “I think they probably were careless in the way they were cutting out the valves.” Kindred and a friend were on the water in his sailboat last week to watch The **Murph** come up. “It’s probably the biggest boat to sink around here,” he said. “It’s pretty interesting.” As for Donovan, he now travels for work more frequently and hadn’t been diving as much at The **Murph**. It was a shadow of its former self, he added, as divers have continued stripping pieces from the boat, taking latches, door handles, even the anchor. But still, there’s nothing like diving a shipwreck. “They’re time capsules from a different era of history,” he said. (*Source: Beachcomber*)

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TUG BERKEL FOR SALE AGAIN

It was after the summer of 2013 that former owner of the **Berkel** Peter van Koningsbruggen told me that his tug was sold to the retired American engineer Stephan Thomas. After this news I decided to keep a close eye on this adventure. I contacted Stephan over the phone and we arranged a meeting so I could have a short interview with him. After this meeting I decided to create a page on my website about the **Berkel**. I asked Stephan if he could regularly keep me updated with news and pictures so I could keep interested people up to date with the latest news. Looking back on this I discovered that contact via email and social media wasn’t really put away for Stephan. There was no point in keeping a blog without regular updates. Nonetheless I still kept a close eye on Stephan his adventure because I was still interested in it. Recently I contacted Stephan to ask him how he and the **Berkel** were doing, and to my big surprise I learned that the **Berkel** was for sale. After 5000 miles and after visiting 50 different ports Stephan decided to call it a day. The lonely live on board made



him realize that his family and homeland America are very dear to him and that he would like to return home. Stephan had played with the idea to take the **Berkel** back to America but after realizing he was the only one that could find enjoyment in this tug back home he decided it was better for the **Berkel** to return to the Netherlands. I was asked by Stephan to help selling the **Berkel** by giving this news a lot of attention. People interested in the **Berkel** can contact me via

newdeep.nl. After contacting me I will make sure both parties get in touch with each other. It would be fantastic for the **Berkel** to be sold, but wouldn't it be even better if the new owner is from the Netherlands? The tug was built in 1956 by N.V. Scheepswerven v/h. H.H.Bodewes, Millingen under number 507 for the Dutch Royal Navy with pennant number Y 8037. On 14 September 1989 sold to V.O.F Gebroeders Oldenhage – Den Helder; Netherlands. On 6 February 1998 sold to P.F. van Koningsbruggen – Den helder. On 11 October sold to Stephan Thomas – USA. She has a length of 25.10 mtrs a beam of 5.97 mtrs and a draft of 2.45 mtrs. The Werkspoor diesel engine has an output of 441 kW (600 apk). *(Source: Ron Damman-newdeep.nl)*

KRASIN ICEBREAKER FINISHED SUMMER NAVIGATION IN THE EASTERN SECTOR OF THE ARCTIC REGION

FESCO **Krasin** icebreaker has completed navigation in the eastern sector of the Arctic Region, providing pilotage of the vessels along the Northern Sea Route. This project was carried out at the request of the Federal Maritime and River Transport Agency of the Russian Federation. **Krasin's** arctic voyage started from July 19, 2015 and finished on November 6, 2015. During this time the icebreaker has



provided navigation of 32 vessels which delivered 114,000 tons of general cargo to the ports of the Northern Sea Route and taken out 87 000 tons. In addition to **Krasin**, FESCO ice-class cargo vessels also took part in this Arctic summer-autumn season transportation, they are: general cargo ship **Ussuri**, diesel-electric ship **Vasiliy Golovnin** and timber ship **Abakan**. **Krasin** icebreaker will return to the home port Vladivostok on November 14, 2015. Further it is planned that **Krasin's** will

be prepared for the next voyage on November 26, 2015 together with the other FESCO icebreaker **Admiral Makarov**. These icebreakers are to escort Aframax crude oil tankers (deadweight over 100,000 tons) from the port of De-Kastri through the Tatar Strait under the contract with Exxon Neftegas Limited, operator of the Sakhalin-1 Project. FESCO has a unique experience in the Arctic: more than 100 years ago steamer setting sail Kolyma delivered government cargo to the Kolyma estuary, and since 1956 FESCO icebreakers have been regularly providing ships navigation in the Arctic along the Northern Sea Route. Since 2004 FESCO has been carrying out pilotage of vessels at the request of the Federal Maritime and River Transport Agency of the Russian Federation. Besides that, FESCO ice-class cargo vessels deliver general cargo to the northern ports of Russia, FESCO icebreakers provide navigation in The Sea of Okhotsk, the Tatar Strait and Aniva Bay. (*Press Release Fesco*)

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PLOUGHING THROUGH THE NORTHWEST PASSAGE



Finnish icebreakers of Arctia Shipping, MSV **Nordica** and MSV **Fennica**, are returning home from their duties as ice management vessels in the Chukchi Sea which enabled ships to go through a shorter, time and fuel saving route through Canadian arctic archipelago, the Northwest Passage. Riku Kiili and

Cayetana Ruiz de Almiron de Andres of Aker Arctic joined the voyage of icebreaker MSV **Nordica** from Dutch Harbor, Alaska to Nuuk, Greenland. The team learned and made observations about ice conditions, vessel operations and performance in ice, ship systems and got design inputs, as well as practical experience on how the vessel is used as a whole. (*Source: World Maritime News*)

CONTRACT SIGNED BETWEEN DAMEN AND FRØY VEST AS FOR DELIVERY OF STAN PONTOON 4113 AND MULTI CAT 2712

Revolutionary combination of Multi Cat and Stan Pontoon for the fish farm industry. On Wednesday, 28 October 2015, the contract was signed between Damen Shipyards Gorinchem and



Frøy Vest AS from Norway, for delivery of a *Stan Pontoon 4113* (YN 523702) and a **Multi Cat 2712** (YN 571725). The event took place at Damen Shipyards Hardinxveld, the Netherlands. The Multi Cat 2712, with a length of 27.27 metres, a beam of 12.50 metres and a maximum bollard pull of 34.8 tonnes, is a new type of workboat featuring considerable innovation. The vessel

carries two Cat C32 TTA CERT engines with a total power of 1,790 bkW at 1,800 rpm, which offer the vessel a maximum speed of 10.5 knots. Her basic functions are anchor handling, dredger service, supply, towing, hose handling, surveying and fish farm works. The typical applications for the Stan Pontoon 4113 are deck cargo and RoRo operations and she can be deployed in deep-sea areas, coastal and inland waters. The pontoon has a moulded length of 41.40 metres, a moulded beam of 13.00 metres and a moulded depth of 3.00 metres. Her maximum draught is 2.40 metres, her deck load is 10 tonnes per square metre and she has a maximum deadweight of 965 tonnes. Her free deck space is 533 square metres. With her deck thickness of 12 mm she is suitable for extra heavy weights. According to Remko Hottentot, Damen Manager Sales Norway, the Damen-developed combination of a Multi Cat and a Stan Pontoon is an entirely new concept in the fish farm industry. In the past no fewer than four vessels were used for fish-farming operations, but the combination of one Multi Cat and a Stan Pontoon is a guarantee that the operational costs for the client are reduced considerably. Says Mr Hottentot: "This concept is new for the fish farm industry as a whole, not only for this client. The industry is growing and has to comply with stricter norms in terms of safety, the environment, etc. Damen always tries to listen closely to the operational input of clients,

who also have to comply with the new flag state demands. So, it was quite logical that we came to this new concept after having heard what Frøy Vest had to say." The new concept of combining a Multi Cat with a Stan Pontoon was first presented at the Aqua Nor Trade Fair 2015 in Trondheim and the response was very good. Mr Hottentot: "This positive response led to the sale of the first combination. Both vessels are Damen proven-standard vessels, but they have been adapted to the demands and wishes of the



customer, Frøy Vest For instance, the deck is not made of wood for reasons of hygiene, and larger cranes and winches have been placed on deck for enhanced productivity." (*Press Release*)

FAR SENATOR TOWING GSF RIG 135

The 2013 built Norwegian registered with call sign LFSD Offshore Tug Supply Vessel **Far Senator**



(Imo 9631747) was seen towing the 1983 built ssdr VUT flag *GSF RIG 135* from Lagos, Nigeria bound to Rig Area , Malta on Monday 16th November, 2015 . In the background the ssdr *ZAGREB 1* is visible. The *Far Senator* is owned by F-Shiplease AS – Aalesund; Norway and managed by Fartsad Shipping ASA – Aalesund; Norway. She has a grt of 6,170 tonnes a dwt of 4,028 tonnes and is classed Det Norske Veritas. *(Photo: Capt. Lawrence*

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STEAMBOAT SPANJE AGAIN IN HOLLAND

As every year the nearly 100-year-old steamer *Spanje* with on board Sinterklaas and his helpers arrived this morning, Saturday 14 November 2015, after a stormy day, on the New Waterway where she will berth in the port Maassluis. Sinterklaas and his helpers will here disembarked after being welcomed by the mayor of Maeslandtsluijs and the many children on the quay



with special songs. Direct after arrival of the *Spanje* the unloading of the packages took place after which many of the bags will be filled and distributed in the country. The *Spanje* is the former tug *Furie* for one day only. *(Photo: Reinier van de Wetering)*

SST RAMBALA LAUNCHED

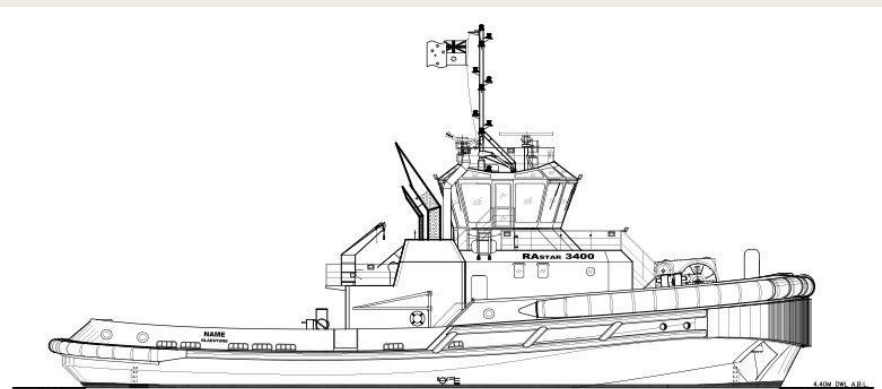


Last week the Damen ASD 2913 with yard number 513103 tug **SST Rambala** (Imo 9773882) for SAAM SMIT Towage, was launched at the Damen Galati Shipyard – Romania. The ASD 2913 standard tug has a length of 28.90 mtrs a beam of 13.23 mtrs. Her total engine output is 5.050 bkW and results in a free sailing speed of 13.7 knots and a bollard pull of 80 tonnes. This vessel has 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.

TRIYARDS EXTENDS PRODUCT RANGE TO ESCORT TUGS FOR A NEW CLIENT

TRIYARDS Holdings Limited (TRIYARDS or the Group) has extended its product range to escort tugs for new client Greenbay Marine Pte Ltd, a Singapore-based international specialist marine craft group, demonstrating the Group's



established versatile engineering capabilities which have driven its continued diversification beyond the oil & gas industry. Worth some US\$12.8 million, the contract is for **four RASTAR 3400 Azimuth Stern Drive Tugs** (excluding owner-furnished equipment), and expected to be delivered by early 2017. Powered by 4,400 kW engines, each of the 34-metre tugs will be specially constructed for escort operations in adverse sea and weather conditions. The newbuild contract adds to TRIYARDS' growing earnings visibility for the financial year ending 31 August 2017 (FY17). TRIYARDS' Chief Executive Officer, Mr Chan Eng Yew, said: "This opportunity to work with Greenbay Marine has enabled us to expand both our product and client base, reaffirming the market relevance of our versatile and world-class engineering capabilities. "We will continue to execute our product and sector diversification strategy to build a diversified orderbook." The Group's orderbook was US\$564 million as at Oct 2015 comprising nine liftboats, two Multi-Purpose Support Vessels, three chemical tankers, a variety of aluminum craft, a Floating Production, Storage and Offloading vessel turret as

well as two industrial fabrication projects, all in various stages of construction. TRIYARDS offers a broad spectrum of engineering and fabrication services that are marketed under the “TRIYARDS” brand. The Company currently owns and operates fabrication yards in Ho Chi Minh City and Vung Tau in Vietnam, as well as design and engineering facilities in Houston, United States and Singapore. The Group’s acquisition of experienced aluminium shipbuilders Strategic Marine (S) Pte. Ltd. and Strategic Marine (V) Company Limited in October 2014 adds both new fabrication capacity as well as engineering capabilities in aluminium. The Group’s yards in Vietnam are equipped with heavy-lift gantry cranes and deepwater berths, and both facilities have the capability to undertake large-scale projects to fabricate different components of fixed platforms, as well as vessel conversion and construction. TRIYARDS Houston provides the designing and engineering of offshore equipments such as cranes, A-frames and winches, which can be installed on the self-elevating units and offshore support and construction vessels fabricated in Vietnam. *(Press Release)*

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QUALITY AND SAFETY MILESTONES FOR KOTUG BRUNEI



KOTUG Brunei is fully aligned with Level 2 of the Offshore Vessel Management Self-Assessment (OVMSA) standard and completes 365 days of safe and reliable performance. In October 2014 KOTUG started towage activities at the Brunei LNG terminal with a 100% local management team, three powerful Rotortugs and supported by its integrated company management system.

KOTUG specifically designed the company management system for the towage industry to increase operational output, HSE performance and all other activities undertaken by the company, both on board and ashore. Brunei LNG together with Brunei Shell Petroleum are working with OVID and OVMSA guidelines which are the industry standard that oil and gas companies follow. During a yearly Business Performance

Review, KOTUG Brunei received great compliments for its performance and was classified for the Level 2 of the OVMSA standard. KOTUG’s CEO Ard-Jan Kooren stated “I want to thank everybody who has been involved in making the KOTUG Brunei operations a success. Being accepted by our client on this OVMSA accreditation ladder is a recognition for our leading position in providing

towage services with a strong focus on quality, health, safety, environment and with the overall aim to exceed our clients' expectations." A major contribution to KOTUG Brunei's success has been provided by the regional and local management and well trained and qualified crew which have managed to achieve zero LTI's and a reliable performance over the first full year of operations. Supported by the Brunei Maritime Academy and Brunei Government KOTUG is also grateful of being able to support local business development programs to train local cadets on board its vessels. Haji Warithu, Operations Manager KOTUG Brunei said: "With the right tools, commitment and hard work we have achieved to maintain the safety standard in order that our crew and staff are working safely and efficiently. We set ourselves a benchmark in efficient and safe operation in a demanding environment and hostile offshore condition." (Press Release)



TOE TO TOW



Frans Tjallingii, president at Saam Smit Towage Canada Inc., stands dwarfed by twin propellers on the hull of the **SST Capilano** at the tug's recent launch at ABD Boats in North Vancouver. Named for Chief Joe Capilano, historic leader of the Squamish Nation, the tug will join SST's local fleet of 21 tugs in the spring, to provide harbour towage and escort services along the coast of B.C. (Source: *North Shore News; Photo Cindy Goodman*) The tug was launched on the 5th November by ABD Boats in North Vancouver. This versatile and manoeuvrable vessel will be added to SST's local fleet of 21 tugs providing harbour towage and escort services along the coast. *Specifications of the SST Capilano*: Length: 21.69m; Breadth: 10.67m; Depth Mld:

3.96m; Gross Tons 198; Fuel Capacity: 36,368 L; Power: 2 X MTU 16V4000M61, 2000 kW each; Bollard Pull: 65MT; Auxiliaries: 2 X John Deere 4045 DMF, 40 kW; Drive Units: 2 X Rolls-Royce US20 FP Z-Drives; Winch (fwd): DMT TW-H300KN, 180 MT braking power, 30 MT pulling power; Towline: Amsteel Blue 200M X 64mm, 300MT breaking strain; Class: Lloyds +100A1 Tug, Coastal Service, LMC, UMS; Voyages: NC2.



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MEDREGAL



Last week was seen the 2011 built Venezuela registered with call sign YYV3616 tug **Medregal** (Imo 9562518) in Willemstad at the Caribbean Island of Curacao. The tug is owned by Marco Marine Ltd. – Piraeus and managed by Safe Spring Marine SA – Piraeus; Greece. She is a Damen Stantug 2608 with yard number 509837. She has a length of 26.16 mtrs a beam of 7.90 mtrs and a depth of 4.05 mtrs. Her grt is 173 tonnes and nrt 51 tonnes. The two Caterpillar

3512C TA engines develops a total output of 2,610 kW (3,546 hp). Her free sailing speed is 10 knots. She is classed Bureau Veritas *(Photo: Kees Bustraan)*

YESTERYEAR TUGS ALERT

The salvage tug **Alert** of New London, Connecticut, returns to port with a heavy crust of frozen spray. Salvage work, like all other duties performed by tugboats goes on in all weather, winter and summer. The tug was built in 1913 by New London, CT for T.A. Scott Co. with homeport New London, CT. She has a length of 89.9' a beam of 19.9' and a depth of 7.8' Her steam engine had an output of 400 horsepower. *(Source: On the Hawser by Steven Lang & Peter H. Spectre)*. The tug **Alert** struck a rock near Bertletts Reef, off New London, CT. on May 28, 1915,



while attempting salvage operations on the schooner *Lizzie J. Call*. The **Alert** was damaged by the *U.S.S. Ontario* while engaged in salvage operations on the schooner *Charlotte W. Miller* on July 31, 1917. Another damage of the tug **Alert** was off Black Point, CT on September 28, 1918 while engaged in salvage operations on the U.S. Army barges #739 and #740.

ACCIDENTS – SALVAGE NEWS

RoRo SHIP SINKS IN LAMONG BAY, INDONESIA



Some 100 people have been rescued, while the search and rescue crews are looking for over 70 more after a RoRo passenger ship sank in Lamong Bay, Surabaya, Indonesia, in the morning hours of November 16th, according to local news agency. The incident, involving the vessel, identified as Indonesia-flagged **KM**

Wihan Sejahtera, happened shortly after the RoRo departed the Port of Tanjung Perak, Surabaya. Right after the passengers felt a jolt thought to be due to a collision, the vessel reportedly started listing, and subsequently sank. The cause of the incident is under investigation. **KM Wihan Sejahtera** was en route from Tanjung Perak, Surabaya, to Bajo, East Nusa Tenggara. Apart from carrying some 170 passengers, the vessel was loaded with cars, trucks and other vehicles. (Source: *World Maritime News*)

MAN CRITICALLY INJURED IN WORK ACCIDENT

On Nov 15, 2015, a crew member of the "**Sea Golf**" was critically injured in an accident aboard the ship at the Skagen Quay in Stavanger. The man in the 20s suffered a powerful electric shock that led to a temporary cardiac arrest at noon. The man is admitted to Stavanger University Hospital after receiving first aid. (Source: *Vesseltracker*; Photo: *Stavanger Aftenblad*)



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TWO CHINESE-FLAGGED BOXSHIPS COLLIDE IN TAIWAN STRAIT



Two Chinese-flagged general cargo ships collided at around 3 am on Saturday, November 14, off Shantou and near the Nanpeng island in the Taiwan Strait, according to local media. One of the cargo vessels, namely **Ji Xin 9**, struck the other, **Guang Yun**, portside and caused a breach in the front side of the ship, upon which the vessel started taking on water and developed a list. **Guang Yun** also suffered power loss and damage

to its steering. According to the report, **Guang Yun**'s crew of 26 were ordered to transfer aboard **Ji Xin 9**, from where they boarded the Shantou Coast Guard salvage vessel. The salvage team managed to stop the water leak and commence salvage operations. **Guang Yun** was en route from Zhoushan to Dong Guan. The **Ji Xin 9** reached Shantou under its own power. There were no oil leaks reported at the scene. (Source: *World Maritime News*)

TWO FREIGHTER FIRES THIS WEEK IN JAPAN

The general cargo vessel **Hong Yan** caught fire at dock in Kawasaki, Japan, under uncertain circumstances. The blaze is the second this week aboard a general cargo ship in Japanese waters. The 2,000 dwt **Hong Yan** is flagged in Cambodia and was built in 1985. At the time of the fire, the vessel was carrying 1,500 tons of scrap. Local fire teams extinguished the flames, and there were no reported



casualties, but reports indicate that there was damage to the cargo holds. The ship will remain under port control at Kawasaki while authorities examine the holds and the ship's firefighting equipment. Her last port of call was at Kisazaru on November 10. Separately, on Sunday, November 8, two miles off the small Japanese port of Matsumaya, media sources said that a fire broke out in the engine room of the 3,000 dwt general cargo vessel **Soya Maru**. The blaze quickly spread throughout the vessel and available photos show smoke coming from the holds. The Bangladeshi and Chinese crew abandoned ship and reports indicate that they are safe. Initial investigations by authorities indicate that poor ship conditions were at least partly responsible for the blaze, according to media. The **Soya Maru** was built in 1989 and is flagged in Belize. She was carrying scrap from Osaka to Haimen at the time of the fire. There was a similar clustering of freighter fires off Japan in late 2012. General cargo vessel **Haoda 6** caught fire just eight days after a blaze on the scrap carrier **Hao Han** and about two weeks after a cargo hold fire on the aggregate carrier **Dong He**. There are at present no indications by authorities that these fires are connected. Each was reported separately and occurred under independent circumstances. *(Source: Marex)*

CARGO VESSEL SINKS IN YANGTZE RIVER



Cargo vessel **Ning Lian Hai 987** sank in the Wuhan section of Yangtze River after hitting a reef yesterday afternoon. The vessel was carrying about 7,000 tons of sand from Yueyang to Shanghai. Wuhan Maritime Safety Department sent a rescue team and saved all three crew members onboard. The salvage work for the vessel is also underway. Authorities have started investigations into the incident. *(Source: Splash24/7)*

OFFSHORE NEWS

POLARCUS COMPLETES LARGEST EVER 3D SURVEY OFFSHORE AUSTRALIA

Seismic survey specialist Polarcus has informed it has completed the largest single 3D seismic survey ever acquired offshore Australia. According to the company, the Capreolus 3D seismic survey was completed ahead of schedule after an 11-month acquisition campaign. This basin-wide broadband 3D seismic survey covers two underexplored hydrocarbon provinces with largely untested oil plays in the Beagle sub-basin and the Bedout sub-basin, including the recent Phoenix South oil discovery. Polarcus says that the discovery well opens up the potential for a new oil province across an area historically only considered prospective for gas, with the oils derived from a Lower Triassic source interval clearly imaged on the new seismic. Several leads and prospects have been identified for multi-phase drilling programs to be undertaken over the next two years, starting with the Roc-1 well in November 2015. Stephen Doyle, SVP Multi-Client, Polarcus said: "This is a milestone achievement for Polarcus completing its first multi-client survey in Australia, with

high prefunding supported by eight oil companies. The resulting high fold broadband 3D data has delivered a step change in data quality and has the potential to help the industry find many more large oil discoveries in this underexplored frontier.” The data is currently being processed through to pre-stack depth migration by DownUnder GeoSolutions (“DUG”) in Perth, Australia, with final data products to be delivered in H1 2016. *(Source: Offshore Energy Today)*



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MAGSEIS IN TECH DEAL WITH HELL, BAGS NEW SEISMIC CONTRACT



Norwegian seabed seismic company Magseis has entered into an agreement with Shell for the further joint development of a system to deploy Magseis’ MASS technology in ultra-deep water with great precision. According to Magseis, the agreement regulates the further work leading up to a full-scale pilot test which is planned for completion early Q1 2016 and through to the commercial deployment of the system

which is planned for early 2017. The project will be jointly financed by Shell and Magseis with a significant contribution from Innovation Norway, the company said in a filing to the Oslo Exchange on Friday. Magseis CEO Ivar Gimse said: “The agreement marks an important milestone in our work

to capitalize on the unique characteristics of our sensors (small size, low cost, depth rated to 3000 metres) in order to supply highly efficient ocean bottom seismic (“OBS”) acquisition in ultra-deep water with the positioning accuracy required for 4D work.” “This system will be an important add-on to our product portfolio and, based on the feedback from clients, we believe it holds great commercial potential.” *New contract and 3Q results* In a separate statement on Friday, Magseis said it won a contract for a new survey for seabed seismic acquisition outside the North Sea. The Oslo-based company will mobilize the crew directly from the recently completed Barents Sea multi-client survey. “This marks an important first step towards building an international footprint and continues to expand our client list,” the company said, without revealing the identity of the client. The contract is for 4.5 months including steaming to the prospect and will start during the fourth quarter of 2015. Magseis will use its proprietary MASS system and the [Artemis Athene](#) vessel. The company today also revealed its third quarter 2015 results. Magseis recorded revenues of \$12.8 million, down from \$14.6 million a year ago, mainly due to lower rates. Magseis also narrowed its net loss when compared to the third quarter of 2014. Namely, for the third quarter of 2015, net loss was \$332,000, an improvement from \$1.96 million loss in 3q 2014. *(Source: Offshore Energy Today)*

DOF SUBSEA: 3Q REVENUE UP, PROFIT SWINGS TO LOSS

DOF Subsea, a Norwegian provider of offshore support vessels, has seen its third quarter 2015 revenue rise to 1.9 billion Norwegian crowns, up from NOK 1.8 billion in 3Q 2014. Despite the rise in operating revenue, DOF Subsea on Friday reported a loss for the third quarter of 2015. Unlike last year, when DOF Subsea recorded a profit of 91 million Norwegian crowns in the third quarter, the company in 3Q 2015 announced a loss of NOK 312



million. During the quarter, the company secured several contracts worth NOK 4.5 billion in total. In its quarterly presentation, DOF Subsea said its board of directors expected the challenging market to continue into 2016, with an oil price of \$50 per barrel, the current cost focus in the oil industry and an increased supply of vessels. As per September 30, 2015, the group fleet included 22 owned vessels, 5 chartered-in vessels, and 4 vessels under construction in a joint venture with Technip. The company said that the majority of its fleet was fixed on long-term contracts, but it acknowledged that it is exposed to the short-term market fluctuations on the subsea project vessels. *(Source: Offshore Energy Today)*

REMONTOWA SHIPBUILDING DELIVERS FIRST OF NEW QUARTET FOR SIEM OFFSHORE

Remontowa Shipbuilding, part of Remontowa Holding, has delivered the first of four dual-fuel platform supply vessels (PSVs) it is building for Siem Offshore. The vessel, [Siem Pride](#), recently left



the Polish yard and is contracted for work on a Shell field in the North Sea. **Siem Pride** is 89m long with a beam of 19m and deadweight of 5,500 tonnes. It has an active heave-compensated crane, is fitted for remotely operated vehicles, firefighting, oil spill recovery and rescue and standby services for up to 300 persons. It also has a Safe Hose Operation System and is a class DP2 dynamically positioned vessel with gas-electric propulsion. *(Source: Offshore Support Journal)*

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UNIQUE GROUP ACQUIRES ABERDEEN MARINE SURVEY EQUIPMENT FIRM GSE RENTALS



Unique Group has acquired GSE Rentals (Geophysical Survey Equipment) a rental specialist of high quality geophysical, hydrographic and oceanographic marine survey equipment. GSE Rentals is now wholly owned by Unique Group and the company's workforce will be retained. Former owner, Stan Moroney, will continue as business advisor and consultant to Unique Group. Unique Group has more than 20 years of survey rental experience globally. By acquiring

GSE Rentals, it can strengthen its presence in non-oil and gas markets, with a focus on offshore

renewable energy projects, submarine cables, dredging, ports and harbours and civil projects. Andy Doggett, director of Unique Group’s survey equipment division said: “GSE Rentals is a well-respected company that offers a high level of technical support and knowledge to its global customers. “The advantage to GSE Rentals’ customers is that it will now be able to provide enhanced global support through Unique Group’s bases in the Middle East, South Africa, India, the Netherlands, Singapore and the USA. “We are well aware of the high-quality service provided by GSE Rentals and by committing additional capital to increase its fleet, we will enhance its place as the preferred marine survey rental company in Europe.” Stan Moroney, the now former owner, of GSE Rentals said: “Becoming part of Unique Group will allow us to invest further in our rental pool and ensure that we have all the skills and equipment to meet our clients’ needs now and in the future. For the past 25 years we have been supplying the latest technology, supported by our dedicated staff, and we will continue to supply the same high level of expertise and support to our clients”. Harry Gandhi, founder of Unique Group said: “We offer the very best in the offshore and subsea sectors and the addition of GSE Rentals to our team is great news for our existing and potential customers. “Our acquisition Of GSE Rentals will help us consolidate and expand into key markets that complement our existing offering, from Aberdeen to Singapore.” Unique Group recently acquired Oceanwide Safety at Sea, the market leader in the design, construction and maintenance of self-propelled hyperbaric lifeboats. Oceanwide’s Rotterdam office has increased Unique Group’s access to new clients across the Antwerp, Hamburg and Bremen seaports. GSE Rentals will continue to operate from its facility in Aberdeen, a short distance from Unique Group’s UK headquarters in Dyce. *(Press Release)*

MERMAID MARITIME LETS SUBSEA GROUP REGIONAL DIRECTOR GO

Mermaid Maritime, the Thailand-based subsea and offshore drilling services company, announced the termination of employment for Peter Reichlmeier, Subsea Group Regional Director, Eastern Hemisphere, on Monday, November 16. Peter Reichlmeier was responsible for management of day-to-day operations of the subsea services business of the Mermaid Group in the Asia Pacific region. He was one of the co-founders of Seascope Surveys Pte. Ltd. and PT Seascope Surveys Indonesia



which were both incorporated in 2004 and 2005 respectively and acquired by the Mermaid Maritime in 2008. The company stated that the cessation was due to internal restructuring which was previously announced in the 3Q report. By initiating a reduction in its global permanent workforce by at least 15%, the company hopes to achieve savings of approximately \$6 million by end of 2016. The 3Q report also said that these reductions would include the release of the company’s operations teams in its offshore drilling division, but with plans for re-activation in the

event of future contract award, and reduction in subsea operations staffing in the Singapore and Abu Dhabi offices with functions transferred to other offices within the region. Prior to this announcement, the Mermaid Drilling division announced the termination of employment for the company's operations manager, Allen Breal on November 10, with whom an agreement was made to support the company on a project-to-project basis. *(Source: Offshore Energy Today)*

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NEW REPORT PROJECTS OSV DEMAND WILL GROW 75% BY 2020



A new report from Mordor Intelligence projects that the offshore support vessel market will grow from \$39.4 billion in 2014 to \$69.34 billion by the end of 2020 at a Compound Annual Rate (CAGR) of 9.88 percent. (Extended coverage from Marine Log's November 2015 issue). That's heartening news for Offshore Support Vessel (OSV) operators such as Tidewater, Edison Chouest, Bourbon, Hornbeck Offshore, Seabulk and Maersk, which are

dealing with the current challenging offshore oil and gas market. In a presentation at the recent Johnson Rice 2015 Energy Conference, Tidewater reported it had 38 vessels stacked as of the end of June and planned to scrap 11 older vessels. In its monthly report for September, Baker Hughes reported that there were 29 drilling rigs operating in the Gulf of Mexico, down from 59 a year ago. Mordor Intelligence's report, the "Global Offshore Support Vessel Market," focuses on the market sectors by vessel type, including Anchor Handling Tug/Anchor Handling Towing Supply Vessels (AHT/AHTSs), Multi-Purpose/Multi-Role Supply Vessels (MPSV), Platform Supply Vessels, Construction Support Vessel (CSV), Specialty Vessels and others. It also breaks down activity by region: North America, Europe, the Asia-Pacific (APAC), South America and Middle-East & Africa (MEA). The report analyzes and projects the market share of each region for the next 5 years. Most promising regions for OSV market are the Gulf of Mexico, Brazil, West Africa, the North Sea, South East Asia, the Middle East and Asia. Mordor Intelligence estimates that major part of the demand will be for AHTS, PSVs, and seismic research vessels. As oil and gas explorations move towards

deeper waters, explains Mordor Intelligence, multi-functional offshore support vessels are now called upon to perform different tasks, and have created various niches or categories within the market. Present day offshore support vessels are equipped with increased cargo capacity, panoramic navigation bridge visibility, large accommodation spaces, enhanced crew amenities and state-of-the-art propulsion and automation systems. According to Mordor Intelligence, AHTS vessels comprise a 56% of the market share, followed by Platform Support Vessels. Inspection, Maintenance and Repair (IMR) Vessels are generally equipped with large accommodation spaces, heavy lift cranes, helidecks and streamlined bow forms for operation in harsh environments. Vessels specialized for multi-tasking carry out maintenance and repair operations on platform facilities, as well as subsea pipelines and equipment. *(Source: MarineLog)*

INGALLS CHRISTENS U.S. COAST GUARD NATIONAL SECURITY CUTTER MUNRO

With one good whack, Julie Sheehan christened the ship named for her great uncle and gave herself a good splashing with champagne. Sheehan served as the ship sponsor for Saturday's christening of the U.S. Coast Guard National Security Cutter Munro -- the sixth NSC built at Ingalls Shipbuilding in Pascagoula. As she christened the ship, Sheehan uttered the time-honored phrase "May God bless this ship and all who sail in her."

Sheehan's great uncle is USCG Signalman First Class Douglas

Munro -- the only member of the Coast Guard ever to win the Congressional Medal of Honor, the United States' highest military decoration. Munro died in combat on Sept. 27, 1942 on Guadalcanal in the Solomon Islands of the south Pacific. Munro had volunteered to evacuate a detachment of U.S. Marines who were facing annihilation by an overwhelming enemy force and successfully



extricated the Marines, but in so doing he was mortally wounded. USCG Commandant Adm. Paul Zukunft, the keynote speaker, said Munro's actions "epitomize serve to country." In his address, Zukunft paid tribute to the shipbuilders. "What you do today matters," he said, borrowing the Ingalls' slogan. "I could not be more proud of the work you do here at Ingalls. It truly does matter." Zukunft noted Coast Guard ships must be built to execute a multitude of functions, including

drug interdiction, fighting piracy, shore patrol, as well as search and rescue. Fifty years ago, he said, Coast Guard vessels were almost exclusively built to assist ships in distress. "That is no longer the case," he said. Zukunft said the **Munro** will join a fleet of Coast Guard vessels currently patrolling the territorial waters of 41 nations with which the United States has bilateral agreements. "These countries have no Navy, they have no Coast Guard," he said. "They rely upon us to be the maritime law enforcement in their territorial waters." The **Munro** is a Legend-class National Security Cutter -- the flagships of the USCG fleet. The cutters are 418 feet long with a 54-foot beam and displace 4,500 tons with a full load. They have a top speed of 28 knots, a range of 12,000 miles and can berth a crew of 110. The **Munro** joins the **Bertholf, Waesche, Stratton, Hamilton** and **James** as the NSC's built by Ingalls. *(Source: GulfLive.com)*

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BORDELON MARINE TAKES DELIVERY OF THE M/V BRANDON BORDELON, A DP2 ULTRA-LIGHT INTERVENTION VESSEL (ULIV)

"Cost Effective and Fit for Purpose" In November, 2015 Bordelon Marine takes delivery of the MV **Brandon Bordelon**. This highly specialized vessel features a helideck, a 60 ton AHC crane with 3000m of wire, POB (60), a mezzanine deck with internal office and control rooms capable of supporting two (2) full work class ROV systems. The vessel also offers 6,200 sq. ft. of clear useable deck



space. The **Brandon Bordelon** comes equipped with (2) two Ranger2 Pro thru-hull USBL full systems. The vessel delivers a fully integrated ROV control room, ROV support offices, below deck work and storage spaces, extensive communications and ROV data network, plug and play, with patch panel racks installed. ... all tied into the vessel systems, bridge, office, and accommodation spaces. The vessel is designed with removable bulwarks around the entire aft of vessel along with power, water, air, and hydraulic oil connections on the deck. The vessel is also equipped with four additional below deck Tier 3 generators, providing fully redundant power to the crane and ROV systems. *Quote (Wes Bordelon, President/CEO):* We are very excited to introduce the M/V **Brandon**

Bordelon. This vessel is the next generation design of the Stingray series and continues our commitment of the ULIV concept to the subsea market. With the addition of a helideck and other integrated systems the Brandon provides an additional highly capable and low cost vessel option to our clients. *(Press Release)*

SALE OF SKANDI INSPECTOR



DOF Subsea, a subsidiary of the Norwegian company DOF, sold their subsea support vessel **Skandi Inspector**. The company said that the 36 years old vessel would be sold to an undisclosed international buyer, but it did not reveal the value of the deal. DOF also said that delivery of the Bahamian-flagged vessel, built by Hatlo Verksted-Ulsteinvik, Norway, in

1979, would take place before the end of 2015. DOF purchased the vessel in 1989 under the name **Skandi Captain** and renamed it to **Skandi Inspector**. In 1999, it was rebuilt as a survey vessel. **Skandi Inspector** is 80.8 meters long, has two moon pools and a 1077-meter crane, and it can accommodate 64 persons. *(Press Release)*

REACH SUBSEA GEARING UP FOR VESSEL LAYUPS

Reach Subsea ASA, a provider of IMR, ROV, survey construction, support and decommissioning services, is considering redundancies and layups of two vessels, **Edda Fonn** and **Stril Explorer**, in order to reduce costs. The rates are still low in a weak market with oversupply of tonnage in most segments, Reach said in its 3Q 2015 report on Tuesday. To mitigate the lower activity level and



margin pressure in the industry, Reach Subsea has initiated several activities to keep its cost base competitive while expanding its business development activity into other regions than the North Sea. Lay up of **Edda Fonn** and/or **Stril Explorer** as well as redundancies will be considered for the winter season, the company said in the report. Reach's net profit for the third quarter of 2015 dropped to NOK 2.4 million, when compared to NOK 7.4 million in the same period last year.

Revenue for the quarter was NOK 192.7 million compared with NOK 101.7 million for 3Q 2014. According to the company, the increase in turnover compared to 3Q 2014 was due to the Group's activity level, reflected by having four vessels in operation compared with three vessels in 3Q 2014. Operating expense for the quarter was NOK 189.5 million including depreciation. Total operating expense for 3Q 2014 was NOK 94.1 million. The increase in operating expenses from the 3rd quarter of 2014 is primarily due to the increased activity level, from three vessels last year to four as per September 30, 2015. *Outlook* According to the subsea services provider, the outlook is challenging. Reach concluded that slowdown in offshore oil & gas activity, significant decline in the oil price, and consequent reductions in the spending budgets of the company's clients would provide a difficult backdrop for subsea service companies. *(Source: Offshore Energy Today)*

WINDFARM NEWS - RENEWABLES

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GLOBAL MARINE SYSTEMS RE-ENTERS OFFSHORE WIND MARKET



Global Marine Systems Limited is re-entering the offshore renewables market after a three-year absence, the company informed in a press release issued today, 16 November 2015. Global Marine highlighted its recent contract for an inter-array project at the Wiking offshore wind farm as the one that marked its return to the market. "Although we are announcing our re-entry into the power market, we are far from a newcomer in

this important sector," said the company's CEO, Ian Douglas. "We are committed to moving forward in line with the demands of the market," Douglas added. "As a business we have diversified successfully in recent years into markets that include deep sea research, oil and gas, and now renewables. "The award of the Wiking contract demonstrates market confidence in our ability to deliver a professional, timely and cost effective solution to customer requirements." *(Press Release)*

SWIRE TO PROVIDE WTIV FOR GALLOPER OFFSHORE WIND FARM

Swire Blue Ocean A/S announced today, 16 November 2015, that it had signed a contract with Siemens to provide a vessel for the installation of 56 wind turbines at the Galloper offshore wind farm. On 30 October, Siemens received an order for 56 of its 6MW wind turbines, including a 15-year service contract, for the Galloper offshore wind farm, for which the final investment decision was reached the same day. According to Swire Blue Ocean, turbine installation activity is set to commence in April 2017. “Swire Blue Ocean is pleased to support the Galloper Offshore Wind Farm and congratulates the joint equity partners RWE Innogy, UK Green Investment Bank, Siemens Financial Services and Macquarie Capital with the green light for the project,” said General Manager & Director of Swire Blue Ocean, Lars Blicher. “We are delighted to work with Swire Blue Ocean (SBO) on the Galloper project. The partnership that we have developed with SBO will



enable Siemens and GWFL to successfully and safely execute the project,” said Clark MacFarlane, Managing Director, Siemens Wind Power and Renewables UK. When completed, the 336MW offshore wind farm will provide power to approx. 336,000 households. Galloper offshore wind farm will be built off the coast of Suffolk in the UK. (Source: *Offshore Wind*)

‘SEAJACKS ZARATAN’ TO INSTALL VEJA MATE TPs



Seajacks Zaratan has been contracted to install 67 transition pieces (TPs) at the Veja Mate offshore wind farm. The 400MW wind farm will be based 95km north-west of Borkum in the German exclusive economic zone. **Seajacks Scylla** will also be installing Veja Mate’s 67 monopiles, starting Q1 2016 with full commercial operation for the wind farm planned for Q4 2017. Seajacks CEO Blair Ainslie said: “**Seajacks Zaratan**

will be working in tandem with sister vessel **Seajacks Scylla** which has already been selected for the monopile installation. “This set up of installing monopiles and TPs from separate installation jack ups was very successful on Blackstone’s 288MW Meerwind project and I am sure it will be the same here.” (Source: *Offshore Wind*; photo: *Seajacks/Archive*)

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25MW FLOATING WIND FARM PLANNED OFF PORTUGAL

EDP Renewables (EDPR), Mitsubishi Corporation (through its subsidiary Diamond Generating Europe), Chiyoda Corporation (through its subsidiary Chiyoda Generating Europe), Engie and Repsol today, 16 November 2015, announced an agreement to implement a floating offshore wind farm off the coast of Northern Portugal, known as the WindFloat Atlantic (WFA) project. The project, located 20



km off the Portuguese coast at Viana do Castelo, is planned to be operational in 2018 and will consist of 3 or 4 wind turbines on floating foundations, accounting for a total capacity of 25MW. WFA will benefit from the support of the European Commission, through the NER 300 program, and of the Portuguese Government through the Portuguese Carbon Fund. It was also selected for the InnovFin program by the European Investment Bank. The consortium will use the WindFloat technology, a semi-submersible foundation developed by Principle Power, Inc. This technology was already implemented in a first of its kind prototype called WindFloat 1 near Póvoa do Varzim. It comprises 2MW Vestas V80 commercial wind turbine mounted on a WindFloat floating offshore wind turbine foundation. The prototype has already produced more than 16GWh over almost four years of operation. Its results have been key for the creation of this consortium and the launch of the WindFloat Atlantic project, the aim of which is to demonstrate the economic potential and reliability of this technology, advancing it further in the path towards commercialization, EDPR stated in a press release. *(Source: Offshore Wind: Photo; Bourbon/Illustration)*

YARD NEWS

AMD LAUNCHES THE PATROL 1000

Thailand-based Albatross Marine Design (AMD) has developed the Patrol1000, a newly designed



aluminium patrol boat for use by port control authorities and traffic inspectors. The boat has an overall length of 10.3 metres and a beam of 3.41 metres. The boat is equipped with a Volvo D9-430 engine with 32kW and can travel at speeds of 32 knots. The structure of the craft is in aluminium alloy, and the craft features two watertight bullheads. The forward cabin features two bunks, a table and settees, a steering station, pantry and toilet. Eight

Patrol1000s are already under construction in Russia by Marine Pro Metal Boats. AMD is developing several other projects, with a specific target on Asian markets. The AR1000 is a 10-metre composite patrol boat developed for Armacraft. Powered by two 193kW engines, the boat can deliver speeds of up to 40 knots and is ideal for both shallow and deep draught. *(Source: Baird)*

UNIQUE DIGITAL ALPHACHARTTABLE REVEALED

JRC and Alphon Marine are pleased to announce a new and unique digital AlphaChartTable. Comprising of a phenomenal 46-inch touch display, well known from the premium bridge design, where routes can be planned on a more realistic 'paper chart' scale. Now that ECDIS has become a standard product on the bridge it was only natural to ask ourselves why was the good old sea chart of a certain dimension? Only by answering to plan your route with the greatest overview does this already contribute to the answer we are basing our philosophy on, a dramatically increased (electronic) display size. By use of the digital chart table, navigators are now



given an intuitive and user friendly interface to plan optimal routes by touch operation. The software gathers and overlays the data officers require, including ENC's, weather data, tidal information, digital publications, and other services like piracy updates – all on a single 46-inch display. The console is designed in our usual trusted way, a natural fit to existing bridge designs. The display can be electronically tilted to a 35-degree angle, allowing optimal routing in the most ergonomic position. In addition to the AlphaChartTable powered by NAVTOR, the console has a built-in Navtex and GPS navigator, while at the same time leaving room for the paper chart for back up purposes. *(Press Release)*

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

- [Argentine ASD Tug Launches](#)
- [Robert Allan Ltd. to Design a New Generation of RAmports 2400-W Tugs for SAAM S.A.](#)
- [Clyde Marine Services takes delivery of its first Damen ASD Tug](#)
- [Holland Shipyards build tug for Iskes Towage and Salvage](#)
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