Tugs Towing & Offshore Newsletter

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

MIDWEEK–EDITION

TUGS & TOWING NEWS

SVITZER TAKES DELIVERY OF TWO DAMEN ASD TUGS 3212 IN THE UK

CPP and special render recovery winches ensure superb performance. Svitzer, the leading global towage and salvage specialist, has taken delivery of two Damen ASD Tugs 3212 in the UK. The initial contract was signed at the Tugnology 2015 event, which took place in London in May. The vessels were built for stock at Damen Song Cam Shipyard in Vietnam and arrived in Rotterdam in late October as part of a 22-vessel consignment on board BigLift Shipping's heavy-lift vessel, Happy Star. Named the **Svitzer Deben** and **Svitzer Kent** respectively, the 32-metre vessels deliver 80 tonnes of bollard pull and are equipped with 2.8 metre controllable pitch propellers (CPP) and special render recovery winches. Kent has also been equipped with FiFi1 fire-fighting capabilities while the Deben has an aft winch. Both vessels will be used for general towage and escort duties in the ports of London (Gravesend) and Felixstowe respectively. Commissioning took place at Damen Shipyards Gorinchem and the vessels were delivered on time in early November, less than six months after the order was placed. These ASD Tugs 3212 are ideal for handling large vessels. Aside from their size and design, the combination of CPP and the render recovery winches ensures smooth, superior manoeuvrability and excellent control of the very large vessels that enter and leave these ports. Svitzer now operates three ASD Tugs 3212 in the UK, and nineteen Damen ASD Tugs of various types across the UK as a whole. "Svitzer were extremely pleased with the cooperation and technical support from Damen. They have managed to seamlessly deliver a state-of-the art product on time. We look forward to continued partnership with Damen in future," said Deniz True, Chief Operating Officer, Svitzer Europe. *(Press Release)*

NICHOLS DELIVERS ATB TUG TO KIRBY OFFSHORE

Nichols Brothers Boat Builders (Nichols Boats), located in Freeland, Washington, recently completed the m/v **Nancy Peterkind**, a 136' x 44' x 23', 10,000 hp ATB tug for Kirby Offshore marine (Kirby), located in Houston, Texas. Nichols Boats has built both steel aluminum vessels, with many vessels operating in the Pacific Northwest and Alaska, for over 45 years. Nichols Boats utilizes their extensive experience in building vessels that can successfully withstand the unique conditions found in the Pacific Northwest and Alaskan waters. The Nancy Peterkin, built for Kirby Offshore Marine, was designed by Guarino & Cox using a round bridge hull form for optimum sea keeping and propulsive efficiency. She is to couple into a 185,000 barrel barge built at Gunderson Marine in Portland, Oregon. This vessel will handle barges in full-ocean service. The coupling system for the tug barge unit is the Intercon Series 50 system manufactured by Intercontinental Engineering Manufacturing Corporation. The **Nancy Peterkin** ATB tug is fully ABS classed, SOLAS compliant with UWild, ACCU and CPS notation. It has a fully automated engine room with a clean layout and LED lighting throughout and is fully setup for zero discharge. The specific attention to detail in the layout, climinating unnecessary steps and other hazards, has resulted in a better crew experience. The vessel also has Tier 3 engines and generators satisfying EPA regulations for this class of vessel. Principal dimensions: Length o.a.: 123'-0"; Length on design WL: 135'-3½"; Beam, molded: 44'- 0"; Depth, amidships, molded: 23'-0"; Draft, design: 19'-0". Tank Capacities (approx.@100%): Fuel Oil Capacity: 150,000 US gallons; Potable Water capacity: 20,000 US gallons; Ballast Capacity: 150,000 US gallons. Accommodations: Crew: Up to 12 staterooms; Flag of Registry: US. Classification/Certification: ABS + A1 Full Ocean Towing Service + AMS, ACCU, UWILD,CPS. According to Pete Sinclair, Chief naval Architect at Nichols Boats. "The Nancy Peterkin is a modern, complex and technologically dense ATB tug designed and built to meet ABS class and SOLAS regulations. Beyond the basic class notations she is also approved as ACCU and CPS (unmanned automated machinery space and ballast tanks coating systems respectively). Meeting these demanding regulations, and the high construction standard expected by the customer, have produced a vessel that is going to serve Kirby well for many years. The project was a true team effort with Kirby providing great support throughout. NBBB extends thanks to everyone involved, including Guarino & Cox, BMT Nigel Gee, Nautican, Fusion Marine, marine Interior Systems ans all the other suppliers as well as ABS for their diligence and support". The vessel was launched using Nichols new launch system, allowing for the successful launch of the vessel up to 3,000 tons. Gavin Higgins, CEO at Nichols Boats, says. "The new launching system has greatly increased the size and type of vessels Nichols Boats can now build and launch. In addition to the previous comments, we greatly appreciate the team effort that was made by all the vendors on this project, the Nichols personnel and the Kirby Team. The net result is the successful launch and delivery of the m/v **Nancy**

Peterkin, an outstanding vessel". During acceptance trails, the m/v Nancy Peterkin far exceeded the minimum level of pulling power, logging over 165 tons in the Bollard Pull test, as noted on its Bollard Pull certificate. Additionally, she also had a free running speed in excess of 16 knots. Kirby Corporation operates the nation's largest domestic tank barge operation transporting bulk liquid products throughout the Mississippi River System on the Gulf Intracoastal Waterway, along all three U.S. coasts, and in Alaska and Hawaii. Nichols Brothers Boat Builders (Nichols Boat), located in Freeland, WA provided new construction services for various types of vessels. Nichols Boats has built over 20 tugs, ranging in size from 100' to 136'. The Kirby sistership, the m/v Tyna Pyne, also a 10,000 hp ATB tug, is currently under construction at Nichols Boats in Freeland, WA and is scheduled to launch in the spring of 2016. Additional new construction projects currently underway at Nichols Boats include a third superstructure for the WSF 144' car ferry being built at Vigor, a 150'Ro/PAX ferry for the American Samoa, two 139' x 44' ATB Tugs, two Catamaran Superstructures for WETA, and two 5,000 hp, 120' Line Tow Tug Boats for Kirby Offshore Marine. *(Press Release)*

NO MORE 'TUG DILEMMA"

An ABB-chartered cable-layer ordered in September 2015 might be the only hybrid battery-powered offshore service vessel (OSV) in anyone's new-build program right now, but don't say that to the ABB man who led the team that designed the radical electrical system, Onboard DC Grid. The new cable-layer design is the first OSV since the Dina Star to boast a new DC Grid, but in the coming months, "There could be several more," said ABB Global Product Manager, Johan Olav Lindtjorn. Some of those designs will eventually be tugs. When we meet him, Lindtjorn is just back from a summer spent on his high-performance dirt bike, the one he used in the Dakar Rally desert race. His off-putting youth, grey cardigan and hipster (or submariner) beard make it easy to overlook his leadership of ABB's power-storage development team. Like the DC Grid, ABB battery power conceptualizing has rolled on despite a limited early market: the odd coastal Norwegian ferry; the aforementioned OSVs and the hoped-for tugs. While DC Grid extends direct-current links already onboard a vessel for optimal power distribution, battery power is mostly about having a safety reserve and zero-emissions port- and port-approach work. Hence tugs — the workboat easily made to charge quayside when not pushing or pulling. Long-term, Lindtjorn says,

power storage tug solutions will be "too hard to resist", as owner benefits are understood and tightened rules for emissions in and around towns enlarge the market. Although tug-borne battery power "is just a scaled down solution" of the hybrid power available to OSVs, the "tug dilemma" is real. Tugs spend little time at high engine loads (sporadic nudges and tugs). In engineer language, their average engine loads are far below their rated power, so engines don't combust well while consuming and polluting when they don't need to. Batteries help by storing the power needed for peak usage (usually ship-assist). The trouble is, few seem to be listening. ABB has no tug-owning client reference they can point to with hybrid battery or exclusively battery power onboard. The DC Grid, too, is not aboard many vessels despite being the perfect fit for managing hybrid power. Lindtjorn said "in the tug world," battery power is unfairly compared to battery-only ferries or to diesel-mechanical tug systems. "In the OSV market we're fighting a slightly different communications battle than for tugs. In the OSV market, we're comparing ourselves to standard AC systems, whereas with tugs, we're really competing with diesel-mechanical." Looking at an ABB graph of a typical tug load profile and its time analysis — at really low loads 70 percent of the time — and seeing how little time it spends doing high-load ship-assist, Lindtjorn's frustration simmers. "It's ludicrous to be dimensioning your engine for this (tiny need for) full power, when you could have other energy sources cover that peak load for short periods in a more efficient way." *Telling Tests* It isn't just commentary. He's relaying the results of tests at a lab in Trondheim, where cooperation between ABB and Marintek — the electrical and control expertise of the one, the engine knowhow of the other — produced system analysis that included emissions tests mirroring tug operations. Connecting generator to rectifier and (a motor), they simulated load profiles. They connected a battery (up against a supercapacitor at the other end of a switchable circuit). The super-capacitors — good for repetitive, high-power use — proved not to have the flexibility of the battery. "We've seen that the battery is the go-to solution if you have slightly longer durations of any type, where you need a little extra energy," Lindtjorn says of having the battery in standby mode. In other tests, the battery is given the peak shaving and power-enhancement role in support of the motor, and then, finally, the engine is deliberately tripped (because in reality it's often at fault). Measurements clearly showed that with the battery turned off, variable speed operation puts the full load on a generator. Translation: pricy gen-set maintenance. When on, the battery takes the full change in load (instead). It means designers can choose smaller gen sets of fewer cylinders and less output. For owners, it means extra space and a cheaper vessel. In all-electric hybrid systems, mechanical power from the engines converts to electrical current for propulsion and other onboard consumers. "So the generator now operates at a constant load, and the stable pressures and heat mean that everything in your engine works better. The battery doesn't mind (sharing the load)," says Lindtjorn, explaining that battery power on an AC system forces the use of more electric (transformers) and electronic hardware. "A DC grid solution is more streamlined for energy storage," he says, although this writer knows AC proponents in shipping hotbed Aalesund who say DC interferes with certain ship operations. *"Dilemma" Solved* "Basically, the tug dilemma is that you have a need for peak power but only for a limited duration. So what do you do," asks Lindtjorn rhetorically. In the all-electric ABB tug-power and propulsion model, propulsion is controlled via variable frequency (speed) drives, or VFD. Engine speeds are independent of propulsion, so the engine can be regulated based on load rather than propeller speed. "With diesel-mechanical systems, you're really required to dimension your engine to meet that (peak) power. You can't say I only need it a fraction of the time, and so I'm not going to (put in a large engine)," he adds. With the number of zero-emissions harbors set to grow on MARPOL rules, the temptation, Lindtjorn says, is to address the challenge — at least for larger engines — with a different shaft generator and multiple-engine configuration, in which case, "You're still left wanting a little. You're still required to have multiple engines." "Now have your engines running on variable speed and making their

energy available to the DC system, so you can lose one engine and still use two propellers, rather than having to turn on two engines every time you start up the boat," he explains. The DC system makes energy storage available to all parts of the system, so power can be focused on propulsion rather than your AC needs. "You can go all-electric, turn off all your engines and still have full functionality. With diesel mechanical you need to think of your minimum speed. That draws a fair amount of power from your engine, unlike an electrically driven motor driven by a converter." All that appears to stand in the way of buying an all-electric tug is the availability of charging infrastructure. The exhausting process of choosing a battery type has already been endured by Lindtjorn and his teams in Finland, Norway and Singapore. *Only the Start* Although batteries are no longer investments requiring a national budget, they do come in a bewildering variety of types. Some are better at peak power buy cost more on a kilowatt-hour basis. You need the right one. "With (hybrid electric) tug, the big battery gets you near the ship and starts the operation, and then you have engines running. When you move back to quayside, you're operating on only batteries and you can do a bit of charging," Lindtjorn says of "Scenario A" which, back at the lab, offers about 25 percent energy savings. In "Scenario B", the battery is just big enough to assist the engines, taking the load at low loads and on standby. "B" offers 38 percent energy savings. "You don't have to have a huge diesel engine that's only really been put to proper use for 10 percent of its working life, and not even that." Lindtjorn says ABB is "all-in" when it comes to developing battery power and is working with yards, charterers, owners and designers to "demystify" batteries and DC Grid. While DNV GL has accepted that peak power can be covered by a battery, it is understood to want one hour of (peak-power) coverage (if not for tugs). Class have approved a tug's Bollard pull by battery, so the game is on. "We're only at the beginning of our understanding of the impact of energy storage on vessels," the Dakar Rally driver says. *(As published in the November 2015 edition of Maritime Reporter & Engineering News - http://magazines.marinelink.com/Magazines/MaritimeReporter)*

CENAC TOWING ACQUIRES MAIN IRON WORKS, CHRISTENS NEW TUG

Cenac Towing Company (Cenac Towing), a third-generation owned global marine transportation company, announced continued growth despite the oil and gas industry's downturn. Recently, Cenac Towing acquired Main Iron Works, a tug construction company, and this week, Cenac Towing will christen its brand new 2000 Hp Twin Screw Conventional Tug, The Jean Pierre Cenac. The innovative marine transportation company, run by industry veteran Arlen "Benny" Cenac, attributes the growth to continued innovation, quality service and the unique familial culture that is experienced not only by employees but also by customers and partners. "The importance of hospitality in everyday life is too often overlooked. People, whether they are employees, customers or vendors are all searching for a consistent and pleasant experience," said CEO Benny Cenac. "This

experience coupled with quality service, industry expertise, innovation and professionalism by our entire team is what makes Cenac Towing an industry leader." The acquisition of Main Iron Works, which was finalized in July of 2015, will expand Cenac Towing's position as a top innovative inland push boat and tank barge fleet operator. Main Iron Works, founded in 1947 by Horace "Jack" Guidry has become one of the leaders in tug construction today. Following the acquisition, Cenac Towing plans to continue to operate Main Iron Works as an independent entity under the Cenac Group umbrella, growing its' construction of world-class, innovative tugboats and push boats to companies nationwide. "We were very pleased with the news of an acquisition, as Benny Cenac is a well respected leader in the industry," said Llyod Guidry, general manager of Main Iron Works . "We believe under Benny's leadership, Main Iron Works will remain a leader in tug construction and be a perfect complement to Cenac Towing's core mission." The 72'x30', Tier 3 compliant innovative push boat, named after Benny's great-great grandfather, will be christened by Benny's parents, Arlen Sr. and Jackie Cenac, on December 9, further solidifying Cenac Towing's continued success. The push boat will be used to transport two, 30,000-barrel (BBL) tank barges up and down United States waterways carrying liquid petroleum products. *(Source: MarineLink)*

TRANSPORTS FROM DAMEN STELLENDAM TO DAMEN HARDINXVELD

Last week was seen the transport of the Damen hull Multicat yard number 571726 from the Damen Maaskant shipyard – Stellendam; Netherlands tot the Damen Shipyard Hardinxveld; Netherlands. The hull was towed by the tug **Merwestroom** with steering assistance on the stern by the tug **Vliestroom**. Both tug owned by van Wijngaarden Marine Services B.V. – Hardinxveld. The two sister tugs are built in 1969. They have a length of 14.80 metres a beam of 4.20 metres and a depth of 1.80 metres. The GM Detroit Diesel, type 12 V71N develops a output 268 kW (365 hp) at 1800 rpm. *(Photo: Ruud Zegwaard)*

PORT NELSON ORDERS POWERFUL $8.6M TUG FROM CHINESE SHIPYARD

Port Nelson has ordered what will be its most powerful-ever tug and expects to take delivery from a Chinese shipyard next August. It announced on Thursday that it had signed a contract with BV Scheepswerf Damen Gorinchem for the construction and delivery of an ASD 2310 Damen Azimuth stern-drive tugboat. Headquartered in the Netherlands, Damen operates around the world in more than 50 shipyards, repair yards and related companies, and has built more than 5000 vessels. It will be the first new tug the port has bought since 1984, when it took delivery of the **Huria Matenga** from Japan, and will have a 50-tonne bollard pull. This is significantly more than the **Huria Matenga**'s 33 tonnes and more than twice what the smaller and re-engined **W H Parr** can generate. Chief executive Martin Byrne said the size of ships using Port Nelson was determined by the depth of the shipping channel and the diameter of the turning circle, but the new tug's greater power might allow ship movement parameters to be extended. "Those large car carriers for instance, we're very restricted by wind." Work on the new tug has already begun at the Damen shipyard in Changde, China, and the port company says the total project cost will be "in the order of $8.6 million" by the time it arrives. Byrne said there were very limited options to buy a secondhand vessel, which tended to be quite old and with limited bollard pull. The new build came down to a choice between two shipbuilders, both of which had supplied tugs to other New Zealand ports. "In the end, for our needs, we decided that Damen was the best choice." He said the tug would be sailed to Nelson from China by a delivery crew. The change, which was likely to see the **Huria Matenga** sold, would not bring about any changes in the port's staffing levels. There would be some retraining for the existing tug crew, who were "always excited to get a piece of new kit". The **W H Parr** was built in Dunedin and has been in service at Port Nelson since 1972. The right size for handling fishing vessels and suitable for use in shallower parts of the port, it is recognised as having a very sound hull for its age, and was re-engined in 2004, extending its life. The new tug will be 22.7 metres long with

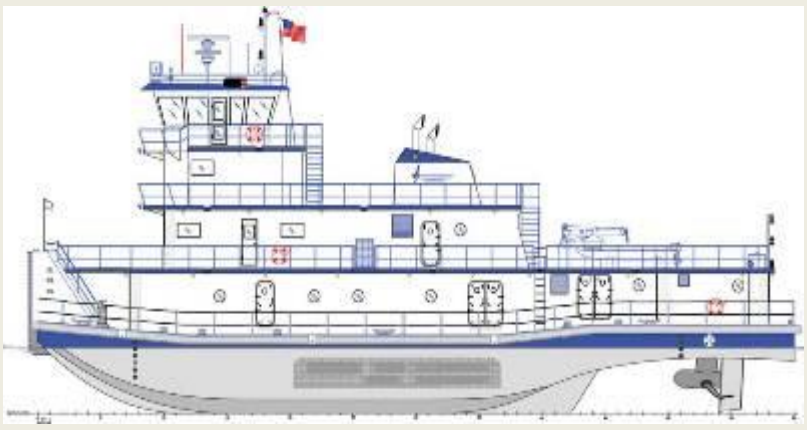
a 10.4m beam and 4.5m draught. Its purchase will be one of the port's biggest ever capital costs, well ahead of the $6 million paid in 2011 for the latest of its three container cranes. Byrne said both existing tugs were due to be slipped for their required surveys late next year. "The plan at this stage is we'll get the new tug here, then we'll slip the other two, and decide where we go from there." The port didn't need a three-tug fleet. The purchase was "absolutely" a sign of confidence in the way the port was trading, Byrne said. Port Nelson Ltd chairman Phil Lough said the company was "very pleased" to confirm the contract. "This aquisition positions us well for the future," he said. Port Nelson Ltd is owned 50-50 by the Nelson city and Tasman district councils. Meanwhile the Westport dredge Kawatiri has left for home after completing its annual maintenance dredging programme at Port Nelson. *(Source: Stuff)*

PRESSURE BUILDS TO KEEP EMERGENCY TUG

THE ISSUES which led to the introduction of an emergency towing vessel (ETV) to keep the waters around the Northern Isles safe have not changed, Shetland's community safety and resilience board heard on Monday. With less than four months until the current contract for the Kirkwall-based **Herakles** comes to an end, local politicians are heaping pressure on the Tory government to ensure cover remains beyond next March. In late November the Department for Transport (DfT) – which faces a 37 per cent budget cut as a result of Chancellor George Osborne's latest austerity measures – confirmed it would be consulting on the tugs' future. But the board heard that details of what the consultation will encompass have yet to materialise. In a short statement the DfT talked of reviewing shipping safety risks in the Northern Isles and Western Isles and "looking into commercial towing options". On Monday, board members reminded the UK Government that it has a duty to protect the Shetland community in the event of accidents at sea. Shetland Islands Council infrastructure director Maggie Sandison told the board that the council had written to Scottish secretary David Mundell in the summer outlining concerns that "nothing had been finalised for the future" and there was "no indication that funding was going to be carried forward after March 2016". She said the local authority had reaffirmed the importance of the ETV in the wake of the 1993 *Braer* catastrophe and pointed out that North Sea activity to the west of Shetland was being carried out in an "increasingly hostile environment". Sandison said the letter had made clear to the government that the community expects salvage tugs to be on hand to protect the islands "given that our contribution, particularly from the seafood industry, is so great". Councillor Jonathan Wills said that, while ships now benefit from AIS (Automated Identification System) technology, the reasons the tugs were originally stationed in the northern isles "are still there [and] in some respects the situation is worse". He said there were "inherent risks" for the oil industry working in deeper waters. The

notion that, if an incident occurred, oil industry vessels would be on hand to help was unsatisfactory because such vessels "are not always available". "The point that hasn't changed since 1993 is that one incident can devastate our seafood industry, our tourism industry for decades," Wills said. "You only have to look at the Exxon Valdes in Alaska to see the damage to small communities dependent on fishing. "It's in everyone's interest that this provision continues. It's still the responsibility of national government to protect citizens, their livelihoods and environments – I don't think they can carry out that duty without ETVs." Board chairman Alastair Cooper concurred, saying Shetland was "very vulnerable" due to the close proximity of the coastline to oil developments, and he sometimes even questioned the use of just one tug for such a large area. "I would like to believe that the consultation would reflect on the effectiveness of what is required given our locality," he said. "The government has a duty to protect us." *(Source: Shetland News)*

SHIPBUILDING: INLAND TOWING THUNDERSTRUCK



Eastern Shipbuilding offers the 4,200 hp **Thunderbolt** inland towboat designed around twin azimuthing Verhaar Omega electric V-Pod propulsion and diesel-electric technology. The ESG approach was collaborative, with input from operators, naval architects (Gilbert Associates, Inc. (GAI)) and propulsion OEM's (Verhaar Omega: since 2012, 19 Omega V-pods have been installed and are in service in Europe on various types of vessels). **Thunderbolt** will be built to ABS rules, but will not be classed. "Regulatory (ABS) Class Rules/Electrical IEEE-45 Standards/USCG Regulations are what is used to design and build vessels regardless of whether it is an Inland or Offshore vessel, requiring class or not," said Steve Berthold, VP, Eastern Shipbuilding, in a recent interview with MR sister-publication MarineNews. In selecting the podded propulsion system for inclusion on the design, Eastern came upon Verhaar Omega after meeting with two inland owner/operators that currently have Z-drive towboats, and others that didn't. Listening to each and noting their concerns, it was decided that the V-Pod was the best solution. Because the **Thunderbolt** will typically operate in shallow, sometimes turbid, debris filled water, ESG designed underwater protection in the form of a pipe guard protection system for each Omega V-Pod. These pipe guards protect the V-Pod allowing the vessel to ride over shallow water mud flats, protect the vessel from side bank impacts when turning in rivers and canals

and stern impact protection when backing down. Omega itself offers a propeller guard which is bolted directly to the nozzle which protects the propeller from debris entering and being lodged between the blade tip and the nozzle. The Omega V-Pod propulsion electric motor also has a shutdown sensor with alarm and is reversible, allowing the operator to reverse propeller rotation enabling nozzle/propeller jammed debris to be dislodged. The Omega V-Pod is designed with reduced maintenance in mind. The V-Pods are enclosed in the aft main deck superstructure, with no drive shafts, couplings, drive gears, hydraulic systems or external piping systems. With the **Thunderbolt** mounting flange situated above the design waterline, dry-docking is not required for maintenance. **Thunderbolt** was designed for the medium horsepower inland towboat fleet with twin 2 x 1,770HP (1,320kW) propulsion units and still be capable to operate in the ICW and canals at a design operating draft of 9.5 ft.. Currently, Omega has V-Pod units ranging from 445HP (330kW) to 2011HP (1,500kW), but the thrust efficiencies underway and the maneuvering capabilities are far greater than conventional tail shaft, propeller and nozzle propulsion systems. Comparing them to Z-drives the V-Pod efficiencies are most realized in reduced fuel consumption and higher thrust efficiencies. *(As published in the November 2015 edition of Maritime Reporter & Engineering News - http://magazines.marinelink.com/Magazines/MaritimeReporter)*

ROYAL MOROCCAN NAVY TURNS TO DAMEN FOR FIRST TUG

The Royal Moroccan Navy has taken delivery of a Damen Stan Tug 2208. The 22-metre long vessel, named **Al Mounkid**, takes the honour of being the first tug to join Morocco's sizeable naval fleet. The delivery marks yet another step forward in the history between the Royal Moroccan Navy and the Dutch shipbuilder. The Royal Moroccan Navy has a substantial fleet consisting of frigates, offshore patrol vessels, training vessels and hydrographic, amphibious and auxiliary vessels. Its fleet, however, did not include a tug of any sort. *Becoming independent* In the past, Morocco's Navy has always turned to third party tug operators for towing, moving and mooring services. However, the reliance on these commercial companies has not always been advantageous to the level of its independence. With the new Damen

Stan Tug 2208, the Royal Moroccan Navy will considerably reduce its dependence on commercial operations. *Power and comfort* A mainstay of the Damen portfolio, the Stan Tug 2208 is a robustly constructed vessel with a thoroughly tried and tested design. Two diesel engines, each driving a fixed pitch propeller, provide a maximum of 40 tonnes bollard pull. The **Al Mounkid** will be capable of vessel assistance duties as well as firefighting and oil pollution control tasks. Damen fitted out the vessel with air-conditioned living quarters to accommodate up to eight officers and crew – paying special attention to reducing noise levels in these areas by using high density insulation and floating floor construction techniques. *Multiple contracts* 2015 has been a significant year for the Royal Moroccan Navy and the Damen Shipyard Group. The Al Mounkid is just one of the numerous contracts signed by the two parties that have increased both the capability and the autonomy of Morocco's naval fleet. Earlier in the year Damen delivered a Stan Pontoon Water Barge to provide water to areas of Morocco suffering from a long-lasting drought. Furthermore, Damen is currently busy with a substantial order for five Interceptor 1503 vessels. *(Press Release)*

TUGS IN DRYDOCK

It was very busy in the A dock last week at the Curacao Droogdok Maatschappij. We see here the tugs **Ola** from KTK the **Statia Coroni** from Svitzer, the Offshore Support vessel **Atlantic Challenger** from Domx Maritima S De RL DeE CV and the Utility vessel **Atlas** from van Oord. The first picture is taken from the bridge of the **Fairmount Glacier** and the other in front of the dock with in the background the **Fairmount Glacier** *(Photo's Kees Bustraan and John Smit)*

MULTRASALVOR 3 WITH TOW

On the 6th December the **Multrasalvor 3** (Imo 9635975) departed from Lowestoft; Great Britain with in tow the **VOS Warrior**. The tug is towing the Warrior to the scrapyard in Gent; Belgium. The

Multrasalvor 3 is a 2011 built Damen Multi Cat 2409 with yard number 571628. She is owned by Multraship Towage & Salvage BV – Terneuzen. The tug has a length of 23.33 mtrs a beam of 9.00 mtrs and a draft of 2.25 mtrs. Her two Caterpillar C32 Acert DI-TA diesel engines develops a total output of 1,268 kW (1,722 bhp) at 1,800 rpm. She has a free sailing speed of 10 knots and a bollard pull of 23 tons. *(Photo: Paul Gowen)*

ACCIDENTS – SALVAGE NEWS

ONE WORKER KILLED, 30 MISSING AFTER AZERI OIL RIG FIRE - GOVERNMENT

At least one worker was killed and 30 others were missing on Saturday after an Azeri oil platform caught fire during high winds in the Caspian Sea on Friday, state energy company SOCAR said. As hopes of finding survivors faded, SOCAR said a severe storm was hampering rescue efforts at its platform in the Guneshli oil field. "One body was found and a search-and-rescue operation for 30 missing workers is under way," it said in a statement, adding that 32 workers had been safely evacuated. Earlier on Saturday, the head of Azerbaijan's Oil Workers' Rights Protection Committee, Mirvari Gakhramanly, told Reuters 32 workers had died and 42 had been rescued overnight. The fire started after the storm damaged a natural gas pipeline, causing the platform's partial collapse. Oil production on 28 oil wells linked to the facility was suspended and all oil and gas pipelines, which link the platform with the land, were blocked as a safety precaution, SOCAR added in the joint statement with the emergency ministry and the country's chief prosecutor. "The fire in the gas pipeline has not been completely extinguished and it has not been ruled out that it could spread to oil and gas wells near the platform," it said. Azeri President Ilham Aliyev signed a decree to create a special commission to deal with the accident and control the rescue operation. A criminal case was opened to investigate the incident. About 60 percent of SOCAR's oil production passes through the platform where the fire broke out, meaning the state company's output will be temporarily hit. The bulk of Azerbaijan's oil is produced elsewhere, however, including on fields operated by British oil major BP <BP.L>. BP Azerbaijan was not available for comment on Saturday on whether adverse weather in the Caspian

or the fire on SOCAR's platform had affected its production. In a separate incident, SOCAR said on Friday that three workers were missing from another of its offshore oil platforms in the Caspian after an accident during the storm. The workers were still missing as of Saturday. Fourteen workers were killed in accidents on SOCAR's oil and gas platforms in 2014. *(Source: Offshore Energy Today; Writing by Margarita Antidze; Editing by Helen Popper)*

CARGO SHIP EMSMOON ALLIDED WITH EMS BRIDGE IN PAPENBURG, GERMANY; BRIDGE SEVERELY DAMAGED

After its departure from port of Papenburg in Germany on Thursday (Dec 3), around 6 p.m. local time the general cargo ship **Emsmoon** allided with the Ems bridge of the Leer-Groningen railway in Weener at 6.20 p.m. The ship got entangled into the bridge in a way that the tug Gerd Bliede first failed to pull the ship out. The **Emsmoo**n, which suffered some damage at the foreship in the accident, was pulled out, escorted and moored back in Papenburg at around 11 p.m. Obviously the bascule bridge had not opened when the outgoing ship approached. The bascule was severely bent and pushed away by the cargo ship which had a pilot on board at the time of the accident, parts of it were torn off, others crashed into the river. The bridge had to be closed for the railway traffic for uncertain time, also the Ems was barred for ship traffic. *(Source: www.ndr.de; Photo: noz.de/Mentrup)*

HAZARDOUS SUBSTANCE REMOVED FROM SUNKEN LAKE ERIE BARGE ARGO

Response crews were able to successfully remove a hazardous substance from **Argo**, the sunken Lake Erie tanker barge, according to the U. S. Coast Guard. Once taken out of the barge, the hazardous substance was then pumped into receiving tanks aboard a work barge at the site. "Due to the diligence and collaborative efforts of all those involved in the response, the Unified Command was satisfied that the barge does not continue to pose a safety or environmental hazard," said Lt. Cmdr. Shaun Edwards in a news release. At the time of the barge **Argo** sinking in 1937, a news report

estimated 100,000 gallons of crude oil and 100,000 gallons of benzol were onboard, but this information could not be verified. The sunken barge is located away from commercial ship traffic and the vessel is in 44-foot deep water. The coast guard says there were no reports of injuries, impacted wildlife or pollution. The Coast Guard's established safety zone, located eight nautical miles east of Kelleys Island and extending 1,000 feet around the position of the Argo, remains in effect and is closed to all traffic until further notice. *(Source: News Windsor)*

TUG SPILT OIL AFTER DEVELOPING A LIST

Federal, state, local and contract emergency responders have contained a small spill from the "**Capt. Bill Mantle**" and were working to stop the leak from the tug near San Leon on Dec 5, 2015. The ship had developed port side damage and was leaning towards a barge with parts of the main deck submerged. Responder's estimatede that about 200 gallons of red diesel fuel had leaked from the tug. Garner Environmental Services responders surrounded the leaked fuel and tug with boom and were recovering the fuel at a pace that kept up with it until it can be secured. Divers were called to plug the leak. The tug could contain what remains of the estimated 7,000 gallons of fuel. T&T Salvage responders were called to right the tug in the morning of Dec 6. The Coast Guard Marine Safety Unit Texas City was notified of the possible situation Friday afternoon and worked with the Galveston County Office of Emergency Management, the Texas General Land Office and Texas City Police Department to begin investigating the report and to coordinate appropriate response measures. *(Source: Vesseltracker; Photo: Petty Officer 3rd Class Dustin Williams)*

THOR FRIGG RESCUES CARGO VESSEL IN ENGLISH CHANNEL

Seismic support vessel **Thor Frigg** rescued a sinking cargo ship in the English Channel this weekend. Namely, a 89.9 meters long cargo vessel, **EMS Majestic**, on its way from Rotterdam to Saint Malo, started taking in water in the Dover Strait and was unable to use its engine. Reportedly, the mayday call came just after 7 PM on Sunday. **Thor Frigg**, on charter with Norwegian seismic contractor PGS, was in the area and responded to the sinking vessel. **Thor Frigg** threw its tow line to the stranded

cargo vessel and helped it to Portsmouth. According to the UK Maritime and Coastguard Agency, two of the **EMS Majestic** crew of seven were airlifted to land for safety reasons. Coastguard rescue helicopters from Hampshire and Kent were sent to the rescue, along with Eastbourne RNLI lifeboat. *(Source: Subsea World News)*

OFFSHORE NEWS

OCEAN INSTALLER SECURES FIRST JOB IN NIGERIA

Ocean Installer has been awarded a contract for field development work in Nigeria for Folawiyo Aje Services Limited. The contract starts with immediate effect. **Ocean Installer** will perform the offshore construction of the Aje Ph1 project off the coast of Nigeria. The scope of work includes mooring buoy installation and hook up, flowline and umbilical installation. "We are very pleased to have been awarded our second major contract in West Africa. This proves our Africa strategy is fruitful and allows us to further strengthen our foothold and develop our relationship with clients active in the region. We are looking forward to joining efforts with Ariosh Engineering on this project to ensure a safe, high quality and efficient execution," says Steinar Riise, CEO of Ocean Installer. Offshore operations will be performed by the construction support vessel Normand

Vision and start Q1 2016. Engineering for the project will be performed across Ocean Installers offices in Stavanger, Aberdeen and Houston in order to meet the demanding schedule of the project, the company said. The Aje field is located in Oil Mining Lease 113 (OML 113) in the Benin Basin, about 24 km offshore western Nigeria. The water depth in the region is at about 900 meters (3 000 feet). Yinka Folawiyo Petroleum is the operator of OML 113 with 60% interest. The remaining 40% is owned by a joint venture of Chevron Nigeria Deepwater, Vitol Exploration Nigeria, Panoro Energy, Energy Equity Resources and Jacka Resources. *(Source: Subsea World News)*

OTTO MARINE SECURES WORK FOR ITS NEW VESSEL

Otto Marine Limited, an offshore chartering group, has secured a long-term bareboat charter contract worth $26 million. The charter is for a 238-men, DP2 Work Maintenance Vessel that measures 85 meters in length and 23 meters in width. It has a clear deck area of 635 m2, and is equipped with a deck crane of 80-ton lifting capacity. According to Otto Marine, the vessel is currently being built at a third-party yard and is expected to be delivered by the end of 2015. The vessel will be deployed in the Asia Pacific Region once the charter starts. Commenting on the secured charter contract, Michael See, Group CEO said, "Further to the first unit of the 238-men, DP2 Work Maintenance Vessel that we took delivery and chartered out to the South East Asia region in August 2015, we are pleased to secure the charter for another vessel in the series that is on schedule for delivery. See also added: "Similar with the 1st unit of 238-men accommodation work vessel which was announced in August 2015, this newly secured charter contract for the 2nd unit of accommodation work vessel is also expected to contribute positively to the Group's financial performance in 2016 and the next few years." *(Source: Offshore Energy Today)*

SEABIRD'S NORTHEN EXPLORER GETTING READY FOR CARIBBEAN SURVEY

Seismic explorer SeaBird Exploration has secured work for its **Northern Explorer** vessel. According to the company, the 76 meters long vessel has been hired for work in the greater Caribbean area. It will leave the TGS Gigante survey in Mexico in January 2016 for an estimated six to eight weeks. Phase one of the survey forms part of a larger survey which was announced December 12, 2014. The survey will cover a minimum of 4,000 km and up to 45,000 km. According to information found on Seabirds website, dated December 12, 2014, the deal could be valued around $11 million. The

company did not disclose the name of the client for the Caribbean survey. *(Source: Offshore Energy Today)*

NEWBUILDING UPDATE – AHTS VESSELS

The construction of a series of six anchor-handling tug supply (AHTS) vessels for Vroon is currently underway at Fujian Southeast Shipyard (FSES) in Fuzhou, China. The first of these vessels, **VOS Challenge**, was launched last week, while the keel-laying ceremony for **VOS Chance**, number three in the series, took place this Monday, 30 November 2015. These AHTS vessels are based on designs developed by Vroon's Performance and Engineering Department, reflecting client specifications, market requirements and our substantial in-house offshore experience. The 65m vessels incorporate 425m² clear-deck space and hotel-type accommodation for 39 crew and clients. They are SPS coded and equipped with FiFi 1, DP-2, class-leading anchor-handling and towing winch (1,500m x 64mm) and 85-ton bollard pull. In addition, they boast 2x 10-ton super-silent bow-tunnel thrusters and 1x 8-ton stern thruster, for greater manoeuvrability. The vessels are fuel efficient and comply with all latest safety requirements. **VOS Challenge** is scheduled for delivery to the Company in spring 2016, with her sister vessels following later in the year. All six vessels will operate in SouthEast Asia. *(Press Release)*

POLARCUS STOPS PAYING INTEREST TO LENDERS

Polarcus, a company providing marine seismic services for the oil and gas industry, has decided to stop paying interest to its lenders while looking at options for restructuring and long-term financing. In a statement on Monday the Dubai-headquartered company said it has initiated discussions with its finance providers, being the banks, lease providers and certain bond holders. "The finance

providers are in active dialogue with the Company regarding its efforts to find a long-term solution to the Company's financial position. While these discussions are ongoing, the Company has decided to halt all payments of interest and amortization to all of its finance providers. The finance providers have been informed of such payment halt," Polarcus said. Polarcus, which owns a fleet of seismic vessels, said its liquidity „remains stable for the period to come in anticipation of an amended financing arrangement" As of 7 December 2015 the Company's cash position was $68 million and backlog amounted to$150 million. The company in October posted its third quarter results, with a net profit of $19.8 million. The company's CEO said at the time that looking ahead, the market remained uncertain on account of continued low seismic spending by oil companies. He also pointed out that tender activity remained volatile and market rates competitively low. *(Source: Offshore Energy Today)*

VALLIANZ IN $98M MIDDLE EAST OSV CHARTER

Singapore's Vallianz has secured a time charter contract valued at up to $98 million to supply four offshore support vessels to an undisclosed client in the Middle East. In a statement issued Monday, Vallianz said the client was an existing state-owned customer in the Middle East, which is one of the world's largest national oil companies (NOC). The four OSVs are Anchor Handling Tug Supply vessels equipped with Dynamic Positioning 2 capabilities and will begin operations at the NOC's oil fields in the first quarter of 2016 for a period of up to five years. CEO of Vallianz, Ling Yong Wah said, "This new contract win reaffirms the confidence of the NOC customer in our execution capabilities, organisational superiority and management bandwidth as it has continued to award Vallianz with long-term charter contracts in spite of challenging industry conditions and increased competition from other OSV players in the Middle East region. We believe it is a testament of the good working relationship that we have forged with the NOC." With the deployment of these four AHTS vessels, Vallianz will have a total of 28 OSVs supporting the offshore oil and gas activities of the NOC in 2016, the ship

owner said. This includes earlier contracts awarded by the NOC for two self-elevating platform vessels as well as a specialised offshore floating storage and supply vessel that is scheduled to commence operations in early 2016. *(Source: Offshore Energy Today)*

MHI VESTAS TO USE ESVAGT'S SOV FOR O&M IN BELGIUM

MHI Vestas Offshore Wind has signed a 10-year contract with the offshore operator Esvagt for a purpose built service operation vessel (SOV) to support technicians working on projects located up to 50 km from the Belgian coast. Due to the distance from shore, the technicians will work and live on the vessel for two-week periods. The vessel will also function as a floating warehouse, storing spare parts and tools for servicing wind turbines offshore. MHI Vestas explained that using the service vessel means more focus on ensuring maximum availability of the wind turbines, since less time is spent in transition. The new vessel will be 58.5m long, with a beam of 16.6m and will be able to accommodate up to 22 technicians, all in single cabins. It will be equipped with dynamic positioning technology, and two safe transfer boats to transfer technicians, tools and spare parts to the turbines. For the past five years, MHI Vestas technicians have used a refitted Esvagt vessel as service base to provide maintenance for the 165MW Belwind 1 project, comprising V90-3.0MW turbines. With the upcoming installation of the 165MW Nobelwind project in 2016 using V112-3.3MW turbines, a new vessel was required as greater storage space and more cabins will be needed for technicians, spare parts and tools. The vessel will be delivered and commence service in the second half of 2017. *(Source: Offshore Wind)*

RIJKSWATERSTAAT AWARDS NEW CHARTER TO CEFAS ENDEAVOUR

The Centre for Environment, Fisheries and Aquaculture Science (Cefas) has signed a new charter agreement with Rijkswaterstaat for the RV **Cefas Endeavour**. RV **Cefas Endeavour** is a 74 meter multi-disciplinary research vessel equipped to support a range of activities including hydrographic

surveys, environmental sampling, fish stock assessment, and the servicing of autonomous monitoring equipment. The charter will take place in February 2016, Cefas spokesperson said in an email statement sent to Subsea World News. During the time with Rijkswaterstaat, RV Cefas Endeavour will survey North Sea fisheries. Commenting on the signing of the new charter, Cefas Commercial Director Steve Addison said: "We are delighted to be working in partnership again with the Government of the Netherlands, following the successful first charter of the RV **Cefas Endeavour** earlier this year. "She will be deployed for 21 days in February to undertake a fisheries survey in the North Sea, and is ideally suited to this type of opportunity, as she is able to deploy a variety of commercial fishing gears in tandem with water column and seabed acoustic data acquisition. Cefas utilise the vessel to undertake these surveys on behalf of the UK Government, so we are well placed to assist other countries in similar survey activities." *(Source: Subsea World News)*

P&O REPASA TAKES DELIVERY OF DAMEN FCS 5009 RED EAGLE

Now operating in the Gulf of Guinea for Marathon Oil after 10,000 nm voyage. P&O Repasa, a new company formed last year by the acquisition of the majority of the shares in Spanish towage firm Repasa by P&O Maritime, has taken delivery of one Damen Fast Crew Supplier 5009. The vessel will be operated from Malabo on Bioko Island, Equatorial Guinea. The **Red Eagle** will ferry personnel and equipment, and supply drinking water and fuel, to offshore rigs and platforms. Built for stock at Damen's partner Song Thu Shipyard in Vietnam, shortly after the contract was signed the 50-metre FCS 5009 was moved to Damen Shipyards Singapore where she was customised to meet P&O Repasa's specific needs. Special features have been added such as FiFi1, a hydraulic crane and reefer plugs. Furthermore, a fast rescue craft has been mounted on a davit for rapid launch and recovery along with transfer pumps for the supply of fuel and drinking water. While the FCS 5009 class can take up to 80 personnel, the **Red Eagle** has been configured for 50. Following the works in Singapore, she sailed 7,000 nm non-stop across the Indian Ocean to Damen Shipyards Cape Town on

her own hull in 20 days, where she had a short bunker stop and underwent final preparations before sailing the final 2,400 nm to Bioko Island to begin work immediately. The design of the FCS 5009 is ideal for operations in the Gulf of Guinea where sea conditions can vary from long, slow swells to a short chop. The Damen Sea-Axe Bow copes admirably with both, allowing the FCS 5009 to operate at its cruising speed of around 23 knots for much of the time. The new P&O Repasa has ambitious plans for expansion. The original Repasa focused on towage operations, but in its new form is looking to expand into fast intervention for the offshore industry in areas including the west coast of Africa. To succeed, this strategy requires dependable partners and a modern fleet, and these factors played an important role in winning the contract with Marathon Oil, particularly at a time when there is substantial overcapacity in the market. Another contributory factor was the success of the twin Damen Stan Tugs 1606 delivered to the company just over one year ago. Also in operation with Marathon Oil off Equatorial Guinea, their efficient and effective performance with zero incidents demonstrated the quality of Damen's design and build capabilities. *(Press Release)*

DEEP HELDER EQUIPPED WITH WORK-CLASS ROV

In the seaport of Den Helder, the Netherlands, the diving support vessel **Deep Helder** (photo 1), owned by SeaMar Subsea, has been equipped with a Saab Seaeye Leopard ROV spread (photo 2) to increase the employability of the vessel. The powerful electric work-class ROV has a depth rating of 3,000 meters. The **Deep Helder** has been chartered by DeepOcean. *(Source and Photo's Paul Schaap)*

MMA PRESTIGE LAUNCHED

The video click HERE shows the launch of MMA Offshore's latest new build the '**MMA Prestige**'.

The vessel was officially launched November 16, 2015 at its Batam shipyard, Indonesia, which delivered over 30 vessels in the last 20 years. The **MMA Prestige**, just like its sister vessel the **MMA Pinnacle**, is an ROV support and light construction vessel with a 100 tonne subsea crane and a helideck capable of supporting S92 helicopters. According to the company, the 87.8 meters long vessel is now safely afloat and work will carry on over the coming months with final completion expected in the first quarter of 2016. The DP2 vessel will sail under Singapore flag and be fit to accommodate 100 persons. *(Source: Subsea World News)*

GRAND CANYON III ON SEA TRIALS

The offshore construction vessels (OCV) **Grand Canyon III** has been spotted during sea trials before it sails ready to its owner Volstad Maritime. The vessel arrived to Myklebust Verft in November 2014 for outfitting. This is a sister ship of **Grand Canyon**, which has been in operation since 2012 and **Grand Canyon II**, named and delivered in March this year in Ålesund, Norway. Volstad originally placed the orders with Bergen Group Fosen, but the projects were moved to Kleven in March 2014. The new building numbers assigned to these sister vessels are 376 and 377. Both vessels are designed by Ålesund based design company Skipsteknisk (ST-259 CD). The vessels are approximately 128 m long, and with accommodation for 104 persons. The **Grand Canyon III** is scheduled for delivery in February 2016. *(Source: Subsea World News)*

FUGRO POSITIONING FOR PGS SEISMIC FLEET

Fugro has been awarded a three-year contract by Norwegian seismic player PGS for the provision of precise satellite positioning systems for its entire seismic vessel fleet. According to the company, Fugro will supply PGS vessels with a number of completely independent Global Navigation Satellite Systems (GNSS). These systems include Fugro's recently launched Starfix.G4 – the first commercial

GNSS service to utilise all available GNSS systems (GPS, GLONASS, Galileo and BeiDou), giving sub-decimetre accuracy – and Starfix.G2+, a global service offering centimetre accuracy in both position and height. In addition, PGS will also benefit from a positioning technology for their seismic sources and tailbuoys which provides independent decimetre and centimetre positions and heights for remote operations. Cerys James, VP Technical at PGS said: "Reliable, precise positioning technology is essential for modern seismic operations. The solution supplied by Fugro will ensure our entire fleet has highly accurate vessel positioning, along with precise source and streamer positioning." *(Source: Subsea World News)*

HIGHLAND STAR SOLD

The 1991 built United Kingdom registered with call sign MNAA4 Gulf Offshore owned Offshore Supply Vessel **Highland Star** (Imo 8912352) has been sold and has been renamed **D-Star** in Sunderland but do not know of the company as yet? The vessel has a grt of 2,637 tonnes and a dwt of 3,075 tonnes. *(Photo: Paul Gowen)*

MCDERMOTT LANDS TRANSPORT AND INSTALLATION GIG OFFSHORE TRINIDAD

McDermott International, Inc. has been awarded a transport and installation contract by an upstream oil and gas operator for a project offshore Trinidad, West Indies. According to McDermott , the contract award includes the transport and installation of a 1,000-ton deck and 1,600-ton jacket. It also covers the onshore fabrication, reel-lay and pre-commissioning of 14,000 feet of 14-inch pipeline that includes the pull-in of a 12-inch riser at an existing offshore platform scheduled to be completed using McDermott vessels, Derrick Barge 50 (DB50) and the North Ocean 105 (NO105). Project completion is expected to be in the third quarter of 2016. The pipeline will be welded at McDermott's new Gulfport, Mississippi, spoolbase. "McDermott's customer-focused approach, in combination with project execution expertise, best-in-class assets and alignment with the client on project objectives set us apart," said Scott Munro, Vice President for Americas, Europe and Africa. "We're pleased to be able to provide an integrated approach involving our new spoolbase in Gulfport, the NO105 and the DB50 that addresses all project drivers to deliver the best overall solution." The company says that revenue from the award will be included in its fourth quarter 2015 backlog. *(Source: Offshore Energy Today)*

WINDFARM NEWS - RENEWABLES

PSA MARINE TO EXPAND INTO EUROPE OFFSHORE WIND MARKET

PSA Marine, a subsidiary of Singapore global terminal operator PSA International, has partnered with Njord Offshore for crew transfer vessel services for the European offshore wind market. The move into Europe's increasingly competitive offshore wind market represents a relatively new area for towage specialist PSA Marine, which operates mostly in the Asia-Pacific region and Indian subcontinent. Under the deal, PSA Marine's subsidiary Ventus Marine will make its fleet of DNV GL-classed 21 and 26 m crew transfer vessels (CTVs) available to

Njord for commercial management in European offshore wind farm sites. The 26 m CTVs, each with four Volvo engines and IPS pod drives, are designed for a high bollard pull, allowing good seakeeping in rough weather conditions. “We are excited about the growth opportunities in Europe’s offshore renewable energy market,” said Peter Chew, PSA Marine md. “This partnership reflects PSA Marine’s ambition to grow its marine portfolio and establish a presence in Europe’s offshore wind market.” *(Source: Seatrade Maritime)*

YARD NEWS

ROLLS-ROYCE WINS CHINA AHTS EQUIPMENT ORDER

Rolls-Royce has signed a contract with Sinopacific Shipbuilding Group (Sinopacific) in Shanghai for a package of power and propulsion equipment and deck machinery. The contract is to equip **nine SPA80A Anchor Handling Tug Supply** vessels to be designed and built by Sinopacific Shipbuilding Group and owned and operated by the Abu Dhabi National Oil Company (ADNOC) and its wholly-owned subsidiary, ESNAAD. The vessels will be built at Sinopacific's Zhejiang Shipyard and the first vessel is due for delivery in 2017. Each ship will have a bollard pull of 80 metric tonnes will be equipped with Bergen diesel engines, main and tunnel thrusters, electrical power system and a deck machinery package from Rolls-Royce. "The visit of Rolls-Royce senior executives to Sinopacific in 2013 reinforced the relationship between our two companies as did the provision of Rolls-Royce integrated equipment packages for Sinopacific's in-house designed SPA150 AHTS series. This was a first for Rolls-Royce in the Chinese market," said SinJiang Qiang, Chief Executive Officer of Sinopacific. "The Rolls-Royce Chinese team has provided us with great support by staying close, enhancing communications and giving us confidence for future cooperation. Sinopacific aims to work closely with our strategic partners, such as Rolls-Royce, presenting the best products and services for our ship owners while strengthening our leadership in the most demanding markets."

"This is a significant contract. It demonstrates our market leading capabilities in a wide range of offshore marine products, and our ability to combine them in a way that creates real value for our customers," said Richard Wang, Rolls-Royce, Senior Vice President Commercial – Marine. "We look forward to working with and continuing a profitable and long-lasting relationship with Sinopacific." *(Source: MarineLog)*

OSD DESIGNS TWO AUSTIN OFFSHORE RLWI/IMR NEWBUILDS

OSD-IMT, the UK division of Netherlands-based Offshore Ship Designers (OSD), is developing **two IMT 9120 Riserless Light Well Intervention (RLWI)/IMR vessels** for Austin Offshore, the shipping arm of Upstream Drilling, Singapore. The diesel-electric propulsion vessels are intended to carry out riserless light well intervention, light construction, subsea installation, inspection maintenance and repair of subsea installations. They can deploy three ROVs, and have a 250-tonne-capacity AHC crane as well as a travelling gantry well intervention tower system. The 9,500 dwt vessels have accommodation for 140 persons. Dimensions are 120 m LOA, and 30 m beam with an operational draft of 7.5 m. The vessels will be built by China Merchants Industry Holdings, Hong Kong, China, under a contract with Singapore-based Upstream – Austin Offshore signed at the Marintec Conference and Exhibition in Shanghai on Wednesday, December 2, 2015. *(Press Release)*

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

   - BogserTeam Öresund expanding fleet with Damen ASD Tug 2810
   - Built in Sharjah – Built for Sharjah
   - Pittsburgh Coalition Receives First-ever Federal Grant to Study Marine Air Quality

- Argentine ASD Tug Launches
- Robert Allan Ltd. to Design a New Generation of RAmparts 2400-W Tugs for SAAM S.A.

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