

17th Volume, No. 08 **1963 – “52 years tugboatman” - 2015** Dated 27 January 2016
 Buying, Sales, New building, Renaming and other Tugs Towing & Offshore Industry News

MIDWEEK-EDITION

TUGS & TOWING NEWS

AUSTRALIAN PORTS FREE FROM TUG STRIKES AS WORKERS REACH AGREEMENT



Australian tug boat workers accepted Friday a revised enterprise agreement from towage firm Svitzer, a union official said, after two rounds of work stoppages in the last week. "Now that the voting results are in, AIMPE will not be taking any further industrial action," Australian Institute of Marine and Power Engineers federal secretary Martin Byrne said. The union had conducted nationwide industrial action on

tug boats over Svitzer seeking to bring three unions individually covering deckhands, skippers, and engineers under one enterprise agreement. AIMPE wanted Svitzer to retain a separate contract for tug engineers. The majority of workers with the other unions covering tug masters and deckhands, however, voted Friday in support of the new agreement. The work stoppages took place at the ports of Adelaide, Brisbane, Fremantle, Geelong, Kwinana, Melbourne, Newcastle, and Sydney/Botany on January 14, 18 and 19. *(Source: Platts)*

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TECHNO-ST-LAURENT UNDER THE TORCH

As reported in Boatnerd January 24 the **Techno-St-Laurent** is now being cut up at Port Colborne,

ON. After languishing in the scrap yard since 2006, the tug's end is finally in sight. Built as **Riverton** in 1944 it was one of the eight strong Norton class of tugs for the Royal Canadian Navy. They were to be used for towing gunnery targets, general towing, salvage and ship berthing. They were armed with a Lewis gun and ice strengthened. After World War II ended, four were sold for civilian use and four



retained by the Navy. Soon after that the four were assigned to the Canadian Naval Auxiliary fleet and instead of the 26 navy crew, they were manned by a civilian crew that varied in number depending on duty. They were powerful tugs for the day with a 1,000 bhp Dominion Sulzer direct drive diesel engine. They were also fitted with a towing winch, 1.5 ton derrick and they were ice strengthened. **Riverton**'s construction was contracted to Canadian Bridge Co of Walkerville, ON, but construction was transferred to Chantier Maritime de St-Laurent, at St-Laurent, Ile d'Orléans, Quebec. **Riverton** was based in Halifax but traveled widely. In 1979 the navy sold **Riverton** to Techno Maritime of Quebec City and it was renamed **Techno-St-Laurent** at the Dartmouth Marine Slip before sailing to its new home port. It was given a major refit in 1982-83, and received a "new" Sulzer engine rated at 1100 bhp. The owners were also renamed Techno-Navigation in the same year. Eventually the tug migrated to McKeil ownership and headed up through the Seaway November 30, 1997 for Toronto and on to Buffalo, NY to pick up the barge *Dupuis No.10*. However the barge sank December 24, and the tug remained on the Lakes thereafter. Even though it was



retired and out of service in Hamilton, ON, it was renamed **Kirstin** in 2001. That name was never applied but was its official name. In the fall of 2006 it was finally towed to Port Colborne at tied up at the IMS scrap yard where it is now under the torch. There is one Norton tug still service in Canada. The former Norton works in Thunder Bay, ON as Peninsula, and is likely the

sole remaining tug of its class. (Source: *Mac Mackay-Tugfax*; Photo: *Mackay collection*) Note; The eight Norton class tug were named **Heatherton-W22** (yn 4) **Beaverton-W23** (yn 5); **Norton-W31** (yn 6); **Alberton-W48** (yn 7) and **Birchton-W35** (yn 8) built by Montreal Drydocks Ltd. The other three **Riverton-W47** (yn 762); **Maxwelton-W46** (yn 763) and **Clifton-W36** (yn 764) were built by Canadian Bridge Co.

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JIAOGONG 3 ASD TUGBOAT SUCCESSFULLY DELIVERED

On the morning of January 13, 2016, the “**Jiaogong 3**” a 4,200 hp ASD tugboat was delivered, by Zhenjiang Shipyard, to No.3 Engineering Company Ltd. Of CCCC First harbour Engineering Company successfully, starting its sail smoothly. *(Source and Photo: Zhenjiang Shipyard)*



CASPIAN RELIANCE TOWING DBA



The 2010 Azerbaijan registered with call sign 4JPB Anchor Handling Tug Supply vessel **Caspian Reliance** (Imo 9518127) was seen towing the Derrick Barge Azerbaijan (DBA) into Baku Deepwater Jacket Factory (BDWJF) after DBA completed success full here 1st Sub Sea campaign on behalf of BP Azerbaijan at the Shah Deniz 2 project . DBA will be upgraded for the second part of this campaign. The AHTS is owned Topaz Energy & Marine Ltd. Ber – Dubai; United Arabian

Emirates and managed by Bue Caspian Ltd. Baku; Azerbaijan. She has a grt of 1,701 tonnes a dwt of 2,000 tonnes and is classed American Bureau of Shipping. *(Source & Phoro: Gerard Majintz)*

"ZHAN GANG TUO 18" ASD TUGBOAT SUCCESSFULLY DELIVERED

On the afternoon of January 25th, 2016, the 4000HP ASD tugboat "Zhan Gang Tuo 18" was delivered to ZHANJIANG PORT (GROUP) CO.,LTD successfully, starting its sail smoothly. (Source: *Zhenijang Shipyard*)



TWO-DAY STRIKE AT GREEK PORTS STARTS TOMORROW



Inchcape Shipping Services has warned of a new 48-hour strike in Greece starting tomorrow which is expected to affect the routes of domestic and local ferries and commercial vessels calling at Piraeus, Aspropyrgos, Eleusis, Pachi and Megara ports for cargo discharging. The strike action has been announced by the Hellenic Crew Union and the Towage and Salvage Crew Union of Piraeus and is scheduled to start at 06:00 local time on 27 January and end at 06:00 on 29 January. "During the

stoppage period, vessels will not be able to berth, shift or sail from the affected ports," Inchcape reported. Tugboats in Thessaloniki are expected to work normally on these dates as these crew will not be attending this strike. The action has been called by the unions in response to the government's planned changes to labour and insurance rights, pensions and retirement ages. (Source: *Splash24/7*)

VROON SUPPORTS GLEN LYON FPSO TOW

Dutch shipping company Vroon has reportedly won a charter deal from oil giant BP for its anchor handler **VOS Chablis**, to support an FPSO towing operation. According to data provided by Clarksons, Vroon is supporting the tow of the recently delivered *Glen Lyon FPSO*. The data further shows that another vessel owned by Vroon – **VOS Prime** platform supply vessel – is also supporting the tow. The *Glen Lyon FPSO* in December 2015 set sail from South Korea where it was built, and is now en route towards the west of Shetland where it will serve as the hub for the 450 million barrel Quad 204 development in the North Sea. Vroon was not immediately available to provide more info

on the charter. According to data on Marine Traffic, the FPSO is currently sailing in the south Indian Ocean, some 900 miles south west of Jakarta, with Port Louis, Mauritius as designated next stop. The data further shows that the 270 meters long, 52 meters wide FPSO is being towed by three Terasea vessels, **Eagle**, **Osprey** and **Hawk**, with the two Vroon ships behind as support. Following the stop in Mauritius, the Glen Lyon's next destination – before setting sail to the UK – is Walvis Bay, Namibia. *(Source: Offshore Energy Today)*



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RT KURI BAY FOR OUTFITTING TO BATAM



Last week was seen the Australian registered with call sign VNUO new building Rotortug the **RT Kuri Bay** (Imo 9745873) enroute from ASL shipyard in Singapore to ASL Batam for outfitting. The **RT Kuri Bay** an ART 100-42 Rotor tug is one in a series of three with her sisters **RT Beagle Bay** and **RT Roebuck Bay**. These vessels will support the Prelude FLNG project off the northwest coast of

Australia and are being constructed for KT Maritime Services Australia Pty Ltd (a joint venture of KOTUG International B.V. and Teekay Shipping Australia Pty Ltd). The tugs will measure 41.95 m by 16.00 m and develop over 100 tonnes bollard pull both ahead and astern. The ART 100-42 Class ISV is a modern high performance tug custom designed to meet Shell's demanding requirements.

(Photo: Capt. Geert Dijkema. Master Miss Gaunt)

NEWEST ADDITION TO ACTA MARINE: COASTAL ACE



The year 2016 couldn't have started any better. Acta Marine is pleased to announce the newest addition to our fleet: **Coastal Ace**. This Multicat Eurocarrier 2611 vessel strengthens our fleet, and enables us to service customers upon their shallow water projects. The Multicat procured in Australia is an elegant 26,48 meters, supported by two large cranes; a 1x100T and a 1x50T winch, with the capacity to deliver up to 35 tonnes of bollard pull.

Coastal Ace has broadened and strengthened our fleet, enabling us to provide better assistance to our clients on their shallow water projects. *Coastal Ace already deployed* **Coastal Ace** will be shortly deployed on her first project for Acta Marine; a dredging and reclamation project in the waters of Taiwan. Thus beginning our fifth project in Asia. Our vessels provide marine services to a large variety of clients, in every corner of the globe. Acta Marine's experience reaches beyond the shallow waters of Europe. Our workboats also provide maintenance and general support in the Middle-East, Africa and Australia. **Coastal Ace** is an investment for all of us. This particular 2,5-year-old 2611 Eurocarrier Multicat was built by Neptune Shipyard in the Netherlands. *Suitable for a variety of projects* Acta Marine & Acta Marine Wind services jointly operate more than fifty different vessels, serving Offshore Wind, Dredging & Construction and Oil & Gas Industry. Up to an operational draft of only two meters. Our latest addition, **Coastal Ace**, secures a brighter future, for ourselves, our investors and most significantly, our clients. Stay tuned for every update regarding the **Coastal Ace**!

ACCIDENTS – SALVAGE NEWS

LIGHTERING UNDERWAY AFTER MISSISSIPPI BARGE ALLISION

Response crews are conducting lightering operations on the **MM-46** barge after it allided with the Natchez-Vidalia U.S. 84 Bridge, on the Mississippi River, near Natchez, on Thursday. The towing vessel **Amy Francis** was transporting six barges, four reportedly loaded with slurry oil and two reported to be empty, when the allusion occurred. The allision caused damage to at least one barge containing slurry oil and discharged an unknown amount into the Mississippi River. The U.S. Coast Guard, Mississippi Department of Environmental Quality, Louisiana Department of Environmental Quality and Magnolia Marine established a unified command in response to the allision. Response

crews began lightering operations at 8:35 a.m., Saturday, to remove the remaining clarified oil mixture from barge **MM-46** to two Magnolia Marine barges on scene. Crews estimate that approximately 76,000 gallons of clarified oil mixture is still unaccounted for, but they continue to take soundings of the damaged barge tank to determine the amount spilled. Captain Timothy Wendt, commander, Coast Guard Sector Lower Mississippi and Captain of the Port, re-opened the river near the Natchez-Vidalia Bridge to northbound vessels, while all southbound vessels are still restricted from transiting the river.



(Source: Marex)

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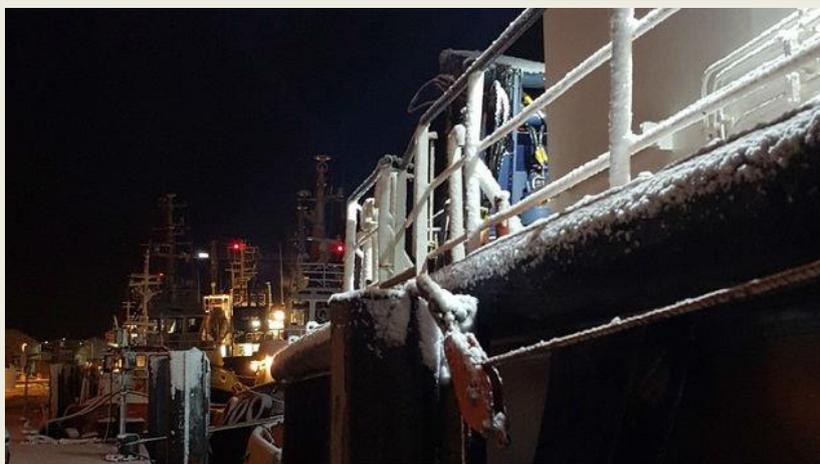
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SALVAGE CONTRACTS: TIME TO GET WRECKED



Nothing quite captures the sailor's imagination like ships crashing, whether it be into each other, against islands, against the shore, on offshore platforms, etc. Likewise, shipwrecks, anchors and chains falling off, engines failing and rudders breaking are the cause of many nightmares - which is why, for us at least, salvage has a really special place in our

hearts. We think this quote nails it: Salvage, it is true, is not a question of compensation pro opera et

labore ... it offers a premium by way of honorary reward, for a prompt and ready assistance to human sufferings for a bold and fearless intrepidity and for that affecting chivalry, which forgets itself in anxiety to save property, as well as life ... a mixed question of public policy and private right. - Judge Story J in *The Henry Ewbank* (1883) 11 Fed Cas (Case No. 6376) 1166 at p. 1170. Of course, when all else fails, sometimes all we can do is remove the wreck. And on what legal basis is wreck removal conducted - contractual or statutory? A vessel, or a piece of property, which is at the bottom of the ocean can be claimed as traditional (in Germany: statutory, as in § 577 HGB) salvage. And in general, valuables will be claimed in this manner since doing so offers an economic reward. But what about when the salvage is especially perilous, uneconomical, the items are of little value but very environmentally hazardous, or if the recovery is mandated by the authorities? In this case, the incentive to salvage on private initiative is not there. Judge Story J's remark about salvage being a mix of public policy and private right is very smart. In these scenarios, a separate, contractual basis for the salvage is needed. BIMCO offers three great standard wreck removal forms which address various aspects of contract salvage. (Note: Lloyd's Open Form will not be discussed in this article.) Whether via a daily hire, a fixed price or staged lump sum payments, the nature of salvage has changed and along with it, the legal frameworks within which the work can be conducted. BIMCO's contracts have in common that they contain descriptions of the "Vessel" to be salvaged. But the definition of "Vessel" is noteworthy. While in plain English the word "vessel" means a ship of some kind, in BIMCO's contractual, legally defined language, it means any kind of conceivable property, even bunkers! Thus these agreements can apply to a very wide range of situations and can be flexibly adjusted for any particular variety of desired salvage operation. The "nature of services" (e.g. Box 7 in WRECKHIRE) is definable in all of the mentioned BIMCO contracts. This is useful when the scope of the wreck removal is particularly complicated and does not simply involve the straightforward salvage of a wreck. The nature of the services can also be defined as deconstruction, transport, environmental cleanup, retrieving a discrete part of a wrecked vessel (e.g. an expensive propeller) or even taking apart an offshore installation and dismantling its foundation which is attached to the ocean floor. A section under "nature of services" also permits the parties to agree on compliance with official requirements, a facet which will be particularly salient whenever environmental considerations play a role at the worksite. Also important is WRECKSTAGE's Box 12, namely extra costs: with the complex nature of today's salvage, sometimes specialized equipment needs to be manufactured from scratch in order to make the performance possible. The costs can be divvied up between the two parties so that both feel they are getting a fair shake. The other charterparties have similar boxes, e.g. the corresponding box in WRECKHIRE for extra costs is Box 14. With all the diversity of today's market, BIMCO's contracts need to offer a lot of flexibility. The rising technical requirements have been touched upon, but are becoming especially intimidating with the ever-growing size of the world's biggest projects. WRECKSTAGE is the agreement which will typically be used for complex jobs. It allows for payment upon reaching certain milestones, as in Box 9. Given that salvage jobs can take a great deal of time, this is vital to ensure a flow of liquidity to the salvor. Otherwise the salvor would be asked to undertake expensive and time consuming performance whilst taking no more than the payment on signing. The world's biggest ships (e.g. see our report on the massive CSCL Globe, 19,000 TEU) dwarf most tugs. If there ever were a truly grievous marine casualty in this size class, there is a prospect that the vessel would become a total loss, given that intervention is difficult due to the sheer scope of the required assistance. While most tugs are able to help the last generation of vessel, the newest generation can cause truly eye-watering damages. Also, given that such ships are relatively uncommon, salvors may not see the merit in investing in the next generation of equipment necessary to deal with such casualties. Thus, they could end up as police matters. For the record, we surely hope that there will never be a sufficient number of casualties in this size segment of vessel that keeping such equipment on hand

makes business sense! *The opinions expressed herein are the author's and not necessarily those of The Maritime Executive.* This entry has been created for information and planning purposes. It is not intended to be, nor should it be substituted for, legal advice, which turns on specific facts. (Source: *Marex*)

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GENERAL CARGO SHIP VMF ALITA SANK OFF COLON, PANAMA

The general cargo ship **VMF Alita** sank off Colon, Panama. The ship was anchored off the port for some time and sold for scrap, but on Friday morning collided with another anchoring vessel, which caused hole above the waterline and water ingress. The ship increased list to port board to 40-45 degrees and partially is under the water with big danged of capsizing. During the accident on board of the ship there were just a few crew members, who succeeded to abandon **VMF Alita** without injuries. The Ship



continue to get water ingress and partially sank, but authorities dispatched two tug to assist with salvage if still possible. Fortunately there is no injured people and water pollution during the accident. The cargo vessel was anchored off Panama several weeks and waiting to be scrapped, with just a few seamen on board. The collision was caused by another cargo vessel, which was maneuvering to drop anchor off Colon, but the strong current and winds caused hitting the port side of general cargo ship VMF Alita and damaging her hull. The authorities started investigation for the root cause of the accident and will monitor for oil spill and water pollution. The general cargo ship **VMF Alita** (IMO: 8503814) has overall length of 106.60 m, moulded beam of 16.10 m and maximum draft of 5.00 m. The deadweight of the vessel is 4,250 DWt and the gross tonnage is 3,790 GRT. The ship was built in 1989 and operate under the flag of Venezuela. (Source: *Maritime News*)

MSC SHIP AGROUND IN ST. LAWRENCE SEAWAY

Canada's Transportation Safety Board has deployed a crew to Deschaillons-sur-Saint-Laurent,



Quebec, after the container ship **MSC Monica** ran aground on Friday. The incident occurred in the St. Lawrence Seaway about 190 kilometers northeast of Montreal, between Trois-Rivières and Québec City. The 245 meter (800 foot) vessel reportedly experienced rudder problems and drifted off course. The hull does not appear to be breached, and no injuries or pollution have occurred as a

result of the grounding. Traffic on the river has been unaffected. The ship is reportedly unable to be refloated on its own power. The 3,400 TEU vessel was built in 1993 by Samsung Shipbuilding & Heavy Industries. The **MSC Sabrina** grounded in 2008 not far from Trois-Rivières. It took a month for the **MSC Sabrina** to be refloated. *(Source: Marex)*

BOXSHIP REFLOATED AGAIN

On Jan 23 the tugs "**Ocean Bravo**" (IMO: 7025279), "**Ocean Tundra**" (IMO: 9645504), "**Ocean Ross Gaudrault**" (IMO: 9542221) and "**Phil D**" (MMSI: 316008562) assembled at the grounding site at 8.30 p.m. and were able to refloat the vessel with the high tide. The "**Ocean Tundra**" remained on standby while she headed towards the Grondines wharf, where she will be inspected in deep water. Damage, however, seemed to be minimal. If the ship passes the inspection, it might be able to



resume its journey to Quebec, where a thorough examination could take place if necessary. The container carrier **MSC Monica** (IMO: 9060649) is operating regularly on St Lawrence river under the flag of Panama. The ship has overall length of 242.00 m, moulded beam of 32.00 m and maximum draft of 7.90 m. The deadweight of the vessel is 43,618 DWT and the gross tonnage is 37,398 GRT. The vessel was built in 1993 by Samsung Shipbuilding & Heavy industries under yard number 1103. The vessel has maximum capacity for 3424 TEU with 150 reefer plugs. The main engine of the container carrier MSC Monica is Sulzer 7RTA84, which has total output power of 32,800 hp. *(Source: Vesseltracker; Photo: Maritime News)* Note: see grounding above

SIX BARGES BREAK LOOSE NEAR GREENVILLE, MISS.

Six barges broke loose Monday near Greenville, Miss. when the 122'9"x38'x12 towboat **Big J.O.**



struck the bank of the Mississippi River at mile marker 501.6. Four of the barges were empty, the Coast Guard said, and two were loaded with urea ammonium nitrate. The agency said one of the loaded barges was sinking, while four others had been secured. **Big J.O.** is owned by Yazoo River Towing, Vicksburg, Miss. The river was closed from mile marker 503 to mile marker 490 following the incident.

The Coast Guard is investigating. (Source: *Workboat.com*; Photo: *Billy Smith*)

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GENERAL CARGO VESSEL *Xin Yang* RUN AGROUND

General cargo vessel **Xin Yang** ran aground on a coast of Dangan island, some 15 nm south of Hong Kong, at midday Jan 23, while en route from Hong Kong to Taiwan. It is understood, that the vessel wasn't able to hold on against wind and sea, and was pushed ashore. 6 crew were rescued. There is no vessel under the name of **Xin Yang**, suiting available information – name **Xin Yang**, length 56 meters, crew and vessel Taiwanese, general looks on photos. (Source: *Fleetmon*)



OFFSHORE NEWS

THE SIXTH ALL-ELECTRIC DRIVEN PSV SUCCESSFULLY DELIVERY



On January 14, 2016, the internationally advanced all-electrics driven PSV “**Saavedra Tide**”, sail out smoothly from Jiangsu Zhenjiang Shipyard Group Co., Ltd. The departure of this vessel means all the vessels built for Tidewater have been delivered successfully. *(Source and photo: Zhenjiang Shipyard)*

NAUTA YARD LAUNCHES OFFSHORE VESSEL

Nauta Shiprepair Yard launched a partly outfitted service offshore vessel, **Esvagt Njord**, built for Norwegian client, Havyard Ship Technology. Taking place on January 22, the launching marks Nauta’s first in 2016. The contract for this unit was signed roughly a year ago, and today the ship launched from the slipway B1. **Esvagt Njord** was built at a rapid pace, simultaneously with other ship construction in Nauta Shipyard – said Ewa Jagielska Director of Marketing in Newbuilding



Department in Nauta Shiprepair Yard. **Esvagt Njord** is 84 meters long and over 17 meters wide. The unit will operate at Dudgeon wind farm, outside the coast of Norfolk in Great Britain. The ship’s main task will be providing accommodation, carry personnel and equipment for the performance and service maintenance on offshore windmills. **Esvagt Njord** has a foreship designed to have good properties in calm as well as rough seas. The stern with twin skegs will improve the performance of the hull and the propellers, and their operating economy. Applied solutions will provide a low-cost and environmentally friendly connection between the wind farm and onshore bases. Danish company ESVAGT - the vessel operator carry out emergency response tasks, safety training, oil spill response and personnel transport and service for offshore accommodation modules and wind farms. ESVAGT has a fleet of 43 modern ships and additionally five vessels under construction. **Esvagt Njord** is the second offshore vessel launched by Nauta Yard. On April 2014 Nauta launched the first

unit – a Platform Supply Vessel for SIEM Offshore. Now eight other vessels of different types are under construction in Nauta Yard, four of which are scheduled to be launched this year. Since opening the Newbuilding Department in Gdańsk in 2014, Nauta already has launched eight vessels. Nauta Shiprepair Yard specializes in building different types of vessels: special support ships, as well as fishing trawlers and research vessels. (*Source: MarineLink*)

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MAERSK CUTTER - FINDS WORK



Although Maersk Canada would prefer to have the mammoth tug/supplier **Maersk Cutter** fully employed, it's ready ability certainly came in handy this week. When the tanker **British Merlin** experienced a turbocharger malfunction, **Maersk Cutter** was called in take it in tow. The 63,661 grt, 114,761 dwt tanker was loaded with crude oil from Whiffen Head, NL for Philadelphia when it encountered the problem, and

is now due to arrive in Halifax Sunday morning January 24 on the end of **Maersk Cutter's** tow wire. It raises the question again of Canada's need for Emergency Towing Vessels (ETVs). Though comparatively rarely needed on Canada's east coast, there are occasions when a powerful tug is called for. Most similar vessels are employed servicing offshore petroleum work and are not standing by for ETV work. In this case the almost new **Maersk Cutter** 13,142 bhp has not found regular work since it arrived from the Asenav shipyard in Chile in September 2015, and could be called in when needed. Secunda Canada's **Ryan Leet** has been on standby in Sydney "on spec" for towing work. However its 8800 bhp would be barely sufficient for a vessel the size of **British Merlin**. Similarly sized container ships and bulkers are also active in the region, and with winter upon us, with its attendant ice in the Gulf of St.Lawrence, casualties are bound to arise. The container ship **MSC Monica**, although much smaller, ran aground in flowing ice in the upper St.Lawrence River this week and will need to be lightered off before it can be refloated. Local tugs will be more than capable of that operation, but it is a reminder that accidents will happen. (*Source: Mac Mackay-Tugfax*)

DESIGN NUMBER 100 DELIVERED



Vroon took delivery of the platform supply vessel ‘**VOS Partner**’ on 14 January 2016. The #100 OSV design from ULSTEIN is built at the COSCO Guangdong Shipyard. This is Vroon's third of six vessels of the PX121 design. These PSVs are featuring the patented X-BOW, which provides smoother movements in harsh conditions. **VOS Partner** complies with ABS class requirements for dynamic-positioning system Class II (DP2) and reduced noise and vibration to satisfy HAB(WB). In combination with the X-BOW® hull line design, these measures guarantee benefits to the charterer in operation and fuel efficiency, as well as higher comfort standards for the crew. With a length of 83.4 metres and a beam of 18 metres, the vessels provide 850 m² deck space and a load capacity of 4,200 tonnes (dwt). The remaining PX121s will be delivered later this year and all vessels will operate under the management of Vroon Offshore Services, the Netherlands. Upon contracting the vessels, the managing director in Vroon Offshore Services, Jan-Piet Baars, commented: «The PX121 design is part of the new generation of PSVs and it will offer, especially in harsher environments, a unique combination of world class client service delivery, high efficiency and impressive crew comfort.» *The number behind the ‘Headline hundred designs’*:- 25 different ship owners; - 16 different shipyards; - 38 built at Ulstein Verft, 62 at other yards. *Ulstein design history*: Although ULSTEIN’s latest designs were introduced in 1999, the company has a history of developing ship designs that stretches back to the beginning of the 70s (its UT-designs, later sold out of the group, made an early impression). The first of the new generation, the multifunctional anchor handling vessel (AHTS) ‘**Olympic Hercules**’, was delivered in 2002. However, 2005 was the year that the global shipping market really ‘woke up’ to the power of ULSTEIN designs. 2005 marked the launch of the X-BOW. This revolutionary design, first seen on the AHTS ‘**Bourbon Orca**’, reduces movements and eliminates wave slamming and bow impact, stabilising the work platform and improving comfort on board. The unique lines of the hull create tangible performance benefits, with positive effects on fuel-efficiency, speed, and motions, which extend the operational window, especially under poor weather conditions and in rough seas. Test results show that the shape of the hull reduces power consumption by 7-8 per cent compared to vessels with conventional hull lines. All of the 100 offshore designs have been developed by ULSTEIN’s design company in Ulsteinvik,

Ulstein Design & Solutions AS. The team's specialisms include design concepts for vessels in seismic, offshore construction, IMR and standby/rescue work, as well as PSVs and anchor-handling vessels. In addition, ULSTEIN's design company in the Netherlands, Ulstein Design & Solutions BV, has developed close to 20 vessels for heavy offshore operations. Among these is the Seven Borealis, which was nominated for the 'Ship of the Year' 2012 Award by Offshore Support Journal. *Norwegian Maritime Cluster* Ulstein Group is headquartered at the west coast of Norway. This country, with a population of only five million people, has the second largest offshore fleet in the world. The Norwegian maritime cluster is renowned for the way its companies are able to collaborate closely in the innovation processes, while the geographical distance between players is small. The naval architects, product developers and ship designers in ULSTEIN cooperate with e.g. shipowners, suppliers, classification societies and state authorities in order to develop and improve our designs. Together we are all focusing increasingly on comfort, health, safety and the environment. The result of this is new and improved solutions that deliver real benefits to the market. *(Press Release)*

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FARSTAD SHIPPING SELLS ANOTHER PSV AT A \$5.6M LOSS

Farstad Shipping's Australian subsidiary P/R International Offshore Services has sold its platform supply vessel (PSV) **Lady Grace** at a NOK49m (\$5.61m) loss on its book value. The specific sale price was not revealed. "The sale of the vessel is a part of the company's strategy for the further fleet development, and the market prospect for this kind of tonnage," Farstad said in a filing. P/R



International Offshore Services, which has been wholly owned by Farstad Supply since 2003, owns two vessels following the sale of **Lady Grace**. Last week, Farstad Supply sold its PSV **Far Scandia** to an unnamed buyer at a NOK8m loss (\$0.91m) on its book value. During 2015, Farstad sold its PSV **Far Superior** (built 1990) and its anchor handling tug supply (AHTS) vessels **Lady Guro** (built 2001) and **Far Sky** (built 1991). *(Source: Splash24/7)*

ARMADA TUAH 85 IN DRY DOCK



Last week was seen at the Curacao Droogdok Maatschappij – Willemstad; Curacao the 2010 built Malaysia registered with call sign 9MIO3 Anchor Handling Tug Supply vessel **Armada Tuah 85** (Imo 9537953) for her five yearly special survey and repairs. The AHTS is owned by Bumi Armada Nav Labuan Ontl. – Singapore and managed by Armada Ship Management S Pte. – Singapore. She has a grt of 2,183 tonnes a dwt of 4,013 tonnes and is classed

American Bureau of Shipping. *(Photo: John Smit)*

SONARDYNE DP TECH FOR BORDELON MARINE NEW VESSEL

Bordelon Marine has selected acoustically-aided inertial navigation technology from Sonardyne Inc., Houston, for its new ultra-light intervention vessel (ULIV), **Brandon Bordelon**. The dual Ranger 2 Pro DP-INS systems will be used to track ROVs during inspection, repair and maintenance (IRM) activities and provide an independent position reference for the



vessel's Marine Technologies Class 2 dynamic positioning (DP) system. The **Brandon Bordelon** was delivered at the end of 2015 and is currently under a 60-day contract with Tidewater Subsea. Designed to support IRM operations, the vessel features a deep water crane, infrastructure for two Work-class ROVs and reconfigurable back-deck area. Specialised vessels such as the **Brandon Bordelon**, conventionally rely on Ultra-Short BaseLine (USBL) acoustics and the Global Navigation Satellite System (GNSS) as their primary sources of DP reference data. However, a vessel's station-keeping capability can be compromised in the event that the USBL is affected by thruster aeration or noise and the GNSS signal is simultaneously interrupted. The latter is particularly common around equatorial regions and during periods of high solar radiation. Sonardyne's Ranger 2 Pro DP-INS system should address this operational vulnerability. The equipment supplied to Bordelon Marine included Sonardyne's ship-mounted inertial navigation sensor and two HPT 7000 acoustic transceivers. The HPTs have been installed on the Brandon Bordelon through-hull deployment poles and are optimised for tracking and dynamic positioning in ultra-deep water. Wes Bordelon,

president and CEO of Bordelon Marine, said: “Equipping the Brandon Bordelon with Sonardyne’s Ranger 2 DP-INS, reflects our commitment to providing hi-tech, hi-spec equipment on our fit-for-purpose Stingray vessels and ensuring our fleet is safe, efficient and cost-effective. “Ranger 2 DP-INS is a mature, field proven technology that addresses operators’ need for a robust, independent DP reference that provides an update rate and accuracy on par with GNSS,” said Ralph Gall, Technical Sales Manager at Sonardyne in Houston. He added, “The **Brandon Bordelon** joins a significant fleet of vessels which depend upon our acoustically-aided inertial technology for safer and more efficient dynamic positioning operations.” *(Source: Subsea World News)*

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FARSTAD SHIPPING SCORES PETROBRAS DOUBLE



vessel **BOS Turquesa** has commenced a one year charter with an option for a further year. Karl-Johan Bakken, CEO of Farstad Shipping, commented: “This is positive for the company, and a confirmation that we are succeeding in a demanding market”. *(Source: Splash24/7)*

CHINESE RAIL EQUIPMENT COMPANY TAKES 14% STAKE OF VALLIANZ

Vallianz Holdings has entered into an agreement with two Hong Kong-based subsidiaries of China’s CRRC Corporation which will see the Chinese company invest S\$23.65m (\$16.6m) for a 13.9% stake in Vallianz. The two subsidiaries of China’s state-owned CRRC, which supplies rail equipment, will subscribe for an aggregate of 550 million new ordinary shares in Vallianz at S\$0.043 per share. The new ordinary shares issued to CRRC will be subject to a moratorium period of one year. Mr Ling Yong Wah, CEO of Vallianz, commented, “We are honoured that a major China state-owned corporation like CRRC is demonstrating its confidence in the Group’s business and our future

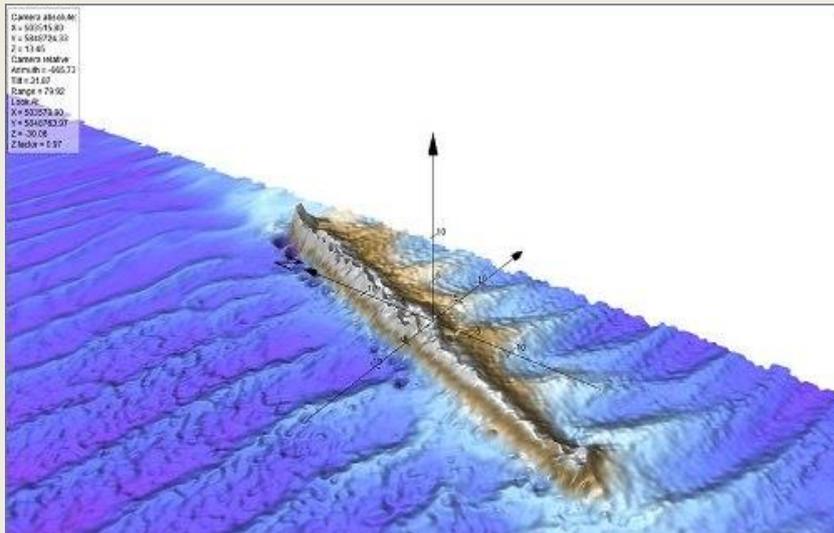
prospects by taking a substantial equity stake in Vallianz.” CRRC together with major shareholders Swiber and Rawabi will have a combined shareholding of 53.6% in Vallianz after the transaction.

(Source: Splash14/7)



WINDFARM NEWS - RENEWABLES

OFFSHORE WIND DEVELOPERS LOCATE LOST WWI SUBMARINE



Windfarm developers ScottishPower Renewables (SPR) and Vattenfall, working with survey contractor Fugro, have announced the confirmation of a hitherto-unknown wreckage site – the resting place of German U-boat *U-31*, lost at sea in WWI. SPR and Vattenfall used Fugro's sonar exploration services to scan over 2,000 square miles of the North Sea's seabed, allowing

the companies to design the layout of their projects. Over 60 wrecks were discovered during the scanning work, but most of these were already known. But an uncharted submarine 50 nm from shore was a surprise. “Fugro's team made us aware of the Dutch Navy’s hunt for its last remaining missing WWII submarine, *HNLMS O13*. We were all keen to make contact with the Dutch Navy to see if this could be [it] . . . could we at last have solved the mystery?” said Andy Paine, Vattenfall project director for the East Anglia Offshore Wind Farm. Footage taken by the Dutch Navy divers highlighted clear images of the conning tower and deck lay-out, which suggested the wreck was of German origin. German historical plans suggested that this was a WWI German submarine Type *U-31*, and reference books showed that only U-boats *U-31* and *U-34* had been lost in this area of the North Sea. The Dutch Navy made several attempts to get positive confirmation of the wreck's identity, but visibility and conditions on the bottom were poor. Finally, divers of the Lamslash North Sea Diving team were able to obtain firm proof of the identity of the wreck. “It is thought that *U-31* had struck a mine off England’s east coast and sank with the loss of its entire complement of 4 officers, 31 men in January 1915 . . . Relatives and descendants of those lost in the *U-31* may now take some comfort in knowing the final resting place of the crew and the discovery serves as a poignant reminder of all those lost in the war,” said Mark Dunkley, marine archaeologist at Historic

England. Vattenfall and ScottishPower are independently developing wind farms in the East Anglia Offshore Wind zone. The sub lies in Vattenfall's sector, and the firm will ensure it remains undisturbed. ScottishPower is developing the southern half of the zone, which should be operational by 2020, with enough generating capacity to power half a million homes. Fugro made news in May 2015 for the finding of the wreck of a nineteenth century merchant vessel during the search for the lost aircraft MH370. In 2009, the firm also confirmed the wreck of the lost French WWI battleship *Danton*, lost in 1917 to a U-boat attack, off the coast of Sardinia. (Source: *Marex*) Note: *Danton* Torpedoed about 30 miles SW of San Pietro Island by the U-64 according Uboatnet

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MAINSTREAM TO BUILD \$2.8 BILLION SCOTTISH OFFSHORE WIND FARM

Mainstream Renewable Power Ltd. said it's in talks with a consortium led by power company InterGen NV to reach a financial close on its planned 2 billion-pound (\$2.8 billion) Neart na Gaoithe wind farm off the coast of Scotland. The 450-megawatt project will deliver the cheapest offshore wind power in the country, having secured a so-called contract-for-difference with the government guaranteeing 114.38 pounds per megawatt-hour, Dublin-based



Mainstream said Tuesday in an e-mailed statement. "All the building blocks are now in place to deliver this power plant into operation by 2020," Chief Operating Officer Andy Kinsella said in the statement. "All consents have been received; the CfD was awarded; the technology and construction contractors are in place and, very significantly, the required debt funding for the project has been sourced from commercial banks." The InterGen consortium also includes Siemens AG's project unit, the Marguerite Fund and Infrared Capital, Mainstream said. The project will create more than 500 jobs during construction and over 100 permanent jobs during its 25-year operational phase, the company said. A quarter of the project costs will be met by equity, with 1.5 billion pounds of debt secured, according to Mainstream. It declined to say who is providing the debt. (Source: *gCaptain*)

YARD NEWS

FIREFIGHTER DELIVERY FOR DUNKIRK



“Simplicity. It looks easy when you see the end result: it’s not so easy to achieve,” Pierre Delion told MJ. Designed by Delion Naval Architects and built at the Socarenam yard in Boulogne, this pair of 11.4m long, 3.93m beam boats has been designed to get ten hefty firemen – and their breathing apparatus – to Dunkirk’s new LNG terminal in under 15 minutes. Unlike many boats, their worth won’t be tested every day, but when and if they are needed, lives could rest on these vessels’ performance. However,

costs are still “very much central” and so the builds also needed to slip under the 12m classification rules and France’s 350hp regulations: crossing either boundary would necessitate extra permits, paperwork and complexity. The 0.84m draft aluminium hull has a fine entry, deep-V hull to the fore which then broadens out with two wide chines about a third of the way down its body, allowing it to take hard turns and rougher weather while keeping up stability – after all, the firemen on the back might be brave, but they are not necessarily sailors. The last third of the hull “is leaner in the water” said Mr Delion, helping the boat to plane at around 20 knots. The propulsion comes from an integrated Volvo Penta offering: not only does it make for a much smoother installation as Thomas Buffier of Socarenam pointed out, but the local support provided by Dunkirk-based supplier Debussche tipped the decision for owners Engie (previously EDF); keeping the boats in top-notch condition, despite lack of regular duty cycle, is a concern. Further, Debussche is an old associate of Mr Buffier and the company has had a hand in helping tailor the power requirement: “These are commercial specialists, and to tell the truth, I get the best results by involving them in negotiations as early as I can, as close to the tender stage as possible,” he said. A pair of 170hp Volvo Penta D3 engines were chosen: the D3 being a particularly compact, common rail engine which is linked to a robust, Z-format Duoprop drive with counter rotating twin propellers which get a good ‘grip’ on the water and help push the boat into planing mode. VP’s system also reaches into the wheelhouse, offering fairly easy-to-read displays and optional functions such as Single Lever Control. Mr Buffier added that for the yard, another advantage of this particular set up is it doesn’t require extra penetration holes in the hull, the cables, seawater cooling and other pipework is channelled through the drive entry. While the engines have Optima 12V starter batteries, onboard services are more demanding: for example Mr Buffier explained that there is a Worms p52D fire pump and other equipment such as the Italwinch windlass and anchor. Further, although there’s only standing room at the helm the boat comes with quite a lot of electronic kit in order to round out its capability so it has Furuno chartplotters, windspeed and direction monitoring, ECDIS, depthsounders and so on. Therefore a 24V power take-off from the port side engine is fed through to two sets of 24V AGM Energiemobil batteries in order to supply these diverse needs. The boat’s balance and ‘unsinkable’ notation took some thought: “We have to show that if anyone is breached, the deck will still stay 76mm from the waterline”, said Mr Delion. There are five watertight bulkheads subdivided into

compartments: breach any along the length of the vessel “and you wouldn’t really notice a difference in position” he said. However, the one that crosses the bow proved to be a little more complex, needing careful mitigation to provide the necessary buoyancy. Secondly, a light aluminium boat can easily be affected by variations in load (keep in mind those ten hefty firemen) but the forward placing of the compact wheelhouse, necessary to make the most of the seating area aft, has been balanced by placing the engines as far back as possible on a Z-configuration so the trim stays fairly consistent, even if there’s a general movement of people to or from the extra-wide exits at the rear. Despite being a coastal, 15 minute run less than 5nm from shore, the area suffers from some nasty, very changeable weather. Therefore the aluminium superstructure on the back deck can be sheathed with soft, rainproof windbreaks to afford the firemen some protection from the elements. There are two runs of bench seats: between them is an easy to access box that keeps the portable Forani & Pecorari electropump and oxygen breathing gear bottles stowed securely. Interestingly, the Furuno navigation gear got put through its paces early: the three hour delivery from Boulogne started out clear, but halfway through the air turned into an impenetrable pea soup. “We kept up a steady pace relying on the navigation gear, but visibility was terrible,” said Mr Delion. “I was outside and hadn’t realised we’d arrived – until the local ferry loomed out of the fog less than 15m away.” He admitted at that point he was very glad of the responsive stern drive. Finally, a trial run vindicated the choices, managing a fully loaded test deployment from the station to the destination terminal in under the required 15 minutes with a margin to spare – and despite the result never really being in any doubt, Mr Delion and Mr Buffier were finally able to breathe a sigh of relief. On a strategic note, Mr Delion explains one reason for the boat’s underlying versatility is that “while people buy a vessel to satisfy their immediate needs, very often they can’t tell how operations will develop even in three or five years” and, he said, redeployment or even resale value becomes an important factor. This approach is proving worthwhile: while this pair of boats was the first commercial order from the Delion-Socarenam Boulogne team, the ‘base’ design is already beginning to be popular for those who need a simple, short range but flexible craft. For example, the build has been followed by an order from the Boulogne fire service who are also in charge of coastal alarms: in their case the boat’s stability lends itself to being equipped with diving gear and a water cannon. A version is also being developed somewhat for SNSM, the French marine rescue service: this organisation needs to keep operational costs down and didn’t want to deploy much heavier allweather craft when the conditions didn’t require it – so the next order could potentially see a long run of these boats produced for tackling rescues around France’s coastline. *(Source: Maritime Journal; Photo: Mercator Media)*

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NEW BUILDING TINNEMANS SHIPYARD

Last week was seen on the Tinnemans Shipyard at Maasbracht; Netherlands a new building pusher

tug. The tug at this moment under construction has no name. If there is one of the readers have information regarding the name it will be very appreciated and can be forwarded to the compiler of this newsletter. The yard is founded by Jan and Corrie Tinnemans as a shipwrights in 1960, the company developed into the shipbuilding company of Tinnemans BV. With 6 sites in Maasbracht, modern plant and machinery at its disposal, and approx. 25 employees and are now able to meet all requirements for steel and aluminium work, such as the building and repair of barges up to 135 x 11.45 metres in size. They have more than 25 years' experience in the manufacture of aluminium hatches and aluminium pilot houses. They also provide cutting and bending work throughout the Benelux, France and Germany. They are well-equipped, with 2 CNC plasma-cutters each with a dimension of 26 (L) x 4 (W) metres. Also they have a 12-metre angle-bending machine with a press capacity of 1,200 tonnes which enables to bend panels up to 15mm thick. He yard keep large stocks of panels and sections in all shapes and sizes. This enables the yard to deliver a quality product promptly and efficiently in conformity with your requirements.



(Photo: Ruud Zegwaard)

LAMPRELL TO EXPAND ITS OPERATIONS FROM HAMRIYAH FREE ZONE



Sheikh Khaled Bin Abdullah Bin Sultan Al Qasimi and Lamprell Chief Executive Officer James Moffat sign agreement. Aiming for further expansion in the region, Lamprell Energy Ltd has leased more land in Hamriyah Free Zone. Hamriyah Free Zone Authority (HFZA) Chairman HE: Sheikh Khaled Bin Abdullah Bin Sultan Al Qasimi and Lamprell Chief Executive Officer James Moffat, signed an agreement in this regard on Monday

(25/01/2016) "Lamprell has acquired an additional land area of 114280 m² in phase 2 of the Hamriyah Free Zone as part of its development plans", HE: Shaikh Khaled, who is also the chairman for the Department of Seaports and Customs and Sharjah Airport International Free Zone (SAIF Zone), said, after inking the pact. "We remain committed to giving our valued customers the best possible infrastructure to help support their growth aspirations", added HE: Sheikh Khalid. The ceremony which was held at HFZ Authority's headquarters was also attended by HFZA and SAIF Zone director Saud Salim Al Mazrouei, Ahmed bin Hadda Al Suwaidi, Director of HFZA Administrative Affairs, T.V. Ramesh, CFO, HFZA, Lamprell COO Niall O'Connell and Lamprell

Group Operations Manager Justin Taylor alongside HFZ Authority and Lamprell representatives. Lamprell, a leading provider of fabrication, engineering and contracting services to the energy industry, has been active in Hamriyah Free Zone since 2007. “The additional land has been leased primarily in order to construct new fully automated fabrication areas including pipe fabrication shops and blasting and painting sheds. This initiative, which forms part of Lamprell’s “Project Evolution” initiative, aims to increase efficiency and productivity. This increased focus on automation and yard optimisation is aimed at reducing pipe fabrication man-hours, improving safety, eliminating unnecessary material wastage and improving the quality of the Group’s products and services”, a Lamprell spokesperson said in a statement. “With this additional land, Lamprell now leases over 500,000 m² of land including 1,430 metres of quayside in Hamriyah Free Zone “,Lamprell added in its statement. Saud Salim Al Mazrouei, Director of HFZA and SAIF Zone said:

“We are delighted to celebrate the growth of Lamprell as this move will enable them to grow further locally and internationally. We see this development as another example of our strategic goal of empowering businesses paying off”. “Our aim is to create a strong business environment by meeting the needs and demands of its investors”, Al Mazrouei added.



Hamriyah Free Zone Authority is the leading hub for petrochemicals, oil & gas bunkering and storage in the UAE and a key force that attracts a large fraction of the foreign direct investment to Sharjah. Lamprell, based in the United Arab Emirates and with over 40 years of experience, has an international reputation for building complex offshore and onshore process modules as well as fixed platforms and topsides, and holds leading market positions in the fabrication of shallow-water drilling jackup rigs, multi-purpose liftboats, land rigs, and rig refurbishment projects. *(Press Release)*

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SAUDI ARAMCO, BAHRI, HHI AND LAMPRELL TO DEVELOP SHIPYARD COMPLEX

Hyundai Heavy Industries (HHI) and Lamprell Energy have joined the joint venture developing a proposed shipbuilding and maintenance complex in Saudi Arabia. On Monday, existing partners



National Shipping Company of Saudi Arabia (Bahri) and state oil company Saudi Aramco amended their expired memorandum of understanding (MoU) for the complex to include the participation of South Korea's HHI and UAE-based Lamprell Energy, which is part of London-listed Lamprell plc. The parties say they will work together to conduct due diligence and assess work streams in order to make a final

investment decision and to decide how the project will proceed. "Through the development of the maritime complex, Saudi Aramco and the participating parties look forward to leveraging their know-how, current and future business needs, to actively pursue such an investment and promote economic development and job creation in the Kingdom of Saudi Arabia, and ensuring availability of world-class services to support the growing national and international portfolio," Saudi Aramco commented in a release today. Saudi Aramco's chairman Khalid al-Falih told a conference on Monday the complex was expected to be located on Saudi Arabia's east coast and could create 500,000 jobs, according to reports from Reuters. Lamprell specialises in building shallow-water drilling jackup rigs, liftboats, land rigs, and also undertakes rig refurbishment projects. Its yards in the UAE also build offshore and onshore process modules and fixed platforms, according to the company's website. *(Source: Splash24/7)*

GOOD YEAR FOR DAMEN SHIPYARDS SHARJAH



2 conversions, 8 vessels and 165 drydockings in 2015. Damen Shipyards Sharjah (DSS) was officially opened in January 2014. Now, two years later, the yard celebrates its anniversary with a total of 13 vessels being dry-docked simultaneously. The vessels include pilot boats, landing craft, OSVs, as well as a cable-laying vessel. DSS has had success since its opening in both the newbuild and conversion markets, as well as the repair sector. In 2015 DSS we delivered eight newbuilds, carried out two complex conversions and dry-docked 165 vessels from all the major operators in the region. Damen Shipyards Sharjah is located in the Sharjah Hamriyah Free Zone (UAE). With a 284,000 m² site,

1,200m of quay wall (with a draught between 5m and 9m) and equipped with a 5,200 tonne ship lift (120m x 26.5m platform), 8 dry berths, a fully enclosed blasting and painting facility, 4,500 m² of new-build construction sheds and 7,500 m² of workshops for the various trades active on the site, DSS is ideally positioned for easy access to all seven Emirates as well as providing connections to neighbouring Gulf States closer to the Straits of Hormuz. DSS is a joint venture between Damen Shipyards Group and Albwardy Marine Engineering, bringing Damen expertise and capabilities to customers in the Middle East and beyond. The yard has the facilities to repair and construct all type of vessels, and has recently delivered tugs, workboats, support vessels, dredgers, landing craft, floating docks, barges and pontoons. *(Press Release)*

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100TH WÄRTSILÄ 34DF ENGINE FOR MARINE APPLICATIONS EMPHASISES LEADERSHIP IN FUEL FLEXIBILITY

The 100th Wärtsilä 34DF dual-fuel marine engine will be delivered from the factory in early 2016. This delivery will represent part of an order for three new large escort tugs being built for Norwegian operator Østensjø Rederi. The ships will operate at Statoil's Melkøya terminal near Hammerfest in Norway. "This milestone delivery further emphasises the popularity of this engine and highlights Wärtsilä's leadership position in dual-fuel technology. These 100 engines do not include those delivered for land based energy generation applications. Within its



power range, the Wärtsilä 34DF has become the workhorse of the marine industry, thanks to its superior reliability and lower operating costs. It is a highly efficient engine that is also making a notable contribution to environmental compliance," says Lars Anderson, Vice President, Wärtsilä Marine Solutions. The Wärtsilä 34DF dual-fuel engine was upgraded in 2013 with a higher MCR (maximum continuous rating) and better efficiency than its earlier version, the first of which was delivered in 2010. The dual-fuel capability means that it can be operated on either liquefied natural gas (LNG) or conventional diesel fuels. This fuel flexibility is a major contributor to the marine industry's move into the gas age. *The Wärtsilä 34DF engine* The development of the Wärtsilä 34DF was based on the successful Wärtsilä 32 engine platform. In 2013 it was upgraded to provide 11

percent more power and increased efficiency without changing the physical dimensions. The upgraded version has a power output range from 3000 to 10,000 kW at 500 kW per cylinder. (*Press Release*)

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

- [First of new class for Italian terminal](#)
- [Alexandria Port Authority Orders Four New Voith Water Tractors](#)
- [Rimorchiatori Riuniti orders Damen ASD Tugs 2913](#)
- [Robert Allan Ltd. to design a new dual-fuel tug for Ningbo Port](#)
- [BogserTeam Öresund expanding fleet with Damen ASD Tug 2810](#)

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