

## TUGS & TOWING NEWS

### *TWO NEW BUILDING PUSH BOATS SOLD AND DELIVERED*



Arena Offshore Sipyard – Istanbul is pleased to announce the selling & delivery of their 2 units of 16m New Building PUSH BOATS to their Panamanian based Buyers. The pusher tugs, named **El Gran Caroni** and **El Gran Orinoco**, has a length of 16 mtrs a beam of 6 mtrs and a draft of 1.45 mtrs. The two

Caterpillar C12 main engines develops a total output of 908 bhp at 2,100 rpm. The free sailing speed of the pushers are 11 knors and the bollard pul 11 tons. They have Pushing knives and towing hook. The pusher tug are waiting for the heavy lift vessel arrival on 15<sup>th</sup> February 2016 for transportation to Venezuela where the tugs will operate. Both tugs are classed Bureau Veritas -- +Hull & +Machinery ,Tug Coastal Area. *(Press Release - Arena Offshore Ltd.)*

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### *DELIVERED TWO NEW SAAM TUGS POWERED BY GE MARINE*

SAAM has taken delivery of its first two tugs to be powered by GE Marine. These new 80-ton RAstar 3200 terminal support tugs include two 8L250 GE Marine diesel engines. Designed by Robert Allan Ltd. and built at Guangdong Bonny Fair Heavy Industry Limited in China, the tugs will operate out of Uruguay. “**Arriero**,” reached its new home port of Montevideo on November 16 and

the second tug, “**Maneador**,” is currently en route. Two additional vessels ordered by SAAM and also to be powered by GE Marine, the “**Yunco**” and “**Huairavo**” will sail out of Chile. This particular tug design, having an overall length of 32 m with a moulded beam of 12.8 m, is very versatile and can be used in a range of duties, from port operations and escort duties to support work for the offshore



oil industry. As part of this tug application, the 8L250 GE Marine diesel engines are able to effectively support this range of duties by developing 2,440 kW at 1,050 rpm driving Rolls-Royce US 255 FP azimuth thrusters giving a bollard pull over 85 tons. “We are very proud of the combination of main equipment selected for this project of four LNG Terminal tugboats and GE engines were chosen after a deep assessment involving important factors including total cost of ownership throughout the lifetime,” explains Pablo Cáceres, SAAM Fleet Technical Manager. “We have high expectations on the reliability that our engines should provide our business in the different ports where we operate throughout the American Continent”. SAAM is the largest tug operator in the American Continent and the fourth largest in the world with more than 170 tugs in operation in 11 countries. In July 2014, SAAM entered into agreement with the Boskalis Group to merge their fleets, creating joint ventures in Brazil, Canada, Mexico and Panama. *(Source: MarineLink)*

## BRENTON IN DURBAN



The former 1977 built Port Elizabeth harbour tug **Brenton** (Imo 7603198) was brought to Durban last year for a reported new venture which has since failed to take off and her future appears uncertain. Since then the tug has remained in the Bayhead area where this picture was taken. Brenton, which was originally named **PJC du Plessis**, was built by Niigata Engineering in Japan under number 1523 and delivered to the South African Government (Railways & Harbours

Administration) at Port Elizabeth. In 2002 managed by Portnet Dredging Services – Durban and renamed Brenton. The current owners of Brenton are Guerrini Construction. She has a length of 35.03 mtrs a beam of 9.50 mtrs and a depth of 4.91 mtrs. The two Niigata 8L25BX main engines develops a total output of 1,912 kW with a bollard pull of 31 ton. Her grt is 344 tonnes and dwt 293 tonnes. *(Photo: Ken Malcolm).*

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## NEXT GENERATION MARINE POWER & PROPULSION CONFERENCE – SOUTHAMPTON UK

Next Generation Marine Power & Propulsion Conference is being held at the Grand Harbour Hotel, Southampton UK from 26 to 28 April 2016. This unique event brings together an international group of experts armed with the latest knowledge to highlight the potential use of innovative power and propulsion systems. The objective is to identify a range of solutions for

workboats, pilot boats, wind farm support vessels, survey vessels, scientific research craft, fishing vessels, superyachts, patrol craft, military and unmanned craft. Attendees at the two day Conference and one day Workshop will include commercial and military end-user organisations, operators, boat builders, engine manufacturers, mechanical & electrical engineers, systems Integrators, naval architects and legislators. The programme includes 20 expert speakers covering three phases; ‘Here and Now Technology’ considers how the marine industry can utilise the latest engineering.

‘Next Generation Systems’ are within a few years of commercial release. ‘Innovation and Future Possibilities’ are pushing the boundaries far and wide. Boat builders, engine OEMs and specialist component manufacturers now recognise that they need to work together to develop next generation systems that fit the changing requirements of modern fleets. The unique knowledge gained from presentations and networking sessions will help to shape long term decisions that lead to improvements for in-service systems and procurement of next generation vessels. The second conference day ends with a guided tour of the Southampton Marine and Maritime Institute (SMMI) facility located alongside Lloyd’s Register at the new £140m Boldrewood Innovation Campus at Southampton University. SMMI is a unique centre of excellence, bringing together a research, innovation and education community. The workshop day considers ‘new marine energy’. Presenters highlight how fuel can be saved, maintenance costs reduced and engine life extended. The Hour Of Power concept enables vessels to run in and out of port for an hour on electric with battery power. Fast moving sessions focus on informal discussion and industry experience from subject matter experts including Lloyds Register and DNV GL. A relevant topic is high energy battery installations and Lithium-ion onboard, including the latest MCA Marine Guidance Note. Conference organiser, John Haynes, said, ‘It is great to have US Lithium-ion battery manufacturer XALT Energy and BAE Systems HybriDrive onboard, as their extensive expertise from automotive and land based



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applications highlights the capabilities of next generation electric, battery and hybrid technology. It also makes sense to bring in aviation and other transport sectors to drive innovation and support relevant marine safety standards. This is not just green energy for the sake of it. Hybrid is now a viable option and we are focussing on simple and viable business cases for next generation vessels of all sizes.' Next Generation Marine Power & Propulsion Conference  
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## VANE BROTHERS ANNOUNCES ARRIVAL OF ELIZABETH ANNE AS FIRST OF EIGHT NEW 4,200-HORSEPOWER TUGBOATS

The Vane Brothers Company, a premier marine transportation provider headquartered in Baltimore, Maryland, has taken delivery of the **Elizabeth Anne**, the first in a new series of 4,200-horsepower tugboats. Vane Brothers has ordered a total of eight **Elizabeth Anne** Class towing vessels through St. Johns Ship Building in Palatka, Florida, with the second in the series, the **Hudson**, scheduled for delivery this spring. According to Vane Brothers President C. Duff Hughes, “The 4,200-horsepower



**Elizabeth Anne** Class tugboat is the ultimate workhorse, bringing exceptional power and performance to Vane’s growing fleet. We are thrilled with the results coming out of St. Johns Ship Building, and we know that our crews appreciate the comfort, safety and efficiency that are built into each new towing vessel.” Designed by Frank Basile, P.E. of Entech Designs, LLC, the **Elizabeth Anne** Class tugboat is a close cousin to Vane’s Basile designed Patapsco Class tugboats, 15 of which were produced between 2004 and 2009. Measuring 100 feet long and 34 feet wide, with a hull depth of 15 feet, the model-bow **Elizabeth Anne** utilizes two Caterpillar 3516 Tier 3 engines, each generating 2,100 horsepower at 1,600 rpm. Two John Deere PowerTech 4045, 99 kW generators deliver service power to the boat, while a third John Deere 4045 teamed with an Allison transmission drives the chain-driven INTERCON DD200 towing winch. The **Elizabeth Anne** is the 27th vessel completed for Vane Brothers under the supervision of Senior Port Captain Jim Demske, whose reputation for delivering superior tugboats that emphasize functionality, crew comfort and safety is widely recognized in the maritime industry. The **Elizabeth Anne** features the latest in solid-

state, Simrad electronics and handsomely appointed, mahogany upper and lower pilothouses, as well as spacious accommodations for up to seven crewmembers. Primarily tasked with towing petroleum barges engaged in the **North Atlantic** coastwise trade, the **Elizabeth Anne** was outfitted at Vane Brothers' Jacksonville, Florida, location before heading for Conrad Industries' Orange, Texas, shipyard, where Vane's newest 35,000-barrel tank barge, the Double Skin 315, awaited towing to New York City. The **Elizabeth Anne** is named for Elizabeth Hughes, who is Vane Brothers' Vice President, the mother of President C. Duff Hughes and the wife of former Vane Chairman Charles F. Hughes Jr. This is the second Vane vessel to be named **Elizabeth Anne**; the other, recognized as Vane's first tugboat when acquired in 1990, was removed from service in 2014 and donated to the U.S. Merchant Marine Academy in Kings Point, New York, for use as a training platform. (*Press Release*)

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## TUGS OF PORT FLEET PERFORMED 14 PORT-TO-PORT TOWING OPERATIONS IN 2015





Tugboats of St. Petersburg based company PORT FLEET during the 2015 navigation season has carried out 14 operations towing various vessels in the Baltic and Barents Seas, the harbor fleet operator said in a press release. Three vessels of the company's fleet of 9 tugs were engaged in the towing operations. tug "**Mercury**" carried out 7 operations from the Port of St. Petersburg to the Port of Kaliningrad, assisting the

delivery of new boats for the Russian Navy. Another towing was performed by the tug from the Port of Tallinn, Estonia to the Port of Vyborg, Leningrad region. The tug "**Uran**" has provided towing services between the ports of St. Petersburg and Murmansk and from Rotterdam, Netherland to St. Petersburg. The tug "**Tuman**" has performed two operations to assist transportation of equipment for

the Leningrad NPP2 from St. Petersburg to Sosnovy Bor, in Leningrad region. Besides, the ship was towing objects from St. Petersburg to Vysotsk port and from Ust-Luga, Leningrad region to St. Petersburg. PORT FLEET JSC was founded on the basis of the Port Fleet of Morport SPb OJSC in November 1997. The harbor fleet operator performs a considerable part of towing services at the Port of Saint Petersburg and other ports in the Russian part of the Gulf of Finland. PORT FLEET specializes in operation of auxiliary and support harbor fleet. The Company owns and operates a fleet of 20 vessels including tugboats, bunker vessels, a water tender and oil barges. The company provides comprehensive services for ships within and outside the Port of Saint-Petersburg. *(Source: PortNews)*

### RECENTLY DELIVERED TUG MUSONE

The Damen ASD 2810 with yard number 512365 tug **Musone** (Imo 9769386) build by Damen Shipyards was recently delivered to her owner *Compania Rimorchiatori Ancona S.r.L.* (Gesmar Group); Italy with call sign IJIP2. She has a length o.a. of 28,67 mtrs a beam o.a. of 10,43 mtrs and a depth at sides of 4.60 mtrs. Her basic functions are Towing, mooring and firefighting operations. The two Caterpillar 3516C TA HD/C develops a total output of 3,730 bkW (5,000 bhp). Her bollard pull is 61 tons ahead and 56.9 astern Her speed is 13.9 knots ahead and 13.6 astern. The tug is classed Bureau Veritas I  Hull  Mach Escort tug-Fire fighting ship 1 -water spraying Unrestricted navigation. *(Source: Damen)*



### RECENTLY DELIVERED TUG LUISA NERI



The Damen ASD 3212 with yard number 512540 tug **Luisa Neri** (Imo 9695597) build by Damen Shipyards was recently delivered to her owner *Fratelli Neri – S.p.A Livorno*; Italy call sign IJIT2. She has a length o.a. of 37.70 mtrs a beam o.a. of 12.92 mtrs and a depth at sides of 5.35 mtrs. Her basic functions are Push-Pull, Escorting, Towing, Fire fighting and oil recovery operations. The two Caterpillar 3512C HD+TA/D develops a total output of 5,050

bkW (6,772 bhp). Her bollard pull is 80.8 tons ahead and 74.9 astern Her speed is 14.3 knots ahead and 13.9 astern. The tug is classed RINA I X Hull • MACH Tug Escort tug, Supply Vessel Firefighting ship 1-water spraying oil recovery ship Second Line – flash point >60°C-oil product Unrestricted Navigation \* AUT-UMS, Inwater survey *(Source: Damen)*



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## RESOLVING TO EXPAND

Resolve Marine Group has announced expansion of its global presence with the acquisition of a salvage service provider and a harbour towage company both based in Gibraltar. Resolve Marine have their corporate headquarters in Fort Lauderdale USA but operate on a global basis with offices and facilities in Europe, Singapore, Shanghai, Dutch Harbor Alaska and India. The former includes a presence in London and Cork and it is in the European region they have



enhanced their position with acquisition of SteelMac Ltd, a Gibraltar-based diving, salvage and marine services provider, and T.P. Towage, the only provider of harbour towage in and around the Port of Gibraltar. Resolve state that Gibraltar's "strategic location, stable modern governance and thriving economy" were some of the benefits identified in deciding to invest in the two companies. With their base in the USA Resolve Marine naturally have a notable presence there but the strategic expansion into Gibraltar builds on the commitment to continued growth of their emergency response capabilities in Europe and Africa. Resolve's acquisition of SteelMac will place the valuable elements of local knowledge and contacts at their disposal. SteelMac offer a wide range of maritime support services including: emergency response; diving and ROV services; oil pollution response; marine/cargo surveying; waste handling and plant hire. Resolve have an extensive fleet of tugs, sheerlegs, deck barges and smaller support vessels. Of particular interest here are the anchor-handling tugs **Resolve Earl** and **Resolve Blizzard**, two of a series of four similar vessels originally built for Maersk Supplyships. Another more recent addition also of interest is the **Resolve Monarch**, another anchor-handler which, under previous ownership spent several years chartered to the UK Maritime & Coastguard Agency as one of four ETVs. The **Resolve Earl** carried out a similar role also under a different name during its time with Klyne Tugs and JP Knight Towage. The 144tbp **Resolve Blizzard** is now stationed in Gibraltar to provide firefighting, oil pollution and emergency response services across the Mediterranean, African and European regions. T.P. Towage was formed in 1998 having been operational in Gibraltar for more than twenty years, previously as Howard Smith Towage and its predecessor Alexandra Towing Co. Gibraltar's strategically important location

overlooking an area with a high concentration of shipping transiting the main Far East/Asia to Europe trade routes makes it is a popular stop-off point requiring services associated with activities such as ship-to-ship bunkering activities and T.P. Towage are able to provide support for such operations. A historic point of interest over the years has been their involvement providing support services to the maritime assets of the UK's Ministry of Defence in Gibraltar. The T.P Towage fleet consists of five very capable units, all with a long history including previous Royal Maritime Auxiliary Service duties. *(Source: Maritime Journal; Photo: Mercator Media)*

### GIGILINIS TUG 'SPARTAN' HAS TAKEN PART IN A MONTH LONG RESCUE



Gigilinis Salvage & Towage has successfully completed a one-month-long rescue tow after a general cargo vessel encountered engine problems. The vessel was offshore Finisterre when it called for assistance following the unplanned interruption to its voyage. Gigilinis Salvage & Towage's 63tbp tug **Spartan** was previously an ETV chartered to the French government as Abeille

Bretagne and therefore suited to the task and after towing the disabled vessel to a sheltered area was able to rig a more secure towage connection for the journey. Despite the passage being interrupted on a number of occasions due to bad weather the vessel was handed over to its owners at Istanbul Turkey one month later. *(Source: Maritime Journal; Photo: Mercator Media)*

### BOGAZICI DELIVERS ASD TUG TO OCEAN GROUP

Slovenian tug owner Ocean Koper DOO took delivery, on September last year, of a new ASD tug highlighting the increasing contribution to tug construction by Turkish shipyards, in this case from Istanbul-based Bogazici Denizcilik. The European tug building scene is dominated by a handful of small and not so small yards building vessels to their own and other well-known naval architects designs. This latest example to report sees the ASD tug **Adler** (ex **Bogazici 20**) delivered by Bogazici



Denizcilik to Ocean Koper, part of the Italian Ocean Team group. The contract for construction of yard number 58 was signed by Mr Radko Malacic, general manager on behalf of Ocean Koper with



the vessel, built to a design from CintranaVal-Defcar Spain now in service. Adler is built to BV rules with the notation: IX HULL, XMACH, Escort Tug, Salvage tug\*, fire-fighting ship 1, Water spraying, Unrestricted navigation XAUT-UMS, IWS. The tug's specification indicates a multi-purpose vessel capable of salvage and oil recovery duties. Dimensions are: LOA 32.5m, moulded breadth 11.7m, depth 5.6m and design draught of 4.3m. Propulsion is provided by two Caterpillar 3516C main engines each developing 2,100kW at 1,600RPM in turn driving twin Schottel SRP 1515 CP azimuth thrusters. Auxiliary machinery includes two Caterpillar C9 engines of 150kW each and performance figures are quoted as 72.44tbp ahead with a free running speed of 14 knots. Deck machinery includes a single split-drum Kraaijeveld Safe Winch (combined towing and anchor windlass) forward and a Kraaijeveld double-drum towing winch aft. The forward winch has a nominal pull (first layer) of 70t and 200t brake holding load. Corresponding figures for the aft winch are 45t and 150t respectively. A 70t Data towing hook is included aft. A Palfinger PK 18500 (M) C deck crane is included along with two fiFi water/foam monitors from FFS. Fuel capacity is 261m<sup>3</sup> and crew facilities are provided for six persons on sea duty and three for port work. *(Source: Maritime Journal; Photo: Bogazici)*

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## ANOTHER RECENT DELIVERY OF BOGAZICI – STRAZAK 26



BOGAZICI was awarded the Tender of “Rescue Services of Seaports Szczecin and Swinoujscie SA” of POLAND for new building FiFi1 tug boat with CP propulsion system. This special FiFi1 tug boat is fully equipped for safe operations at LNG environments and FiFi services at port, with additional diesel driven fiFi pump of capacity 1200 m<sup>3</sup>/h and special Storz coupling sets. Main Particulars of “**BOGAZICI 21**”

**(STRAZAK-26)**: Design: CintranaVal-Defcar; Spain; L.o.a.: 32.50 m; Breadth: 11.70 m; Bollard pull: 70 Tbp; Free running speed: 13.0 Knots; Services / capabilities: Fire Fighting Services, Berthing and unberthing of vessels at harbour premises, Towing services, Pull and push during vessels mooring manoeuvrings, Open sea and harbour Tug services from the stern; Classification (BV): I ✱HULL ✱MACH, TUG; FIRE FIGHTING SHIP 1; WATER SPRAYING, UNRESTRICTED NAVIGATION ✱AUT-UMS; IWS. *(Press Release & Photo: Bogazici)*

## NOORDSTROOM OUTFITTING

Last week was seen the Damen new building Shoalbuster 3512 **Noordstroom** for van Wijngaarden Marine Services BV. The shallow draft Shoalbuster 3512 is 35 mtrs in length and has a draft of 2.90 mtrs and a grt of 498 tonnes. This completely new design brings a range of benefits including a larger bridge, an extensive working deck of 134m<sup>2</sup> and accommodation for up to 11 personnel. The propulsion system is based on three engines delivering 2910



bKW at 1800 rpm, with the middle engine configured to supplement the twin gensets when additional power is required by hydraulic deck gear such as the crane and winch, and also the bow thruster. See the difference with one of the older units of the company. Delivery is planned end April 2016. (Source: VWMS; Photo: Henk van Milligen)

## SVITZER SIGNS AGREEMENT WITH GUANGZHOU PORT GROUP



On 26<sup>th</sup> January 2016, Guangzhou Port Group and Svitzer signed an MOU (memorandum of understanding) with the intention of forming a joint venture providing towage and related marine services for the Port of Guangzhou. Guangzhou Port Group is the world's 5<sup>th</sup> largest port with more than 100 vessel calls a day and a large towage market. If finally formed, the joint venture will provide towage and

related marine services within the Guangzhou port with three tugs ranging from 5200HP to 6800HP. With coverage of some 40 countries and a fleet of more than 400 vessels, Svitzer is a leading global provider of towage and emergency response with an experienced management team. This experience is complemented by the Tugboat Service Branch Company Guangzhou Port Limited who bring significant experience in the Chinese towage market. "Combining the strengths of Guangzhou Port and Svitzer is an important first step for further cooperation in China and abroad. Entering the world's 5<sup>th</sup> largest port would be essential in Svitzer's growth journey in Asia", says Alan Bradley, Regional Managing Director of Asia. Chief Commercial Officer, Kasper Friis Nilaus adds: "Signing an MOU with the intention of forming a joint venture is an important step towards providing advanced towage solutions at Guangzhou Port. With our increasing business development focus on the large and fast growing towage markets like Asia, it is clearly a step in the right direction



towards our strategic objective of profitable growth.” *(Press Release)* ▮

## ACCIDENTS – SALVAGE NEWS

### STRANDED BULK CARRIER ‘LOS LLANITOS’ TO BE DISMANTLED ALONG ROCKY MEXICAN COAST

The Mexican government is hoping to dismantle the bulk carrier **Los Llanitos** in the same spot at which it ran aground in October during Hurricane Patricia. The new plan is a change from the earlier predictions that the ship would be able to withstand being refloated and scuttled in an area nearby. Mexico’s Secretariat of Communications and Transportation (SCT) ordered the dismantling of the bulk carrier after reviewing a salvage report that explored four options for the disposal of the ship. The options included refloating and repairing the



vessel in one piece, refloating the ship in two parts, dismantling the ship in place, or simply leaving the ship in place for it to be slowly eroded by the sea. After reviewing all options, the agency decided that the first option is to dismantle the ship in place. The 223-meter, Mexican-flagged **Los Llanitos** has been stranded along the rocky Pacific coastline near Barra de Navidad, Jalisco since October 23rd when it ran aground after attempting to ride out powerful Hurricane Patricia. The first phase of salvage was completed in November, focussing on the removal of approximately 11,484 liters of oil, 489 cubic meters of diesel and other contaminants aboard the ship. Officials initially determined that the vessel was beyond saving, and would need to be cleaned and scuttled in the area. The approval needed to dismantle the vessel in place will be decided by Mexico’s Secretariat of Environment and Natural Resources (SEMARNAT) after it is determined that the new plan will not cause any harm to the environment. *(Source: gCaptain)*

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## CAPTAIN SENTENCED TO TWO YEARS FOR PRESTIGE DISASTER



The captain, the British insurer and the owner of the Prestige tanker that sank in 2002 off Galicia, Spain, have been found guilty for one of Europe's worst environmental disasters, according to the Spanish Supreme Court. The court sentenced the tanker's captain Apostolos Ioannis Mangouras to two years in prison, cancelling the previously reached ruling by which he had no criminal responsibility. As indicated the captain was found guilty of

recklessness that caused the accident of catastrophic environmental consequences. Based on the court decision, Mare Shipping, the owner of the 81,000-dwt tanker, the mutual insurance company The London P&I Club, and the International Oil Pollution Compensation Funds (IOPC Funds) were also found liable for the disaster, however, the court said that their sentences will be established at a later date. As a result, the insurance company may be facing a claim worth EUR 4 billion (USD 4.3 bn). The 1976-built tanker sank on November 13, 2002, as it suffered a fracture in its starboard side due to rough seas while it was sailing some 27.5 miles west of Finisterre, Spain. Six days later, the tanker broke in two and sank off the coast of Galicia. It was estimated that a total of 63,000 tons of fuel were discharged into the sea, while the total damage cost was estimated at USD 4.4 billion.

*(Source: World Maritime News)* **ITF Slams Prestige Ruling** The International Transport Workers' Federation (ITF) disagrees vehemently with the recent court ruling over the 2002 Prestige oil spill that sentenced Captain Mangouras to two years of prison. "This decision represents the dying gasps of a 14 year old attempt to deflect blame onto the shoulders of an octogenarian man, who has been cleared in the court of world opinion and by his peers," ITF seafarers' section chair Dave Heindel said responding to the Spanish Supreme Court's decision. "Thankfully it is likely to be unenforceable as it is illogical. This innocent man cannot again be made to sit needlessly in jail." The court sentenced the tanker's captain Apostolos Ioannis Mangouras to two years in prison, cancelling the previously reached ruling by which he had no criminal responsibility. As indicated the captain was found guilty of recklessness that caused the accident of catastrophic environmental consequences. "The Mangouras case was one of the worst examples of the kneejerk criminalisation of seafarers. The ITF, like many other organisations and individuals, was able to support him during that ordeal. This latest piece of victimisation reminds us that we must all remain vigilant to protect seafarers from these injustices," he concluded. Based on the court decision, Mare Shipping, the owner of the 81,000-dwt tanker, the mutual insurance company The London P&I Club, and the International Oil Pollution Compensation Funds (IOPC Funds) were also found liable for the disaster, however, the court said that their sentences will be established at a later date. It was estimated that a total of 63,000 tons of fuel were discharged into the sea from the tanker when it sank in November 2002, while the total damage cost was estimated at USD 4.4 billion. *(Source: World Maritime News)*

## 22 EVACUATED AS CAR CARRIER LISTS IN BAY OF BISCAY

A crew of 22 people were evacuated after the Panama-flagged car carrier **Modern Express** started

listing some 148 miles off Cape Ortegal, Galicia, in the Bay of Biscay, according to Spanish search and rescue agency Salvamento Marítimo. The crew raised an alarm on Tuesday afternoon as the 10,454 dwt ship developed a heavy list of about 40 degrees in inclement weather with force 8 south-westerly winds and heavy seas. All crew members were evacuated by helicopters and subsequently flown to A Coruña and Celeiro in Galicia. Salvamento Marítimo added that no injuries were reported.



The 2001-built **Modern Express**, owned by European RoRo Lines, was on its way from Gabon, Africa to Le Havre, France when it started listing. The vessel is currently drifting in a busy shipping lane, and is expected to be removed from the area before tomorrow morning. Watch the video click [HERE](#) (Source: *World Maritime News*)

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### J.A. REDERIET TASKED WITH WRECK REMOVAL



The insurers of Gard tasked the J.A. Rederiet with the removal of the "**Umoe Ventus**". The ship will have to be removed from the coast in a piece as large as possible. The Operation is weather dependent, the salvors need some calm weather, so they can get into the shallow water. As soon as there is a weather window, the work will start. (Source: *Vesseltracker*)



## OFFSHORE PLATFORM GROUNDED AND ABANDONED OFF DANISH WEST COAST

While being towed from Frederikshavn to Esbjerg, the towing wire of the Danish offshore platform "**Sea Worker**" of the company A2SEA, actually working for Dong Energy, broke in the night of Jan 26, 2016 near Hegnet, Hvide Sande. The DSRS-station in Hvide Sande was alerted at 1.30 a.m. on Jan 27, and dispatched the lifeboat "**Emile Robin**", also a helicopter was scrambled. After attempts to re-establish the towing connection failed and the platform drifted



aground near Nymindesgab, the evacuation of the 15 crew members started. The legs were thought to have been 10-11 meters below the hull at the time of the grounding. All of them went into rafts from where they were taken aboard the lifeboat. On Jan 27 the offshore tugs "**Amber II**" (IMO: 9425423) and "**Esvagt Connector**" (IMO:9198044) which was dispatched from Esbjerg short before midnight, as well as the SAR-boat "**Rdaf-SAR 2**" (MMSI 111219502), were nearby. The anti-pollution vessel "**Gunnar Seidenfaden**" was monitoring the site. In the fore midday hours of Jan 27 an attempt to pull the platform off was planned. The reason for the accident was a short and worse than expected window of adverse weather conditions. (Source: *Vesseltracker*)

## ABANDONED CAR CARRIER ADRIFT IN BAY OF BISCAY AS LIST WORSENS



Update 27 January 2016: The French Navy is continuing to monitor the abandoned pure car and truck carrier Modern Express in the Bay of Biscay one day after the vessel developed a severe list. An update Wednesday from the France's Maritime Prefect Atlantic said the ship continues to pose a hazard to navigation as it drifts eastward at 3 knots. The vessel's location was approximately 200 miles west

of La Rochelle, France at time of update. Surveillance flights on Wednesday indicated that vessel's



list had increased, suggesting that the car carrier was taking on water. The French emergency towing vessel **Abeille Bourbon** is on scene and monitoring the situation. The owner of the vessel has contracted Smit Salvage to carry out salvage operations. The French warship, **FS Primauguet**, is expected to arrive on scene early Thursday. As gCaptain reported previously, all 22 crew members were evacuated from the Modern Express on Wednesday by two Spanish search and rescue helicopters after the ship developed a severe list while underway in the Bay of Biscay. Weather on scene was severe with gale force winds of Force 8 and waves of 5 to 6 meters. The ship was first reported to be listing at 40 degrees to starboard. The initial response was being coordinated by the Maritime Rescue Co-ordination Centre (MRCC) in Falmouth in the United Kingdom, but was taken over by the French authorities after drifting into French waters. The Panamanian-flagged roll-on/roll-off car carrier is carrying 3,600 tons of timber and construction equipment. The incident occurred as the ship was sailing from the country of Gabon to Le Havre, France. *(Source: gCaptain)*

*Update: Weather calmed down - Smit experts on scene* The frigate "**Primauguet**" arrived at the "**Modern Express**" on Jan 28 at noon. The weather became calmer throughout the day. With the weather improving, the drift of the ship fell to one knot. The fact that it was far offshore also allowed salvors to take the time to assess the risks. Experts of Smit Salvage were transferred onto the tug "**Abeille Bourbon**" aboard a Caïman helicopter of the French Navy in the run of the day. *(Source: Vesseltracker)*

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### SALVAGE WORK RE-COMMENCED

The US Coast Guard and local agencies re-commenced response efforts for the "**William E. Strait**" on the Lower Mississippi River near Memphis on Jan 27. A Unified Command has been established consisting of U.S Coast Guard, Western Rivers Boat Management and Tennessee Department of Environment and Conservation. The



Mississippi River was open to one way traffic between mile markers 726 to 728. A salvage plan has been reviewed to safely remove the sunken tug. Ongoing preparations were currently in place. Assets involved in the William Strait sinking: National Oceanic and Atmospheric Administration scientific support coordinator A Coast Guard 25-foot Response Boat-Small crew Memphis Police

Department Tennessee Department of Environment and Conservation Budwine & Associates McKinney Salvage and Heavy Lift Big River Shipbuilders and Salvage Inc. Environmental Safety and Health (ES&H) The Coast Guard was working very closely with the other agencies to manage the risk associated with the recovery of the sunken vessel and minimize pollution in the process.

*(Source: Vesseltracker)*

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## OFFSHORE NEWS

### *McDERMOTT WINS SUBSEA INSTALLATION GIG FROM ANADARKO*

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McDermott International has been awarded a subsea umbilical and flowline installation contract by Anadarko Petroleum Corporation in support of its Phase II development of the Caesar/Tonga field located in the U.S. Gulf of Mexico. Caesar/Tonga Phase II is being developed as a subsea tieback to the Anadarko-operated Constitution spar, located in Block Green Canyon 726 and 727, with the new development

in approximately 5,000 feet of water. The scope covers project management; engineering, fabrication and installation of two 7,700-foot-long Pipe-in-Pipe (PIP) insulated rigid flowlines terminated by pipeline end terminations (PLETs) on either end; installation of one subsea manifold and associated jumpers; installation of a subsea control umbilical approximately 72,000-foot long and associated flying leads; and pre-commissioning. “The combination of our Pipe-in-Pipe experience, efficiency of the **Lay Vessel 105** (LV105) and our Gulfport spoolbase led McDermott to secure this important contract from Anadarko,” said Scott Munro, Vice President for Americas, Europe and Africa, McDermott. “We appreciate Anadarko’s trust in our experience and ability to deliver in the Gulf of Mexico.” McDermott said on Wednesday that the company’s operating center in Houston, Texas, has started the overall project management and engineering. The PIP flowlines are expected to be assembled and fabricated at McDermott’s spoolbase facility in Gulfport, Mississippi. Offshore installation is expected to be completed in late 2016 by the **LV105**, McDermott’s deepwater rigid reel-lay vessel, and by the North Ocean 102, McDermott’s deepwater flexible lay vessel, which is expected to complete the umbilical installation and subsea construction scope of work. The lump sum contract award will be reflected in McDermott’s fourth quarter 2015 backlog. *(Source: Offshore Energy Today)*

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### *TOS AWARDED MAJOR CONTRACT OF NINE SHIP DELIVERIES*

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For the first time, TOS has been awarded with a contract of in total nine ship deliveries for one client. The Division Ship Management at TOS has done a great deal of work the last few years. Year after year it has broken record for number of ship deliveries and nautical miles sailed. ‘Signing a contract for nine state-of-the-art hybrid Platform Supply Vessels is even for TOS a major milestone!’, says Rolf Kievits, Sales Manager Ship Delivery at TOS. After the smooth delivery of

**Esnaad 221**, TOS was honored to take on the project of assisting Shipyard De Hoop with the mobilization voyage of another nine PSV's. In total TOS will be assisting with ten deliveries, which will be executed until the first quarter of 2017. Like the **Esnaad 221**, all PSV's will be delivered from The Netherlands to their homeport Abu Dhabi, UAE. The deliveries of **Esnaad 222** and **Esnaad 223** are already in progress. All PSV's will operate in the offshore oil and gas fields of the United Arab Emirates under the company ESNAAD, a



subsidiary of the ADNOC (Abu Dhabi National Oil Company) Group. The vessels will provide the drilling and production platforms with drilling fluid, fuel, drinking water and project cargo to be transported by the ship on its 475-square-meter working deck. *Are you looking for a safe and reliable way to move your assets around the world?* Please complete the [contact form](#) or contact Rolf Kievits, Sales Manager Ship Delivery. *Shipyard De Hoop, The Netherlands* Shipyard De Hoop is a successful Dutch builder and design of custom-built vessels. Despite the vigorous international competition, De Hoop won the prestigious contract for ten Platform Supply Vessels as result of their technically advanced design and competitive terms. De Hoop has two shipyards: De Hoop Lobith, in the east of the country and De Hoop Foxhol, in the north. The yard offers slipway facilities for vessels up to 200m meters length. Visit the website ([www.dehoop.net](http://www.dehoop.net)) for more information. *ADNOC & ESNAAD, Abu Dhabi* Abu Dhabi National Oil Company (ADNOC), established in 1971, operates in all areas of the oil and gas industry in Abu Dhabi. ADNOC has 14 subsidiary companies working in various fields of the oil, gas and petrochemical industry as well as crude oil and gas transportation and services. ESNAAD is one of the wholly owned subsidiaries. In Arabic, ESNAAD means 'support' or 'service' and this is exactly what the company does: support the oil and gas industry. The company operates from the Mussafah Offshore Supply Base. *(Press Release TOS)*

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## FARSTAD LOOKS TO DOWNSIZE NORWAY OFFICE



Norwegian shipowner Farstad Shipping has made plans to reduce administrative expenses at its office in Aalesund. It is yet uncertain who has to go. However, the company has informed its employees about the process, which should be concluded by the end of February 2016. “The current market situation is challenging. In order to strengthen the company’s competitiveness, we are working continuously to

keep costs at the right level,” says Karl-Johan Bakken, CEO of Farstad Shipping. Farstad Shipping has since 2014 implemented a number of cost-saving measures both onshore and offshore. The company’s branch office in Aberdeen has been closed down, it is carried out redundancies and layoffs among seafarers, sales of older vessels are completed and seven vessels are currently laid up in the North Sea region. Further measures are expecting ahead. “By initiating these measures, we are preparing for the future. Our advanced fleet as well as a sharpened organization with much expertise will secure our position as a leading player in our industry,” Bakken says. *(Source: Subsea World News)*

## TIDEWATER SUSPENDS DIVIDEND TO REDUCE COSTS

Tidewater Inc., a U.S.-based provider of offshore support vessels will suspend quarterly dividend and common stock repurchase program, aiming to reduce costs during the time of low oil prices and cuts in E&P budgets. The dividend and share repurchase program suspension is part of a broader plan of reducing costs and capital expenditures in order to preserve liquidity in an oilfield services market that has been negatively impacted by the



precipitous drop in oil prices and corresponding reduction in global E&P spending,” Tidewater said in a statement. By suspending what has been a \$0.25 per share quarterly dividend, the company will preserve approximately \$47 million of cash annually. No shares have been repurchased by the company under its share repurchase program this fiscal year and the remaining \$100 million authorized under the current program was set to expire on June 30, 2016. *(Source: Offshore Energy Today)*

## DELIVERY DELAY FOR GRAND CANYON III OCV



Delivery of **Grand Canyon III**, an offshore construction vessel built for Norway's Volstad, will be delayed. Under the original agreement, the vessel was to be delivered on Monday, February 1, 2016, however, this has now been postponed for May 1, 2016. The news of the delay was revealed by the vessel's Volstad Maritime on Friday. "Volstad Maritime AS, Myklebust Verft AS and Canyon Offshore Ltd have come to an agreement of delaying the delivery of the **Grand Canyon III** from 01 February 2016

until 01 May 2016," Volstad said in a statement. *(Source: Offshore Energy Today)*

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## MAHAWELI SCRAPPED

It is reported that the 1982 built Sri Lanka registered with call sign 4RAM Anchor handling Tug Supply vessel **Mahaweli** (Imo 8104230). The AHTS is owned by the Sri Lanka Government – Colombo and managed by Sri Lanka Shipping Co. Ltd. - Colombo She has a grt of 1,210 tonnes and a dwt of 985 tonnes. This vessel is no longer in service. It is reported to be decommissioned, beached and scrapped

*(Source: Vesseltracker; Photo: Viral Shah)*





## GRS CARGO RUN – THE COST-EFFECTIVE TRANSPORT SHARE OPPORTUNITY – PROVIDES A PERFECT ONE-STOP SUPPLY



Take advantage of the new Cargo Run tool from GRS to request and book cargo transportation online, thus cutting time and costs considerably. GRS customers can now save even more time by requesting or booking cargo runs to supply offshore wind farms directly from the GRS homepage. An interactive map and calendar display all destinations so that users can find the best possible routes and departure times to all wind farms in the North Sea and

Baltic Sea. The weekly journeys can generally be offered at a flat rate, with no additional costs being incurred. GRS will also arrange the planning of logistics, customs clearance, and the provision and packaging of containers on request. Whether the transport involves fuel, freshwater or grey water, break bulk on pallets, offshore containers or passengers, there are virtually no limits on the type of cargo. The vessel deployed range from supply vessels with crane via crew transfer vessels through to anchor handling tugs, with or without dynamic positioning. Using its in-house vessel database containing more than 80,000 vessels, GRS is able to offer the best option to meet customers' individual requirements at all times. "From the individual cargo run, which is the transport share opportunity for all types of goods, or even a jump-on in really urgent cases, through to the team cargo run, which is both easy to plan and especially cost-effective, GRS offers all services from a single source and it will soon be celebrating its one hundredth transaction," says a delighted Caspar Blum, the shipbroker in charge of cargo runs and contact person at GRS. *(Press Release)*

## WINDFARM NEWS - RENEWABLES

### REDERIJ GROEN TAKES 50% STAKE IN GLOMAR

Scheveningen-based guard and seismic support vessel operator Rederij Groen has acquired a 50% stake in the compatriot offshore support vessel operator GloMar Group. GloMar Offshore, situated in Den Helder, comprises of four divisions providing offshore wind Service Operation Vessels (SOVs), emergency rescue and response vessels, as well as a range of subsea services to the offshore oil, gas and renewable energy sector. "This partnership will allow us to





increase penetration in overseas markets such as the Middle East, Brazil, Africa and Asia thanks to the combined client bases both companies possess. Furthermore we are dedicated in developing our newest division GloMar Subsea, the one-stop-shop offshore service partner for all subsea operations such as IRM, BoP, survey and ad-hoc diving,” GloMar Offshore said. Nielen Schuman acted as financial adviser to Glomar Group. Financial details for the transaction were not disclosed. *(Source: Offshore Wind)*

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# tugs & Offshore






## SEAJACKS SCYLLA HELD UP BY BAD WEATHER



Bad weather has delayed the arrival of the world’s largest offshore wind farm installation vessel, the **Seajacks Scylla**, to the Port of Rotterdam, initially scheduled for the end of January, the Dutch port said in a release. In early December, **Seajacks Scylla** started her journey from a Samsung Heavy Industries yard in South Korea to Rotterdam on-board the heavy load carrier vessel, HLV Osprey. **Seajacks Scylla** will be

the fifth jack-up vessel in Seajacks’ fleet, and will start her first project of installing 67 XL monopiles at the Veja Mate offshore wind farm this spring. The vessel’s next contract will commence in 2017 for DONG Energy at the Walney Extension offshore wind farm. The port did not say how long the delay will be. The AIS data currently positions HLV Osprey off the coast of Agadir, Morocco. *(Source: Offshore WIND)*

## JAN DE NUL’S CLV ISAAC NEWTON HEADS TO ITS FIRST MISSION

Offshore contractor Jan De Nul will install two 115 kV cables, supplied by Nexans Norway, for the Marjan Gas Oil Separation Plan (GOSP’s) project executed by McDermott, the company said on Thursday. Both cables, with a total cable weight of 8,500 tonnes have been loaded and will now be transported and installed in one single trip with Jan De Nul’s cable laying vessel **Isaac Newton**. The Marjan GOSP’s project is the first project for the Isaac Newton. The vessel is the latest addition to Jan De Nul’s fleet and, according to the company, it is the largest cable laying vessel of its kind,

capable to transport and install over 10,000 tonnes of cable per single trip. The largest out of two carousels on board has a carrying capacity up to 7,400 tonnes, suited for transport and installation of the longest and heaviest of the two cables, with a length of 87 km and a weight of 7,300 tonnes. *(Source: Subsea World News)*



## YARD NEWS

### *FINCANTIERI SIGNS A NUMBER OF AGREEMENTS WITH IRAN*

In the presence of the Prime Minister Matteo Renzi and the President of Iran Hassan Rouhani - on an official visit in Italy - Fincantieri, one of the world's most important shipbuilding groups, has signed a number of framework agreements with some primary Iranian companies. These preliminary understandings are prior to the accomplishment of several contracts worth some hundred million euros and to the potential development of joint activities, the company said in its press release. In particular, Fincantieri has reached a cooperation and development agreement with Azim Gostaresh Hormoz Shipbuilding Industry Co (AGH), a modern and new shipyard, strategically located in the Persian Gulf within the special economic zone. AGH is controlled by the larger Iran Shipbuilding and Offshore Industries Complex Company (ISOICO), which is under the administration of the Industrial Development & Renovation Organization of Iran (IDRO), one of Iran's largest organization involved in the country's development and industrialization process. The agreement provides for cooperation between the two companies for the construction of new merchant vessels and offshore units both in the field of ship repairs and conversions and in refitting activities of already operating units. Notably, the cooperation will affect the development of detailed engineering, optimization of the construction processes, technical consultancy and assistance in all production phases and personnel training both on site and in Italy. To this end, the two companies will shortly create specific working groups engaged in activities to establish a synergic cooperation and to develop a solid business partnership in the area. Moreover, Fincantieri, through its subsidiary Isotta Fraschini Motori, has signed two further agreements concerning the marine propulsion sector and the one of rail transports. Specifically, Isotta Fraschini Motori has signed on one hand an agreement with Arka Tejarat Qeshm (ATQ), one of the most solid Iranian trading companies, for the set-up of a joint proposal for the supply to Iranian Governmental User (IGU) of 600 marine engines for smaller vessels. On the other, in partnership with Titagarh FIREMA ADLER, company active in the production of rolling stock, it has signed an agreement with Wagon Pars Co. (WPC), Iranian company operating in the railway vehicles construction field, for the set-up of a joint proposal for the supply to the Iranian Railway (RAI) of 70 shunting locomotives engines. *(Source: PortNews)*

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### VETH NAMES TWIN DISC DISTRIBUTOR IN SELECT ASIAN MARKETS



Papendrecht, Netherlands, headquartered marine manufacturer Veth Propulsion has named Twin Disc as its distributor for select Asian markets. Veth Propulsion general manager Erik Veth and Twin Disc CEO John Batten made the announcement. Operating internationally, Veth Propulsion engineers and manufactures azimuth rudder propellers, thrusters and marine electronics, and is a supplier and servicer of diesel engines and generator sets. Since 1951, its equipment has been widely respected by shipyards and naval

architects worldwide. Racine, WI, based Twin Disc manufactures marine transmissions for all market segments, Arneson Surface Drives, Rolla Propellers, control drives, helm controls and the state-of-the-art Express Joystick System. The companies will leverage their unique positions to offer customers in the region access to Veth Propulsion's wide range of workboat and shipping products, supported by Twin Disc's extensive support network of sales and service facilities. "I'm excited about the newly formed partnership with Veth Propulsion," said Mr. Batten. "Our companies share a passion for engineering, product development and providing the marketplace with new, differentiating technologies." "Twin Disc is completely aligned with our vision and commitment to providing the commercial marine sector only the finest products and after sales service and support," said Mr. Veth. *(Source: MarineLog)*

## WEBSITE NEWS

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