

MIDWEEK-EDITION

TUGS & TOWING NEWS

SALE OF 2611 EUROCARRIER TO ACTA MARINE JANUARY 2016



At the end of 2015 DSB Offshore was approached by Acta Marine, who were looking to add to their fleet a multicat-type vessel of around 30tbp. DSB, through their long involvement in Australia, were able to offer and negotiate the sale of an off-market 2611 Eurocarrier (ex **Ellen K**), located in North Australia. 26.5m long, shallow draft, with 35 tonne bollard pull, she was built at Neptune Shipyards in 2013. Operating on a tight schedule, DSB liaised

with buyers and sellers on a daily basis right through the holiday period to achieve a delivery in Singapore to the Buyers in January 2016. The Eurocarrier is now renamed '**Coastal Ace**' and will begin work in February on a dredging and reclamation project in Taiwan. The vessel was delivered on time and in good order. Both Buyers and Sellers were satisfied with the deal. *(Press Release DSB)*

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COAST GUARD TO REMOVE TUG ‘CHALLENGER’ FROM GASTINEAU CHANNEL

The U.S. Coast Guard received approval for removal and destruction of tugboat **Challenger** under

the Federal Water Pollution Control Act (FWCPA). An incident command will be established and operations will begin Monday, Feb. 1, to manage the removal of the tugboat that sank in Juneau's Gastineau Channel Sept. 12, 2015. The operation could take weeks to complete. "Our highest priorities are safety to the environment and safety of operations and responders," said Capt. Shannan D. Greene, federal on-scene coordinator for the tug Challenger response and the commander of Coast Guard Sector Juneau.



"We will make it a priority to keep the community and stakeholders informed throughout this process." The Coast Guard hired divers in September to access the tug's fuel tanks but the divers were unable to successfully access the tanks due to vessel modifications since the ship originally launched. As built, the tug had a fuel capacity of 8,500 gallons and a lubrication oil capacity of 1,000 gallons, however, there is an unknown amount of fuel and oil on the tug that continues to seep and discharge into the waterway. The tug is being removed to minimize the discharge of the remaining fuel and other potentially hazardous materials into the waterway and nearby environmentally sensitive areas. (Source: *Alaska Native News*)

URUGUAY NAVAL SHIP RESCUED BY CHILEAN NAVY TUG, ANTARCTICA



Uruguay Navy auxiliary ship Rou Vanguardia suffered engine failure in waters of King George Island, Antarctica, on Jan 24. Failure was caused by sea water mixing with fuel. Nearby Chilean Navy tug **Lautaro** came to assist, and towed disabled ship to safe waters of Potter Cove, south-west King George Island. Rou Vanguardia fixed the problem, and on Jan 29 safely reached Punta Arenas. The ATF Lautaro built in 1973 is the former Navimer. (Source: *Fleetmon*)

US NAVAL BASE GUAM SHEDS 'RICHLAND' DRY-DOCK

The floating dry-dock "*Richland*" (ADFM-8) was relocated from the confines of Apra Harbor, U.S. Naval Base Guam (NBG), January 28, as a multitude of vessels gathered at NBG's inner harbor. After all inspections and checks of seaworthiness were complete, the 212-foot, 467-ton tug **Rhocas** got underway from NBG with the Richland under tow. **Rhocas** was assisted by four additional civilian

tug boats – the [Mangilao](#), the [Goliath](#), the [Quipuha](#) and the [Talofoto](#), as she maneuvered away from the wharf and began her transit to the entrance of the harbor and open ocean. [Richland](#), a 622-foot long, 124-foot wide and 57-foot high dry dock owned by Guam Shipyard (GSY) has been located in Apra Harbor since 1968. [Richland](#) was built in late 1943 by the Chicago Building & Iron



Co., Eureka, Calif., and put into U.S. Navy commission in 1944. She was first towed to Pearl Harbor, then to Eniwetok and Ulithi Atolls before making her way to San Pedro Bay in the Philippines for working on U.S. and Allied ships involved in the closing stages of World War II. It was reclassified as Medium Auxiliary Floating Dry Dock (AFDM)-8 in 1946, and renamed Richland in 1968 when it came to NBG. (Source: [Navaltoday](#))

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NEW BUILT CLEVELAND MODEL ON SCALE



The tug itself has high stability and superior manoeuvrability. Proven design and standardised first class components. High quality and heavy duty execution. More about the story of Stan Tug 1907 ICE [Cleveland](#) click [HERE](#) As can see it is a very fine model of this tug built for Great Lakes Towing and built by the Great Lakes Shipyard. (Source: [AllOnScale](#))

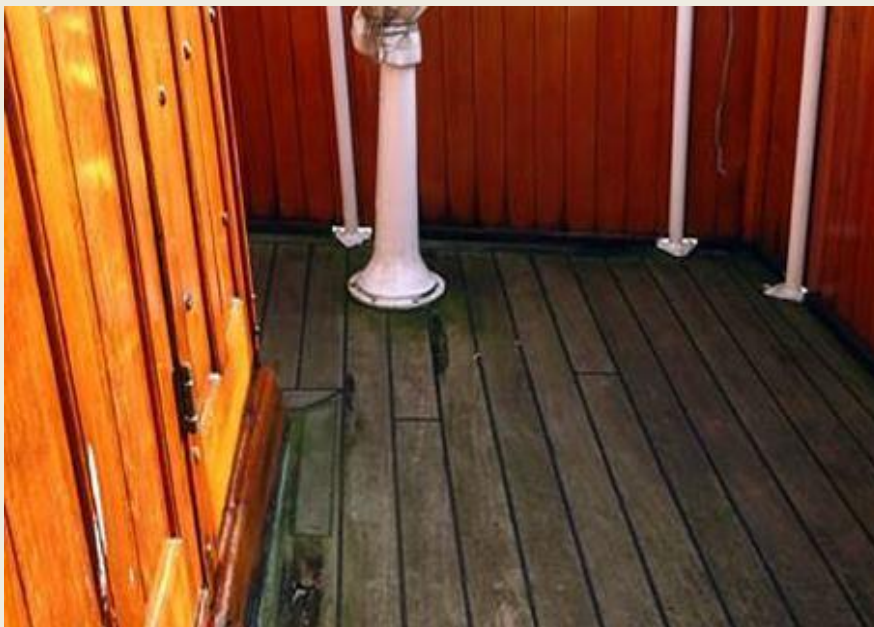
HELM CHANGED AT DSB OFFSHORE

On 28th January 2016 - 35 years after setting up the company in a basement flat in London, David Durnford-Slater has retired from his role as Managing Director and Owner of DSB Offshore Ltd, and handed over to his son, Roland. Tutored by his dynamic father, the 'King of the Jackups', and nurtured in the dark art of shipbroking over 15 years, Roland has now taken over the mantle as Managing Director.



Roland and his team hope to build on the foundation that David has laid – a company with a reputation of integrity in the industry and a network of long standing relationships with clients and other brokers. *(Press Release DSB)*

FURIE 100 YEARS OLD



The steam tug **Furie** reached the respectable age of 100 years old this year and we want to celebrate this special event. However, before the festivities can begin, we first needed to replace the wooden deck because we want to ensure that she looks in tip top order. The bridge deck, given the many leaks, needed to be replaced. This is a major operation whose total cost is around € 90,000, costs

that cannot be met by the foundation. Hence, in addition to approaching various funds and foundations for support, we have also set up a sponsorship action. That action, "Purchase a plank for € 250 and help the **Furie**", has proved a great success. Many individuals and companies have responded and a total of 75 planks have already been sponsored. As a result, together with contributions from various funds and the foundation, we have recently been able to give the green light for the start of the restoration. In the meantime, the tug is currently at "De Haas" in Maassluis, where much of the preparatory work has already been completed. *(Press Release Furie Foundation)*

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SAAM SMIT TOWAGE KISSING THEIR WAY AROUND VANCOUVER HARBOUR

Saam Smit Towage Canada will be supporting the Heart and Stroke Foundation during the month of February by donating a portion of its revenue from each vessel it assists in British Columbia. The company also plans to have various internal employee participation fundraising initiatives. Canada, February 1, 2016. Saam Smit Towage



(SST), a joint venture between SAAM and Royal Boskalis, and operating in various locations in the Americas, is thrilled to announce their support to the Heart and Stroke Foundation during the month of February. For the week of February 8th, the company will make a donation to the Heart and Stroke Foundation for every ship it “Kisses” (assists) in all ports in which it operates in British Columbia. Two of the companies’ 21 tugs ([SST Capilano](#) and [SST Tiger Sun](#)) will have a large pair of lips attached to their bow, which is a truly unique way of fundraising in the maritime industry. Additionally, employees of SST Canada will be encouraged to participate in the “Walking Challenge” in support for the Heart and Stroke Foundation. “We are excited to support the Heart and Stroke Foundation. Heart diseases and strokes are leading causes of death in Canada and we are happy to play a small part in reducing them, both within our team and for the wider community. The efforts of the Heart and Stroke Foundation align strongly with our core values”, said Frans Tjallingii, President of Saam Smit Canada. “We are grateful for Saam Smit Towage Canada’s support,” says Joan Mann, Area Manager, Coastal Vancouver, BC and Yukon for the Heart and Stroke Foundation. “We are happy to see more support in the community to joining us in raising awareness about heart disease. Our goal is to reduce the death rate from heart disease and stroke by 25% by 2020. The initiative of Saam Smit Towage truly helps us to reach this goal”. □ *(Press Release Saam Smit Towage Canada)*

CRIAG TRANS - IT'S STILL NOT OVER

The story of the tug [Craig Trans](#) should have been over long before now, but it seems that another



chapter will be added on February 17. On that date bids will be opened at the office of Cox+Palmer, attorneys, after its most recent owner walked away from the tug (or perhaps more accurately he ran away). The tug's story as far as Halifax was concerned began with its arrival here December 18, 2012, but in fact it started in 1943 at Tampa Machine Corp where it was built for the US Army's Transportation Corps as

LT-648. I told a bit about its subsequent career as **Craig Foss** on this blog December 18, 2012., but to summarize the legendary Seattle operators, the Foss Maritime Company acquired the tug from the Army in 1960, but kept it mothballed until 1966 when they overhauled it completely, and installed two new GM-EMD engines of 2,000 bhp each, replacing the single Fairbanks Morse. Foss completed all the work at its own shipyard in 1967. For the first few years of its life with Foss the tug was constantly towing a log barge barge back and forth to Hawaii (40 days each way). Then in 1972 it towed a barge load of lumber from Coos Bay, OR to Camden, NJ and Portsmouth, NH, returning it empty to Mobile AB. Its seagoing capabilities were never in doubt. The tug towed regularly on the west coast including many trips to Alaska until 1978 when it made another tow to the east coast, this time from Tacoma, WA to Chester, PA Earl, NJ, Norfolk, VA and Charleston, SC. It then went on to Bay City, MI to tow a dredge to Baltimore, MD, tow scows to Puerto Cabello, Venezuela, and two offshore suppliers to Seattle. It was then back to Alaska runs until the early 2000s when the tug was laid up and sold in 2011. It then entered a shady period where its movements become hard to trace. It did show up September 8, 2012 as **Craig Trans** when it towed the derelict ferry *Queen of Saanich* from Anvil Island BC to Lazaro Cardenas, Mexico for scrap. The old Swartz Bay-Tsawassan ferry, built in 1963 had been sold by BC Ferries in 2008 and ended up arrested and derelict until a Federal Court ordered sale in January 2012. It was moored on Anvil Island while copper was stripped out, then towed away. When **Craig Trans** put in here in December 2012 it was en route to Beauharnois, QC to tow away the derelict Kathryn Spirit - see **Shipfax** but the crew was without food and the tug was unlikely to get to Beauharnois before the close of the navigation season. Once tied up at pier 25 it was found to be in despicable condition. Some 53 deficiencies were listed by Port State Control. See **photos and report** . The owner, Vesta Shipping, owned by a US based Haitian arrived in Halifax then disappeared, abandoning tug and crew. The latter were repatriated thanks to the generosity of donors and the Mission to Seafarers, but the tug was eventually auctioned off. Its sale price came nowhere near compensating the agents, the Port, the Atlantic Pilotage Authority, and other creditors who were saddled with the tug for months, keeping it afloat and preventing it from polluting the harbour. I made several more posts over that time December 20, January 30, 2013 , May 18 , July 28 and perhaps some others until the time of its sale. The buyer was identified as a local ship breaker, but a number of his previous purchases have since sunk or have been abandoned - or both - in various Nova Scotia ports. The tug, which had elapsed (or falsified) Bolivian registry, was then registered in Canada as a "yacht" - thus freeing it from any regulations covering commercial vessels. It ended up at the Secunda pier in Wright's Cove, Bedford Basin where the scrapper has now apparently given up ownership. The pier is in poor condition and will likely be dismantled and the tug must go somewhere else. With the current state of the scrap metal market it

won't fetch much at this sale. Let's hope no one thinks they can rehabilitate it and put it back in service, or get it running as a "yacht". One only has to recall the ill-fated coaster Fermont that left Halifax under a Kentucky yacht license and within days wrecked on Seal Island. It cost the Canadian tax payer a small fortune to clean up back in 1991. See my Navigation-Quebec blog Poste #27 for more on Fermont. *(Source: Mac Mackay-Tugfax)*

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HSL DELIVERS SECOND TUG

Hindustan Shipyard Ltd (HSL) on Saturday handed over the second 25-tonne tug in the series of three to the Indian Navy to add to the auxiliary vessel requirement for International Fleet Review. HSL, a Ministry of Defence enterprise, had delivered the first tug recently and the third one is also expected to be handed over shortly. The three tugs are of a value of Rs.131 crore. The tug is fitted the state-of-the-art fire-fighting equipment with capability for ocean passage with speeds up to 12 knots. The delivery of tugs in a short duration of 10 months was made possible because of the wholehearted commitment of HSL and its employees as a whole, a release issued by the yard stated. The tug has a length of 34.00 mtrs a beam of 10.00 mtrs and a draught of 2.35 mtrs. She can carry 12 personnel. *(Source: The Hindu)*

FIRST PAIR OF ICEBREAKERS ENTER HAMBURG SERVICE

Two new multi-purpose, eco-friendly icebreakers have gone into service in Germany's biggest seaport, Hamburg, and will be followed by an even bigger pair of all-rounders later this year. Built by Hitzler Werft in Lauenburg, the 18m long and 6.2m wide Type 3 **Christian Nehls** and **Johann Reinke** reportedly cost about €3 million each and are driven by MAN D2842LE412 main engines of 558kW. Drawing 2.2m, the boats are for service in the port



of Hamburg and on the River Elbe. Operators Hamburg Port Authority (HPA) said their tough engines were specifically designed for icebreaking, as were their sturdy hulls which are modelled on

proven older designs and will cope with ice 0.35m thick at 2knots. But the new boats will also be used for a wide range of other duties including tug and towing (bollard pull about seven tons) and general transport work, the HPA said. Engine emission ratings were 30% below the required norm, it added. It listed a series of further eco-friendly features for the new boats, including low-sulphur fuel, additional soot particle filters in their John Deere 3029/40kVA auxiliary diesels, water lubricated shaft components and engine heat re-use. They will also have Reintjes WAF 665 gearings. HPA spokesman Martin Boness told Maritime Journal a study had been undertaken to determine how big a ship had to be before LNG drive was feasible. In the case of the HPA boats “there are currently no engines available for this type of ship that would make such operation possible”. [Christian Nehls](#) and [Johann Reinke](#) are part of a wide-ranging fleet renewal programme in Hamburg and replace two older units and they are being followed by two bigger icebreakers also for multi-purpose duty units. Boness told Maritime Journal they are also being built at Hitzler Werft to the same technical and environmental standards for delivery this summer and winter. Hugo Lenz will be a 23m long and 7m wide Type 2 icebreaker drawing 2.6m and driven by a 1066kW ABC 6DZC main engine providing 11knots and with a bollard pull of 9.5tons. It will have a Reintjes WGV 482 gearbox and a John Deere Type 4045/61KVA auxiliary diesel with soot particle filter. The final icebreaker, the Type 1 Johannes Dalmann, will be the biggest of all at 30m x 8.5m and draw 3.2m. It will be driven by a 1354kW ABC 8DZC engine providing 12 knots and with a bollard pull of about 13 tons. Johannes Dalmann will have a Reintjes WAF 1945 gearbox, the same John Deere auxiliary as Hugo Lenz and like that boat cope with ice 0.45m thick. It will also carry a one ton SWL hydraulic crane. *(Source: Maritime Journal; Photo: Mercator Media)*

ACCIDENTS – SALVAGE NEWS

ONE INJURED AS SALVORS ATTEMPT TOW OF Ro/RO



The salvage team contracted for the recovery of the stricken ro/ro [Modern Express](#) has been temporarily removed from the vessel as heavy swells complicated their efforts Friday to establish a tow line. The French Prefecture Maritime de l'Atlantique reported that the team boarded the ship at 1345 hours, and upon reaching the bow they were able to pass a line to the tug [Centaurus](#). Swells of 12 to 15 feet meant that the two

vessels were moving significantly relative to each other, and the motion parted the line. One salvor reportedly suffered a minor injury during the effort. French authorities did not provide further details. With nightfall approaching, at 1600 hours the team stopped work on the salvage and were taken from the ship by helicopter. The vessel is presently 150 nautical miles off La Rochelle, France, drifting to the east at about one knot. Response assets on scene include the response tug [Abeille Bourbon](#), the frigate [Primauguet](#), the pollution control vessel [Arogonaute](#), and two tugs contracted by SMIT. Spanish Coast Guard assets rescued the 22-member crew of the listing ro/ro on Tuesday evening and brought them safely ashore. The [Modern Express](#) issued a distress signal when she was

130 nm off Cape Ortegal, Galicia, in the British zone of SAR responsibility for the Bay of Biscay. The evacuation was carried out by Spanish authorities, who provided three helicopters and one patrol aircraft. The Panama-flagged, 10,000 dwt **Modern Express** was under way from Gabon to Le Havre with cargo of "3,600 tons of wood in bundles and a dozen pieces of heavy machinery" at the time that she began to list, French authorities said. The **Modern Express** is owned by Cido Shipping and operated by European Roro Lines, a specialist in ro/ro cargo to West Africa from Northern Europe.

(Source: Marex)

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CARGO VESSEL TOWED TO SAFETY AFTER ENGINE BREAKDOWN

A UK-flagged general cargo vessel **Verity**, which was left adrift off North Devon coast after its engine failed in inclement weather, has been towed to Swansea for repairs, according to the Royal National Lifeboat Institution (RNLI). The 300 foot cargo vessel, crewed by seven people, lost propulsion on Friday after being stricken by rough seas and force eight winds. The vessel was carrying 3,000 tons



of scrap metal when it encountered trouble four miles off Hartland Point. With support from the Appledore RNLI crew, the 2001-built **Verity** was put under tow. The tow was maintained until 2 pm when the Dutch Frigate **HNLMS De Ruyter** arrived on scene to manage the operation. Due to rough sea conditions, the vessel was first towed to Lundy Island on January 30, and continued its journey later that day to Swansea for repairs. "We needed to make sure the cargo ship didn't drift into shore. She was a bit too close enough for comfort," Mike Weston, Appledore RNLI Deputy Launching Authority, said. Watch the video [HERE](#) *(Source: World Maritime News)*

FIRE DESTROYS ACCOMMODATIONS BLOCK OF VIETNAMESE FREIGHTER



The Vietnamese Marine Rescue Coordination Center (VMRCC) has reported that the 27,000 dwt geared freighter South Star caught fire about 35 nm east of Haiphong, off Cam Pha. The vessel's crew of 18 attempted to fight the fire, with advice from VMRCC, but it spread through the accommodations block. Authorities helped to bring it under control using the water cannon from a SAR vessel. The

fire was reported at 1437 hours local time and contained by 1920. All crewmembers escaped the blaze safely. SAR forces remained at the scene to investigate and to monitor the vessel. The cause of the fire is not yet known. The Mongolian-flagged, 1985-built South Star (ex name Florence) is operated by Vietnamese firm Ocean Shipping Company Limited, according to the government agency People's Committee of Quang Ninh. *(Source: Marex)*

TIME IS RUNNING OUT FOR MODERN EXPRESS (UPDATE 31-01)

The stricken Ro-Ro **Modern Express** is drifting on its side off the French Atlantic coast and will run aground in southwest France if a renewed attempt to tow it to port fails on Monday, a French maritime official said. The 164-metre-long vessel, which was transporting 3,600 tons of wood along with



construction machinery from Gabon to France, has been drifting towards the coast since its crew was evacuated by helicopter last week. The vessel lost power on Tuesday last week, and officials believe its cargo may have shifted in heavy seas, causing it to list heavily (about 50 degrees) to one side. According to some reports, the vessel is stable in that orientation and there is no immediate danger of the vessel capsizing or sinking. The distressed ship is about 100 kilometers from the resort town of Arcachon and would hit the French shore sometime between Monday evening and Tuesday evening unless a last salvage effort on Monday is successful, Emmanuel de Oliveira, the head of France's Atlantic coast authority, told reporters on Sunday afternoon. "As of today the sea is stronger than us," he said. "There is still a favorable window tomorrow to try and connect a tugboat." Smit Salvage towing vessels tried to connect a towing line to the troubled ship last week, but all the attempts have so far failed due to the bad weather. If attempts fail again on Monday, the ship was

expected to hit the coast somewhere in the Landes administrative department, south of Arcachon. A member of the salvage team was injured last week in earlier attempts, and high winds and rough seas ruled out towing operations on Sunday. There was still no sign of fuel leaking from the crippled ship but the authorities would escort the vessel to limit any environmental pollution if it ran aground, de Oliveira said. The extreme incline of the ship as well as the difficult sea conditions had so far prevented teams from boarding but calmer weather conditions were forecast for Monday.

(Source: Marex)

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SMIT SALVAGE TEAM BOARDS MODERN EXPRESS, ATTACHES TOW LINE (UPDATE 01-02)



The four-member salvage team of Smit Salvage has managed to board the drifting car carrier **Modern Express** earlier this morning and set up a tow line, French Maritime Authority said in an update. The tow line has been attached to the Spanish tug Centaurus, hired by Smit Salvage, which has now started the towing operation and rotating of the ship. The convoy is en route at 3 knots (about 5 km/h) some 46 km from the coast. Weather conditions on the spot remain rough with wind force 4 and waves up to 3.5 meters. The inclement weather further increases the risk of the tow line breaking. The salvage operation gears up amid efforts aimed at preventing the ship from grounding on France's coast, which is the likely scenario should the towage operation fall through. Modern Express, loaded with 3600 tons of timber and construction machinery, ran into trouble on January 26 when it started listing

some 240 km off Cape Ortegal, Galicia, in the Bay of Biscay. The vessel's crew of 22 people was evacuated that afternoon. Due to inclement weather, and the shift of the cargo aboard the vessel, Modern Express reached a list of some 50 degrees. The ship is carrying 300 tonnes of fuel onboard. Watch the video [HERE](#) *(Source: World Maritime News; Photo French Navy)*

SALVAGE MASTER NICK SLOANE JOINS RESOLVE MARINE GROUP

As Resolve Expands Global Response Presence, Sloane Will Oversee Operations in Europe, the Middle East, and Africa. Resolve Marine Group is pleased to announce that Senior Salvage Master Nick Sloane has joined the company. This news comes just months after Resolve opened its operations in Gibraltar, expanding its emergency response capabilities to Europe, the Middle East, and Africa. Sloane joins the senior



management team at Resolve to help guide the global growth of the company. “Nick is a force in the industry and now that Resolve has a worldwide footprint, he is a natural fit,” said Joe Farrell, President and CEO of Resolve Marine Group. Sloane brings more than 34 years of experience to the organization, having overseen an extensive list of salvage and oil & gas projects across the globe including the Americas, Europe, Russia, Asia, the Middle East, and Africa. He was a member of the Lloyds Panel of Special Casualty Representatives and most recently served as the Senior Salvage Master of the Costa Concordia salvage operation off the Island of Giglio, Italy. “I have watched Resolve grow globally over these past ten years and I am honored to now join the company’s leadership team,” said Nick Sloane, Director, Resolve Marine Group. “I intend to use my experience where I can and assist in growing the business globally.” Resolve Marine Group’s growth both in assets and personnel is part of its commitment to reinvest funds in order to better serve its clients. As one of a few global salvage companies that has remained family-owned and operated for more than 35 years, Resolve is not bound by shareholder interests. As such, it maintains a value-oriented culture with a strong emphasis on meeting the needs of both clients and staff at every stage of a job. “Resolve’s greatest asset is its people and we pride ourselves on that,” said Joe Farrell. “Nick Sloane brings professionalism, innovation, and a stellar work ethic that never compromises his values – that’s exactly how we manage ourselves at Resolve.” ([Press Release Resolve Marine](#))

OFFSHORE NEWS

POLARCUS MAKES MORE HEADCOUNT REDUCTIONS

Marine seismic acquisition company Polarcus is pressing forward with cost cutting moves, which involves headcount reductions – fifteen employees – and changes to the executive management team. According to the company’s statement on Monday, the expanded cost reductions are part of a longer term plan which will “continue to improve competitiveness while maintaining exceptional operational performance and sustaining positive operational cash flow.” Polarcus said the plan would enable the company to withstand a prolonged difficult market as well as to take advantage of opportunities in this volatile environment. As part of the cost management program implemented at



the end of 2014, personnel reductions now total 26%. This additional reduction of 15 employees are all office staff and include executive management position. Cost savings as a result of these recent personnel changes plus additional other overhead cost reductions will total \$7 million annually, excluding one-off restructuring costs which will be incurred in Q1 2016. Chief Financial Officer, Tom Henrik Sundby and Senior Vice President Human Resources, Dr. Paul Hanna have made the decision to leave the Company. Additionally, Peter

Zickerman, Executive Vice President Strategic Investments and Company founder, has moved from being an employee to a consultant as strategic advisor to the company. The Executive Vice President Strategic Investments and Senior Vice President Human Resources executive management positions are eliminated as a result of these changes. Effective 1 March 2016, Hans-Peter Burlid will be promoted to the position of Chief Financial Officer. Burlid currently serves as Vice President Finance & Investor Relations for Polarcus, an executive management position which will be eliminated. He has 12 years of experience in the seismic industry with key roles in finance, accounting and business development and was instrumental in the start-up of Polarcus, the company said. Burlid holds a B.Sc. in Economics and Business Administration from Blekinge Institute of Technology, Sweden. "Firstly, I want to thank all those employees departing the Company for all their hard work and dedication. It is always a difficult decision to see the departure of high-quality employees, but the current market environment requires us to continuously review and adjust our cost structure," stated Rod Starr, Polarcus CEO. "I am also appreciative of the leadership provided by executives Tom Henrik Sundby and Paul Hanna. They were both here in the early days and played important roles in the development of Polarcus, and I wish them the very best in their future endeavors. Continued strategic advice from Peter Zickerman will be an important element as the Company maintains an eye on future growth opportunities." The continued aggressive cost management program combined with leading vessel backlog, operational excellence and innovation and recently announced financial restructuring ensures Polarcus is well positioned to ride out a prolonged market downturn, Polarcus concluded. *(Source: Offshore Energy Today)*

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LEWEK CONSTELLATION

The 2014 built Panama registered with call sign 3FOT pipe layer crane ship **Lewek Constellation** (Imo 9629756), which called at Cape Town for supplies and bunkers, is seen on departure last week for Singapore. The unusual vessel is owned and managed by EMAS Offshore, a Singapore-registered subsidiary of Ezra Holdings, a company offering offshore support, accommodation, construction and production services to the oil and gas industry. She has a grt of 48,949 tonnes a dwt of 32,000 tonnes and is classed Det Norske Veritas. *(Photo: Ian Shiffman)*



SIEM OFFSHORE BREAKS OFF CHARTER AGREEMENT FOR 'SIEM MARLIN'



Siem Offshore, a Norwegian shipping company, has terminated a charter agreement for its multi-purpose field & ROV support vessel (MRSV) **Siem Marlin**. According to the shipping company, the charter party between Siem Offshore and Marine Engineering Diving Services (MEDS) dated May 13, 2015 has been terminated due to non-fulfillment of charterers' obligations. **Siem Marlin**, built in 2009, was originally fixed for a firm charter period of 5 years with a purchase

obligation at the end of the charter period. Siem Offshore did not provide further details about the contract that was supposed to start in September 2015. The shipping company noted it would pursue its rights to claim damages. Siem Marlin is a 93,6 m long diesel electric driven vessel. *(Source: Offshore Energy Today)*

ATLAS PROVIDES PERSONNEL FOR MONITA PROJECT

Geosciences and engineering service provider Next Geosolutions has been awarded a geophysical, UXO & geotechnical contract to Prysmian for the Monita Project in the Adriatic Sea. Through the collaborative effort of the survey team, Atlas Professionals secured exclusive supplier status to Next Geosolutions for the whole project. According to the company, Atlas' business manager travelled to

Naples to meet with Next Geosolutions, and after negotiations were settled Atlas was awarded the contract for 100% freelance personnel supply for the Monita project. The cable route survey operations for Monita should take approximately 7 months to complete. The first Atlas team have been successfully mobilised and are now working with the back to back team for the first crew change. “With such an important project, it is crucial to



meet the teams in person, many of which are long-term loyal Atlas freelancers. We look forward to travelling to the first crew change with some of the team members,” says Alex Meeks, Atlas business manager for offshore survey & construction. Carlo Pinto, Next Geosolutions sales & marketing director, said: “Monita Project represents a milestone in Next Geosolutions’ growth and we are glad to have selected Atlas for this scope. Personnel provision to complement our staff resources is a critical element of our delivery and relying on trustworthy professionals is an absolute must.”

(Source: Subsea World News)

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VOS VESSELS EARN WORK BOAT WORLD’S BEST ERRV DESIGNER 2015 AWARD

Vroon’s newbuilding vessels, VOS Glamour and VOS Glory, have helped earn their designer, Singapore-based Khiam Chuan Marine, the award of “Work Boat World’s Best ERRV Designed 2015”. This Award was announced in the January 2016 issue of Work Boat World. *Quote* “Yet another very multi-national collaboration, these fine vessels are Singapore-designed, Chinese-built, Dutch-owned, American-powered, Swedish-propelled and will be operated in the North Sea from Scotland. Fujian Southeast Shipyard has delivered a pair of complex and sophisticated ships of highly developed shape that should perform their multitude of roles superbly. Following the delivery of ‘Glamour’ and ‘Glory’, owner Vroon Offshore Services had 22 further OSVs on order at Fujian Southeast – a powerful vote of confidence in the builder. The defining characteristic of the DP2 60-metre ERRV is its enclosed wave-piercing bow. Termed the “KohBow”, after its principal designer, its innovative structure significantly reduces wave and water resistance, increasing fuel efficiency,



while making for a handsome distinctive look. The mechanical-driven vessel also boasts of lesser vibrations and noise levels, as confirmed through rigorous testing and crew feedback. Other features include anti-rolling tanks for increased performance and crew comfort in extreme weather conditions, as well as a retractable bow thruster for easy manoeuvrability and reduced fuel consumption during daunting rescue missions. Spacious

accommodation arrangements allow for the current crew capacity of 25 to be increased to 33 with the conversion of single cabins into dual-sharing cabins. The vessel is SPS compliant, has a deck cargo area of 320m² and deck cargo capacity of 500 tonnes. Since 2011, close collaborations on various KCM-Vroon projects have cemented a strong working relationship between the two companies. To date, KCM has completed 39 vessel designs, with 20 upcoming vessels in the pipeline for the Dutch shipping giant. Projects include ERRVs, subsea-support vessels, PSVs, multi-purpose OSVs and walk-to-work vessels. With the decline in oil prices, it's safe to say that the global offshore industry is facing tough times, and will continue to do so for the next two-three years. KCM currently has 17 completed projects in 2015 and while business has definitely slowed, things have not come to a complete standstill. A (KCM) company representative said that once the shipping cycle gets past this trough, and oil supply and demand stabilises, the offshore industry will be on the rise again. The company believes orders will pick up in 2016 and 2017, as they have seen more enquiries for vessels in recent months." *Unquote* VOS Gorgeous and VOS Grace complete the quartet of KCM-designed 60-metre ERRV/FSVs delivered to Vroon by Fujian Southeast Shipyard. The vessels are operated by Vroon Offshore Services Aberdeen. We would like to congratulate KCM on receiving this prestigious award and thank them for the pleasant cooperation we have enjoyed with them. We look forward to continuing the good business relationship in the coming years.

(Press Release Vroon)

OIL CRISIS PUSHES DEN HELDER TO HEDGE ITS BETS

Due to the current oil crisis, the Dutch Port of Den Helder has decided to opt for a substantial transition from offshore vessels to market diversification, the port said. Namely, the port reported a decrease of 10 percent in the number of offshore, oil and gas, vessels entering the port. The number of incoming vessels dropped from 2,776 to 2,522 between 2014 and 2015. This decrease was in part counteracted by an increase of 27 percent in the number of sea-going fishing vessels, namely, 1,645 fishing vessels called at the port in 2015 compared to 1,295 in 2014. "Since early 2015, the primary offshore logistics hub for the southern North Sea has been steadily working with several key partners towards an intervention plan to counteract the impact of the oil crisis," the port said. "The global oil crisis is expected to continue into the near future, forcing the port to commit to a substantial transition. The effects of the crisis can be seen in the fact that approximately 30% of North Sea drilling rigs are without a contract and 20% of the 180 production platforms in the Dutch

part of the North Sea are standing idle.” To this end the port is adding more space with the ready-for-construction Kooypunt IIIa and the waterfront development of the Kooyhaven business area, due to be finalized at the end of 2016. Harbour-related suppliers and other facilitating companies that will be attracted to the area by established companies can then locate themselves in Kooyhaven. Despite the reduction of offshore oil and gas related activities in the port, the Port of Den Helder is still showing positive financial figures. “We are dedicated to our position as a logistical knowledge and service hub for the offshore industry in the Southern North Sea. We are flexible herein – Den Helder is also ideally suited as an offshore logistics port for operation and maintenance activities for the emerging renewable energy market,” stated Whitney Veen, CFO and interim CEO of Port of Den Helder. *(Source: World Maritime News)*



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REM OFFSHORE CEO CALLS IT QUILTS, CFO TAKES HIS PLACE



Norwegian shipping company Rem Offshore has informed that its chief executive officer (CEO) plans to resign from his position. The shipping company said on Monday that Åge Remøy has informed the Board of Directors that he intends to resign as CEO of Rem Offshore as from May 1, 2016. Consequently, the Board of Directors has decided to appoint Arild Myrvoll, the company's chief financial officer, to succeed Remøy as CEO from this date. Arild Myrvoll was employed in 2007, and has since held

the position as CFO of Rem Offshore. He has also acted as a deputy to the CEO. Rem Offshore said it

would immediately start the process of recruiting a new CFO. *(Source: Offshore Energy Today)*

OFFSHORE PLAYERS CALL FOR INCREASED SCRAPPING TO CLEAR SEVERE OVERSUPPLY

Offshore players are calling for a significant increase in the rate of scrapping elderly offshore rigs and vessels if the market is to see any chance of recovery in the next few years, where oil prices are likely to stay low. Following the plunge in crude oil prices, the entire offshore oil and gas exploration and production chain from the oil rigs right down to the offshore vessels has come under severe pressure from low utilization and charter rates. On the OSV side,



there could be an oversupply of 600-700 units of PSVs, and 800 AHTS vessels, while global utilization of offshore supply construction vessels (OSCVs) is down to just 40%, according to data shared by Hassan Assad Basma, founder and ceo of HBA Offshore. "The industry has a habit of being overly optimistic so people tend not to scrap the excess units but stack them, hoping they can come back into the market since they do not have much scrap value in any case," Hassan told the Singapore Offshore Finance Forum held late last week. "But with hundreds of vessels in excess and unless drastic scrapping takes place, cold stacking is not going to work anymore," he warned, pointing out that the global OSV fleet is projected to grow further by approximately 18% in 2016 and 2017. "The (OSV) market is terrible," Venkatraman Sheshashayee, ceo of Miclyn Express Offshore, summed up the state of the market. He urged the industry to scrap old units and take the step of cancelling newbuildings rather than just deferring them. "The payback period of a PSV used to be four to five years but now it is 10 to 12 years." Sheshashayee highlighted that while the crash of oil prices has contributed to the offshore downturn, the current slump would have happened regardless of oil prices, as the industry has already overbuilt. "This market is a wonderful mirror and we just need to look at it and see what we have done to ourselves," he quipped. Jesper Kragh Andresen, ceo of Axis Offshore, agreed that more scrapping activities would help the market, but expressed reservations on cancelling orders as one needs to consider the stage of construction. Andresen, meanwhile, shared that the more niche accommodation vessels market has yet to be hit by the same degree of turmoil as its adjacent OSV segment, but the former is no longer a "safe haven". "Over the coming years, there could be regional oversupply as newbuildings are coming out, and any asset older than 30 years is a very strong candidate for retirement. The (accommodation vessels) market will get increasingly difficult until at least 2018," he believed. Further upstream in the drilling rig market, this year will likely see a number of mergers and acquisitions going on and restructuring of companies hit by losses, as well as more idled rigs heading to the scrapyards, according to Manav Kumar, president and director of Dynamic Drilling Holdco. "It is no surprise that 2016 will be a challenging year for the drilling rig market. We have seen in the last two years more rigs being scrapped compared to any other year. And as utilization rates continue to fall, more older rigs get cold stacked, and oil companies negotiate contracts only for higher capacity rigs at lower rates, the rate of scrapping will only increase. Moreover, bringing cold stacked drilling rigs

back to work actually require more money and work, so scrapping them would be a better option,” Kumar observed. Geir Sjurseth, managing director, head offshore finance, DVB Bank, said the offshore sector could be facing another two to three years of severe downturn, in view of the “huge excess of offshore equipment” that is not absorbed by demand. “We seem to be in phase one of the downturn and we do not know how many more phases will there be,” he said. Sjurseth said that the plan at DVB Bank is to help the industry “breathe for another two years” and he believed that the packages that the bank has put together for clients will take them through 2016-2017. (*Source: Seatrade Maritime News*)

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6TH PLATFORM SUPPLY VESSEL FOR ESNAAD IS LAUNCHED SUCCESSFULLY



On Saturday the 30th of January, the Platform Supply Vessel ‘Esnaad 226’ was launched successfully from the slipway in our Foxhol yard. With this, De Hoop have launched the 6th vessel of the 10-ships order from Abu Dhabi National Oilcompany’s daughter company ESNAAD. The whole series is now well on its way, with three ships fully finished,

and the remaining seven in various stages of construction, it is keeping the yard and many subcontractors real busy. (*Press Release De Hoop*)

COASTAL VICTORY AND VOYAGER DEPLOYED IN THE UPPER ZAKUM PROJECT

Two vessels owned by Acta Marine, the Coastal Victory and the Coastal Voyager, are currently deployed for an offshore project in the Upper Zakum oil fields of Abu Dhabi. These shoalbusters will carry out various operations during this project on several oil fields in this area. The best tugs for this project. Acta Marine’s customer selected the Coastal Victory and Voyager based upon the multipurpose functionality of both tugs as well as the vessel’s shallow draft and the low fuel consumption. After careful consideration and a thorough ZADCO inspection process the tugs were approved and on their way to Abu Dhabi. The Upper Zakum Oilfield is located approximately 84

kilometres of the coast of the nations capitol. The Coastal Victory and Voyager are exceeding expectations, and are working at the second-largest offshore project in the world. Highly effective for various projects. The Coastal Victory is of the type Shoalbuster 3009 and is equipped with a 100 tonnes winch, a 170 tm crane and 46 tonnes bollard pull. This Anchor Handling Tug (AHT) can be used in shallow and deep waters, and has executed operations in the dredging & marine construction as well as the offshore wind industry. The Coastal Voyager on the other hand is a Shoalbuster type 3209, built in 2012. The unrestricted trading area and the available moon pool makes it a versatile tug; with a 100 tonnes winch, a 140 tm crane and 48 tonnes bollard pull. Both shoalbusters provide all-round assistance for the Upper Zakum project during different operations, such as towing activities, survey operations and anchor handling.



OSLO PROVIDES SOME RELIEF FOR LAID-UP OSVs



Providing some relief for hard-pressed OSV owners, Norway's industry minister has just announced that all laid up OSVs in the country will not have to pay any licence fees. Typically, these licences cost around \$4,000 a year. Norway's OSV sector has been among the hardest hit in the world with vast numbers laid up. The North Sea term rate for an AHTS 20,000+ BHP, as an example, averaged \$16,800 day last year according to Clarkson,

down 52% over 2014. *(Source: Splash24/7)*

SMIT KAMARA IN HER NEW OUTFIT

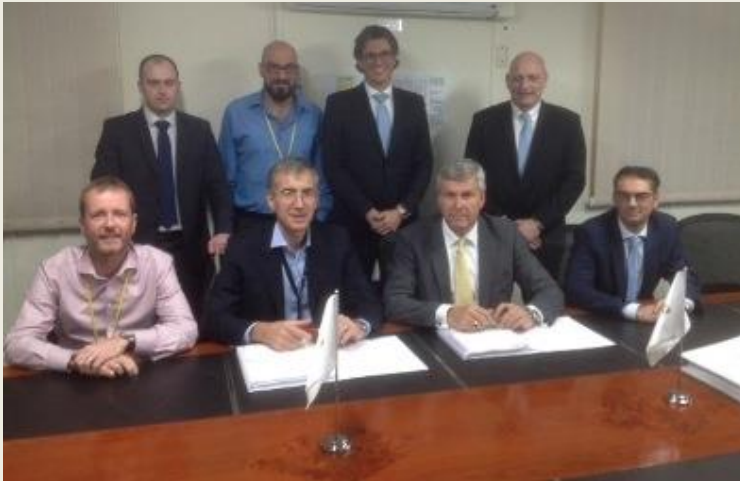
The **Smit Kamara** (Imo 9322607) is seen in her new colours alongside at Fährhafen Sassnitz/Mukran mobilising for her next charter at the Baltic Sea. She arrived yesterday morning 1st February at 7am LT from Gdańsk in Poland, after her 1 month stay at Remontowa Shiprepair Yard for her 2nd Special Survey. The 2005 built Dominica registered with call sign J7BP9 Offshore Tug Supply Vessel **Smit Kamara** is owned by Smit Shipping Singapore Pte. – Singapore and managed by Smit Singapore Pte. Ltd. – Singapore. She has a grt of 2,666



tonnes a dwt of 1,700 tonnes and is classed American Bureau of Shipping. *(Source & Photo: Roger Lim)*

WINDFARM NEWS - RENEWABLES

HEEREMA JOINS BORWIN3 TEAM



Heerema Fabrication Group (HFG) has been awarded a contract by Petrofac for the procurement and construction of the jacket and piles for the 900 MW BorWin3 HVDC platform. Petrofac, in a consortium with Siemens, has the full responsibility for the construction and offshore installation of the BorWin3 platform of TenneT, which will house a Siemens HVDC station that converts the alternating current produced by the wind turbines to

direct current before transmitting it onshore to the German national grid. Petrofac will do the engineering and HFG from its Vlissingen facilities will undertake the fabrication of the HVDC substation jacket and piles. Heerema Marine Contractors (HMC) will transport and install the jacket in the North Sea at a water depth of up to 40 metres and approximately 100 kilometres off the German coast. Fabrication will start in the third quarter of 2016 and the sail away is scheduled for March 2018. *(Source: Offshore Wind)*

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CONSTRUCTION BEGINS ON GROUND-BREAKING WINDFARM SUPPORT VESSEL BIBBY WAVEMASTER 1

First steel cut at Damen Shipyards Galati. Following the recent contract signing for the first ever Damen Service Operations Vessel (SOV) with walk-to-work capability, the first steel was cut this week at Damen Shipyards Galati. Damen is constructing the innovative vessel for UK-based client Bibby Marine Services. To be named Bibby WaveMaster 1, the vessel will be deployed in the North Sea to support forthcoming offshore wind construction and O&M projects. Damen Sr. Project

Manager René Hooijman said, “This is a significant moment for this vessel and for both Damen and Bibby Marine Services. The beginning of the physical construction process is a cause for celebration after years of planning and development. The SOV is the result of extensive consultation within the offshore wind industry that has led to the design of a completely new concept from the hull up. It is therefore great to see the project come to life today with cutting of



of the first steel exactly according to planning. Assembly of the hull will start in April and the launch of the vessel is planned for early next year.” The SOV design provides a bespoke solution for operators involved in the transfer and accommodation of offshore wind personnel. In consultation with its partners in the offshore industry, Damen identified demand for a vessel capable of remaining at sea for long periods of time while continuously deploying and retrieving engineers and support workers along with their equipment and components. Keeping the personnel in good shape throughout the mission and the ability to operate in a wide range of weather conditions were also factored into the design as key requirements. To achieve these goals, the development programme established that positioning the accommodation amidships, combined with a shallower draught made the vessel more stable, delivering optimal comfortable living conditions and more efficient dynamic positioning. Primary access to offshore structures is via a motion-compensated gangway. The vessel has been laid out in such a way that workflow is highly efficient, whilst remaining



separated from accommodation areas. To ensure reliability and fuel efficiency, Damen refined the design leading to a significant reduction in installed power alongside increased redundancy. The overall result of this fresh approach to the design and layout of the SOV is a vessel that combines extreme efficiency with optimal comfort. The potential of the design was demonstrated at an early stage with a first-of-its-kind DP test at the Netherlands marine

research institute MARIN. During these trials, a scale model was pitched against simulated, worst-case scenario North Sea conditions and exceeded all expectations. *(Press Release Damen)*

VBMS PREPPING FOR PRE-LAY GRAPNEL RUN AT DUDGEON OWF

VBMS will be carrying out a Pre-Lay Grapnel Run (PLGR) operation as part of the preparations for the installation of the export and array cables for the Dudgeon Offshore Wind Farm, Kis-Orca

reports. The PLGR involves the vessel **Anna-B** towing a grapnel train arrangement over the seabed. The grapnel wire pulling the grapnel train will have a length of at least 4-5 times the water depth. The vessel follows the cable route to hook in and recover all small debris like lost fishing nets, ropes and wires from the seabed, following the centre line of the planned export cable route with a tolerance of 10m to both sides of the planned export cable route,



giving a 20m corridor. This work is done in order to clear the route prior to the installation of the export cable. The **Anna-B** will arrive on location at or around 9 February 2016. The vessel will be working in the area for an expected duration of maximum 28 days. *(Source: Offshore Wind)*

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WINDCAT 33 TO THE RESCUE



Last week, a vessel working on one of Centrica's offshore wind farms off Grimsby helped bring a stranded fishing boat back to harbour, Centrica reported on its social media pages. After the fishing vessel **Melanie S** had run out of fuel in the waters off Grimsby, its crew broadcasted a radio message to the Cleethorpes coastguard asking for assistance. **Windcat 33**, which was nearby at the time as one of the vessels working on the Lincs offshore wind farm, overheard the message. Skipper Brian Smith responded offering his services to the coastguard and towed back the fishing vessel to the harbour, Centrica said. Smith said: "The North Sea is one of the busiest shipping channels in the world, but we see ourselves as a community out here. We're all just doing a job and it's important we look out for one another." *(Source: Offshore Wind; Photo: Centrica)*

YARD NEWS

ABB'S OCTOPUS FOR ULTRA DEEP'S NEWBUILDS

ABB will provide the technology that would help three vessels safely carry out construction and maintenance tasks up to 5 kilometers under water, the company said Monday. Namely, the vessels will be equipped with ABB's OCTOPUS software that uses sensors and the Internet of Things, Services and People (IoTSP) to interpret weather conditions, allowing the crew to make informed decisions during sensitive operations. The



ships will be built for Ultra Deep Solutions at CSIC Huangpu Wuchang Shipbuilding Company and China Merchants Heavy Industry. The largest vessel's apparatus will include two remotely operated underwater vessels (ROVs), that will dive up to 3000 meters, and a 400-ton crane that can drop 5 200 meters. It will measure 142 meters in length. Juha Koskela, managing director of ABB's Marine and Ports business, said: "The broad scope of supply we have on these vessels is a demonstration of the wide range of solutions we have to offer the maritime sector. These vessels will benefit from some of the most established software and hardware technologies in the shipping industry." The vessels will also feature ABB generators, motors, drives and switchboards. Jithu Sukumaran Nair, general manager of shipbuilding at Ultra Deep Solutions, said: "We are proud to be the first offshore vessel operator in the world to install the OCTOPUS weather monitoring system on board high tech dive vessels" (*Source: Subsea World News*)

GIVE YOUR DRIVES A NEW LEASE ON LIFE SCHOTTEL HAS EXTENDED REPAIR FACILITIES



SCHOTTEL has put into operation extended repair facilities at their German headquarters in Spay. Whereas only recently the space was used for manufacturing new drives the halls now offer ideal conditions on 2200 sqm for the repair of SCHOTTEL propulsion systems. The new mechanical workshop with various modern machines is ready for a quick processing of parts. The service warehouse was fully integrated into the Spay location and thus is ready

to provide spare parts globally in the shortest possible time. Thanks to short ways and efficient logistics SCHOTTEL can thus respond to customer requests even faster. For larger drives and the range of controllable pitch propellers, SCHOTTEL has opened the Service Center North in January 2016 in Wismar, Germany. Here, too, the conditions for repairs are excellent. An on site warehouse as well as a state-of-the-art mechanical workshop keep repair times as short as possible. „We have established excellent conditions at both sites for a fast and professional repair of all azimuth thrusters, controllable pitch propellers and manoeuvring aids. Due to our own stock of machinery and employees with a longtime experience we are able to perform repairs and overhauls with a very short reaction time and in OEM quality,” says René Lange, SCHOTTEL Director Repair International. ”With our worldwide network of service sites as well as 24/7 service hotlines we are available for our customers anytime and anywhere. We arrange everything to keep downtimes as short as possible”, adds Lange. *(Press Release Schottel)*

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VARD DESIGNED ANTARCTIC ICEBREAKER FOR CHILEAN NAVY

Vard Holdings Limited, a designer and builder of offshore and specialized vessels, announced that its subsidiary Vard Marine has secured a new contract for the design of one Antarctic icebreaking vessel for the Chilean Navy. The contract value is approximately €4 million. Vard Marine, a consulting naval architecture and marine engineering company, has been awarded the



contract by ASMAR Shipbuilding & Ship Repair Company to design an Antarctic icebreaking vessel for the Chilean Navy. The contract calls for Vard Marine to develop the basic design of the ship that will be constructed at the ASMAR shipyard in Talcahuano, Chile. The vessel will be capable of operating throughout the Southern Ocean with services to include logistic support, search and rescue missions, scientific research, and resupplying bases in the Chilean Antarctic Territory. The new vessel will be approximately 125 meters in length with a displacement of over 13,000 metric tons, a total complement of 155, and installed power of 14.5 MW to permit breaking one meter of ice at two knots. The vessel is designed to carry a wide range of containerized and vehicle cargo; helicopters and rescue boats for logistics/SAR missions, as well as the ability to undertake a broad

range of scientific data gathering activities. Delivery of the vessel is scheduled in 2021. (*Source: MarineLink*)

VIETNAMESE PM APPROVES DAMEN'S MAJORITY STAKE IN LOCAL YARD



In a ruling with significant ramifications for foreign investors keen to buy into Vietnamese firms, prime minister Nguyen Tan Dung has allowed Shipbuilding Industry Corporation (SBIC) to sell 70% of Damen Song Cam Shipyard to the Netherlands' Damen Shipyards Group. SBIC, formerly known as Vinashin, had chosen Damen as the strategic investor for Song Cam Shipbuilding's restructuring

plan. Damen had tried to buy a 70% stake in the Haiphong-based yard in 2014, but local stock market rules limited foreign investors to a 49% holding. (*Source: Splash24/7*)

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

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- [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](#)

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