Tugs Towing & Offshore Newsletter

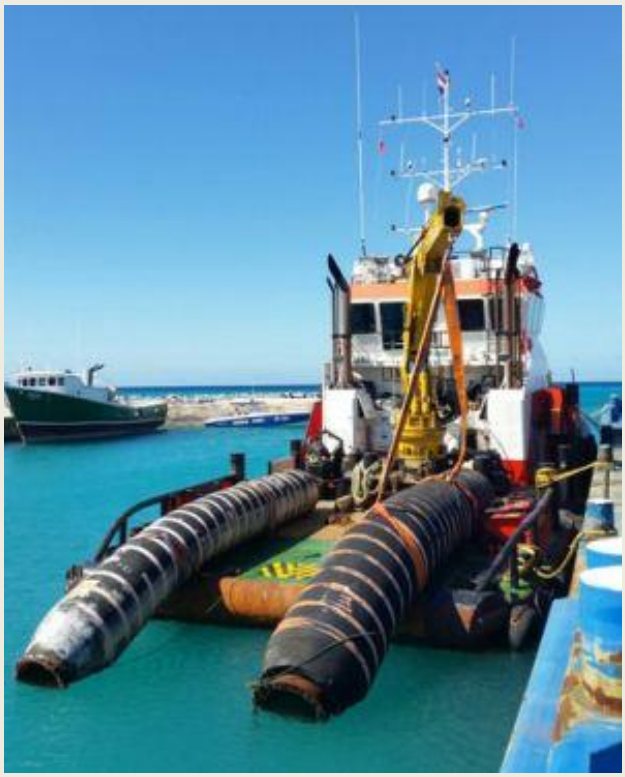
17th Volume, No. 12 *1963 – "52 years tugboatman" - 2015* Dated 10 February 2016

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

MIDWEEK–EDITION

TUGS & TOWING NEWS

AMSTELSTROOM STILL WORKING IN THE CARIBBEAN

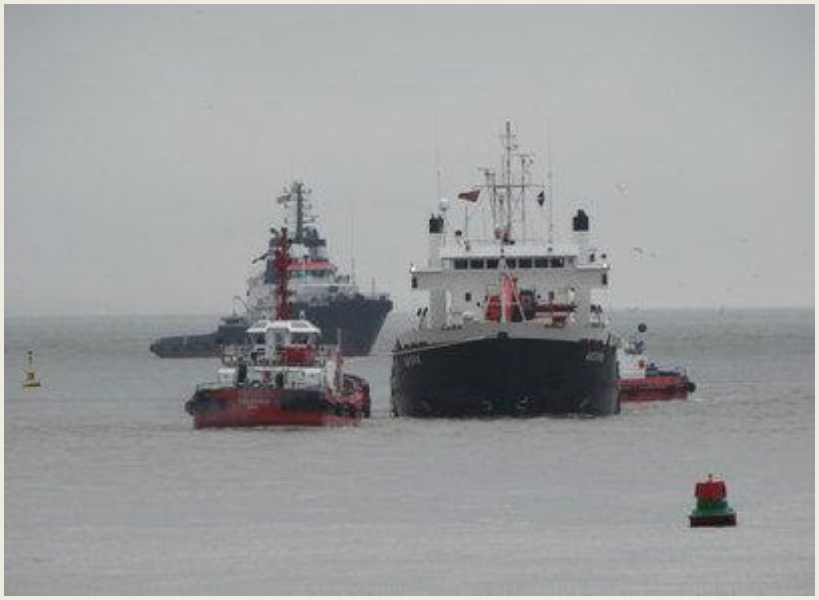


(Source: VWMS - Photo: © Master: Stefan Mieras)

Since mid 2014 our well proved custom built "Damen Shoalbuster 2609S" **Amstelstroom** (Imo 9295775) has working at different projects in The Caribbean. The last six months AIS reported them at The Bahamas (Coral Harbour, Gun Point and Matthew Town) in company with the backhoe dredger "*Dinopotes*". To support her with dredging operations. Some technical specifications of the Tug / Workboat: Lenght of 26.10 mtrs, a beam of 9.35 mtrs, and a depth of 3.60 mtrs. A free deck space of 68 m², a hydraulic crane, type Effer with a range of 21 tons @ 5.1 mtr. The two Caterillar type 3508 TA/C main engine develops a total output of 1,640 kW (2,260 bhp) which results in a free sailing speed of 12 knots and a bollard pull of 30 tons. She has a Grt of 232 tons and is classed Bureau Veritas I HULL - Mach, Tug Unrestricted navigation, AUT-UMS; Dutch Shipping Inspection - Unrestricted navigation.

NEWS FROM THE BRISTOL CHANNEL

On approach to Cardiff Docks is the general cargo ship *Aasvik* (IMO 8500898) which had suffered



engine failure 03/02/16 shortly after entering the Bristol Channel while inbound for Cardiff from Belfast. Taken in tow by the tug **Bremen Fighter** (Imo 9321287), which had been in Swansea , both vessels arrived off Cardiff in the early hours of the 4th of February with the **Bremen Fighter** locking into Cardiff while the *Aasvik* dropped anchor. At approx 13.30 hours two local tugs **Tradesman** (Imo 8704274) and **Trueman** (Imo 8704286) secured the *Aasvik* and safely towed the ship into Cardiff with the **Bremen Fighter** standing by if required. *(Source & Picture: Peter Olsen)*

SEASPAN VENTURE: LIKE FOR LIKE

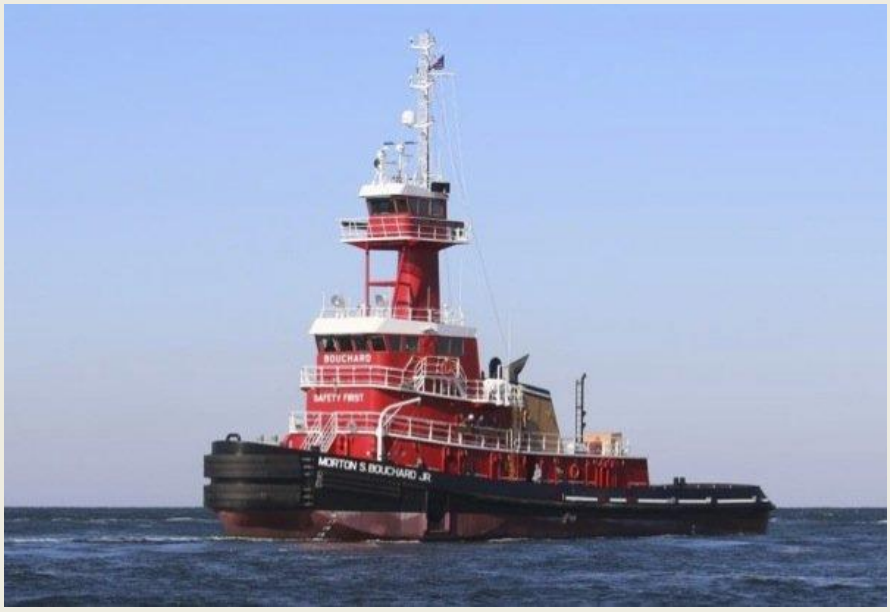
"We don't usually remove the heads at mid-life on the Cummins engines," Randy Beckler, Engineering Superintendent for Seaspan Towing explained in reference to the 2003 launched **Seaspan Venture**'s third like-for-like repower. The repower was completed in the first week of February 2016. The **Seaspan Venture**, like her sister the **Seaspan Tempest**, had a pair of Cummins KTA38 M0 engines when new builds. These engines were changed out at over 40,000 hours. In 2016, the second set of engines had around 42,000 hours.

"We have a planned maintenance schedule that we adhere to, this allows us to maintain our desired TBO (Time Before Overhaul," Beckler added. The decision was made to install the third set of KTA38 M0 engines, delivering 850 HP each at 1800 RPM, when the **Seaspan Venture** had in excess of 42,000 hours on the second set of engines. This was coordinated with a time when the tug was due for its quadrennial inspection by Transport Canada. This involves pulling the tug out of the water for tail shaft and sea valve inspections. "We try to do everything at once when we have the boat out," said Beckler, "we could have probably run the engines for another year but this was a good time to make the change." These two boats have been very popular with their crews. The hulls were built to order in China, shipped to Canada by barge, and finished up at Seaspan's Vancouver Shipyard. There was a lot of input from operators in the functional design. At the time they were a new generation of tug with a fine, longer, double-chined hull. The 64- by 23-foot hull has a moulded depth held to 10.4-feet to facilitate working some of the shallower areas of the lower Fraser

River while providing good water flow to the propellers. This fine hull form, combined with a smooth "slipper" stern reduced the wake wash and lessoned the need for the tug to make a "slow-bell" past riverside moorings. The boats tow the big boxy wood chip scows, se they were designed so that the aft bulwarks are the same height as the deck of a loaded chip barge while the bow matches the height of an empty barge. This improves the safety of crews getting on and off both empty and loaded barges. Bulwarks are set two feet back from the hull side to further ease the safety of crew moving between barge and boat. After nearly 14 years of daily use on the Fraser River the two tugs have proven the effectiveness of the design. And now, with a new set of engines and other upgrades, the **Seaspan Venture** is ready to go back to barge towing for another 40,000 plus hour. *(Source & Photo's: Alan Haig-Brown)*

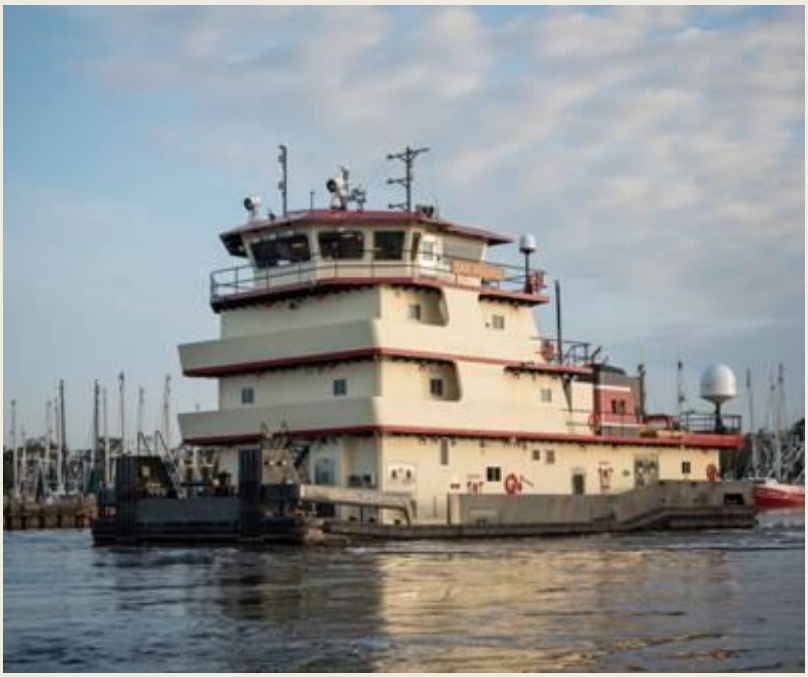
VT HALTER DELIVERS FIRST OF TWO ATB TUGS TO BOUCHARD

VT Halter Marine Inc., a company of Vision Technologies Systems Inc., has announced the delivery of the M/V **Morton S. Bouchard Jr.**, the first of the two 6,000-hp twin-screw ATB tugs, to Bouchard Transportation Co. Inc.. Measuring 130 feet by 38 feet by 22 feet, M/V **Morton S. Bouchard Jr.** is classed by ABS as A1 Ocean Towing, Dual Mode ATB, USCG Subchapter C and is equipped with an Intercon coupler system. M/V **Morton S. Bouchard Jr**. was launched on Oct. 29, 2015 at the Moss Point Marine facility in Escatawpa, Miss. Both M/V **Morton S. Bouchard Jr.** and M/V **Frederick E. Bouchard**, the second ATB tug, are part of a two-vessel contract awarded to VT Halter Marine in August 2014. M/V **Frederick E. Bouchard** is being constructed at VT Halter Marine's Moss Point Marine facility in Escatawpa, with delivery expected in June 2016. Both vessels will enter into Bouchard Transportation's fleet service in New York, N.Y. "Bouchard is very pleased to take another successful delivery from VT Halter Marine, with the delivery of the tug M/V **Morton S. Bouchard Jr.**," said Morton S. Bouchard III, president and CEO, Bouchard Transportation. "This delivery has special meaning to both VT Halter Marine and Bouchard, as the second tug that Bouchard ever built



with Halter Marine back in 1972 was the original tug **Morton Bouchard Jr.** (renamed the **Bouchard Boys**). I would also like to thank all of the employees of VT Halter Marine for all of their hard work in constructing a first-class tug that meets Bouchard standards. Bouchard looks forward to the delivery of the M/V **Donna J. Bouchard** and barge B. No. 272 from VT Halter in two weeks and the M/V **Fredrick E. Bouchard** in June 2016." "The close working relationship between VT Halter Marine and Bouchard Transportation culminated in the delivery of this fine tug, the M/V **Morton S. Bouchard Jr.**," said Jack Prendergast, CEO, VT Halter Marine. "VT Halter Marine is extraordinarily proud of the long-standing relationship with Bouchard Transportation, and we are pleased to deliver this tug that has such special meaning to Bouchard. We look forward to celebrating the delivery of the M/V **Donna J. Bouchard** and barge B. No. 272 in two weeks as well as the M/V **Frederick E. Bouchard** in June 2016." VT Halter Marine is the marine operations of VT Systems. Based in Pascagoula, Miss., it is a leader in the design and construction of medium-sized ships in the United States. VT Halter Marine designs, builds and repairs a wide variety of oceangoing vessels such as patrol vessels, oil recovery vessels, oil cargo vessels, ferries, logistic support vessels and survey vessels *(Press Release VT Halter Marine)*

INLAND VESSEL PROFILE: USACE'S DAN REEVES



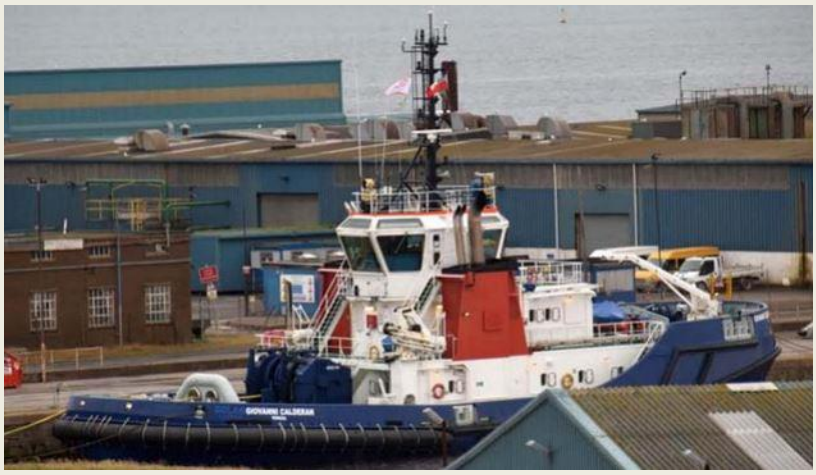
The newly built M/V **Dan Reeves** was commissioned in January of 2016 for the United States Army Corps of Engineers (USACE) Little Rock District. Built by Horizon Shipbuilding, Inc., Bayou La Batre, Ala., overseen by the USACE Marine Design, the 95-foot-long vessel is designed to comply with proposed USCG Subchapter M Requirements. Power and propulsion is provided by tow Cat C32 WOSR "C" Rated main engines, giving 1,300 HP Each at 1,800-2,100rpm, along with two Thrustmaster TM1500MZ Z-Drives with 5.74:1 Reduction

Gear Ratio. Vessel Owner: United States Army Corps of Engineers; Vessel Builder: Horizon Shipbuilding, Inc., Bayou La Batre, AL; Project Delivery Team: USACE Marine Design Center and Little Rock District; Vessel Operation Team: USACE Little Rock District, MKARNS; Year Built and Classed: 2016; Vessel Certification: American Bureau of Shipping (ABS) Class ✠A-1 Towing Vessel, River Service with ✠ AMS; Designed to Comply with Proposed USCG Subchapter M Requirements. *Vessel Particulars Machinery, Equipment and Special Features* Length Overall: 95'; Breadth: 43'; Hull Depth: 10'; Draft (full load): 8'-6"; Air Draft: 47'-10"; Displacement: 657 long tons; Fuel Capacity: 22,800 Gal.; Potable Water: 7,500 Gal.; Ballast Capacity: 19,400 Gal.; Waste Water Sys: Type II MSD / Capability to Operate as "Zero" Discharge Vessel; Main Engines: (2) Cat C32 WOSR "C" Rated, 1300 HP Each @1800-2100rpm; Z-Drives: (2) Thrustmaster TM1500MZ with 5.74:1 Reduction Gear Ratio; Propellers: Hung Shen Propeller - 4 Blade, 67.75 inches Dia. Set in Nozzles; Generators: (2) John Deere 6068AFM85 - 150 kW, 480V; Electronics: Complete Furuno Integrated Electronic and Navigation Package; Barge Winches: (4) Patterson WWP 65E-7.5 14; Capstan: Schoellhorn- Albrecht In-Line, 10 HP / 14,000 lbs Line Pull; Deck Crane: RAPP HYDRA PRO HP-18/2F, 4,000 lbs Capacity at 10' Radius. Environmental: Environmentally Acceptable Lubricants (EAL) in z-drive systems; Accommodations: 8 Crew. *(Source: Marinelink)*

BULK CARRIER ZENITH EXPLORER TOWED TO CAPE TOWN

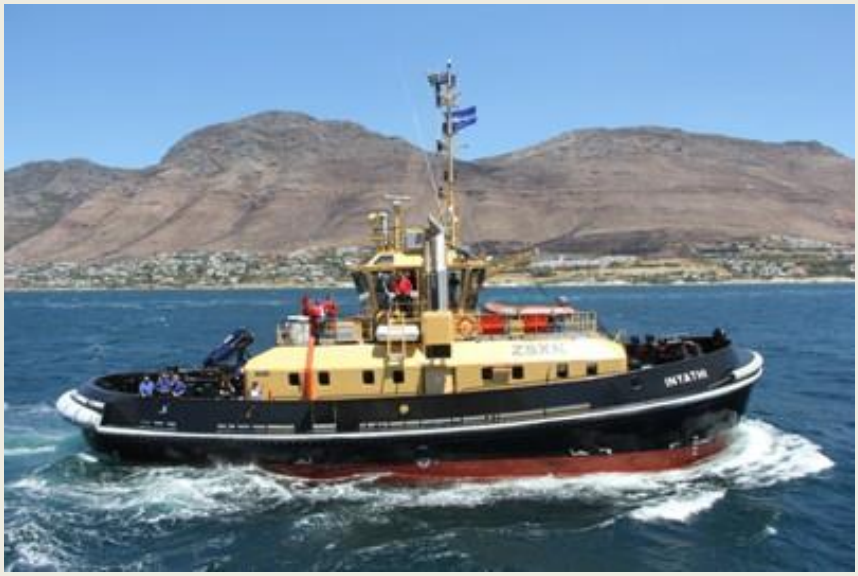
Bulk carrier *Zenith Explorer* suffered mechanical failure prior to Jan 18 while at Limboh Terminal Cameroon, vessel was taken on tow by salvage tug **Smit Amandla** on Jan 18 and towed to Cape Town, arriving there on Feb 4. The **Smit Amandla** is seen arriving in Table Bay Harbour after successful completing the tow of the "*Zenith Explorer*" from Limbe Cameroon. *(Photo: Aad Noorland)*

SOLAN RENAMED GIOVANNI CALDERAN



It is reported that the 2010 built former Shetland tug **Solan** (Imo 9449003) has been renamed **Giovanni Calderan** and now owned by Rimorchiatori Riuniti Panfido, Venice. The renaming took place in Leith prior to 6 February 2016. The Italian registered tug with call sign IJJH2 has a length of 40.00 mtrs a beam of 14.00 mtrs and a draft of 5.50 mtrs. Her grt is 852 tonnes and dwt 540 tonnes. *(Photo: Iain Forsyth)*

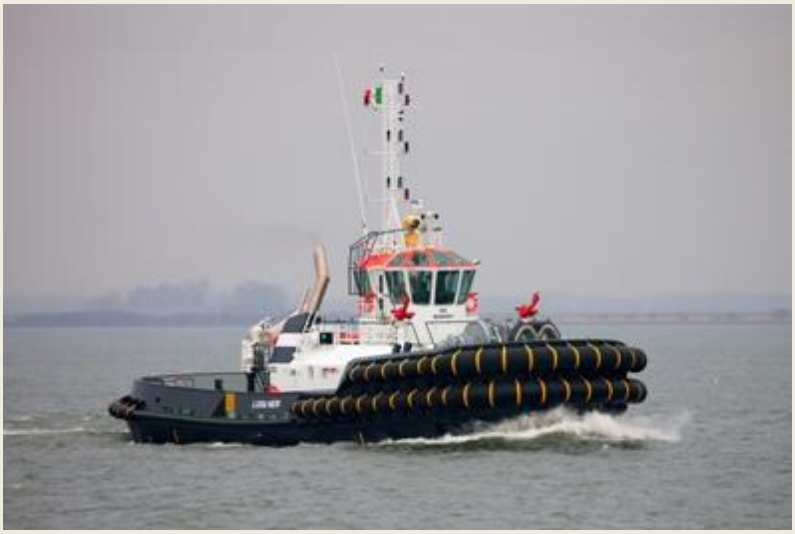
SOUTH AFRICAN NAVY WELCOMES NEW DAMEN ATD TUG 2909 INTO FLEET



On 4 February 2016 the South African Navy took delivery of a second South African-built Damen ATD Tug 2909 at the naval base in Simon's Town. Escorted by SA Navy's existing six tugs, *Inyathi* was welcomed into the naval fleet with a traditional sail past. **Inyathi** – meaning buffalo – is the second Damen ATD Tug 2909 in a two vessel replacement contract awarded to Damen Shipyards Cape Town (DSCT) after a transparent tender process. The first, named **Imvubu** – meaning hippo – was delivered in July 2015. The two new tugs will be deployed for towing, mooring and fire-fighting operations for the South African Navy's current and future fleet of vessels under all-weather, heavy sea, restricted visibility, day and night conditions within the confines of the Southern African ports and in coastal waters. **Inyathi** and **Imvubu** join two Damen Stan Tugs delivered in 2006 by DSCT, then known as Farocean Marine. "We're are very happy with the result of this project," says the South African Navy's Project Officer Commander Hermann van Geems. "**Imvubu** has certainly proven her worth over the last 6 months and we expect the same from her sister vessel. Damen has been excellent to work with throughout." *Contributing to local skills development and job creation*
DSCT built the registered SAMSA Class VIII vessels with a South African workforce in keeping with governmental imperatives to create and maintain local job opportunities. "We are proud that the local content in the two Damen ATD Tug 2909 tugs amounts to over 50%," says DSCT Chairman Sam Montsi. "The construction of these two vessels has also contributed to South African skills development and job creation through Damen Shipyards Cape Town's apprenticeship programme."

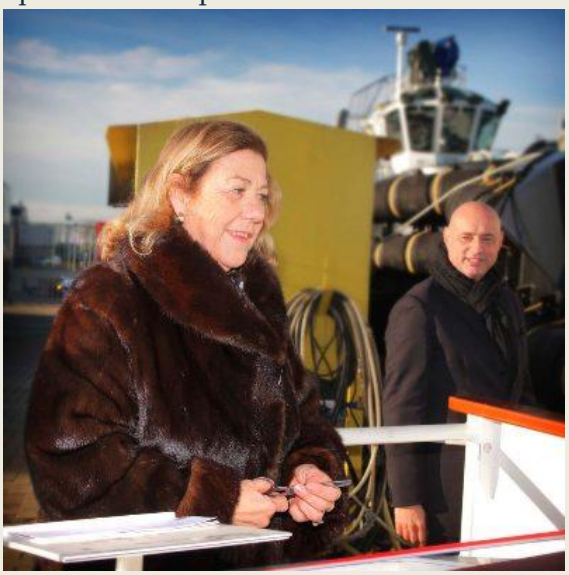
Proven design outfitted for African requirements The robust and proven ATD Tug 2909 design has excellent manoeuvrability, high indirect towing forces and great stability. Compact and powerful, the ATD Tug 2909 have a bollard pull of 43 tonnes, a length of 29 metres, a beam of 9.98 metres, a maximum speed of 13.2 knots. They were further outfitted with SA Navy equipment to ensure equipment duplication and maintenance saving. *(Press Release)*

FIRST DAMEN TUG FOR FRATELLI NERI

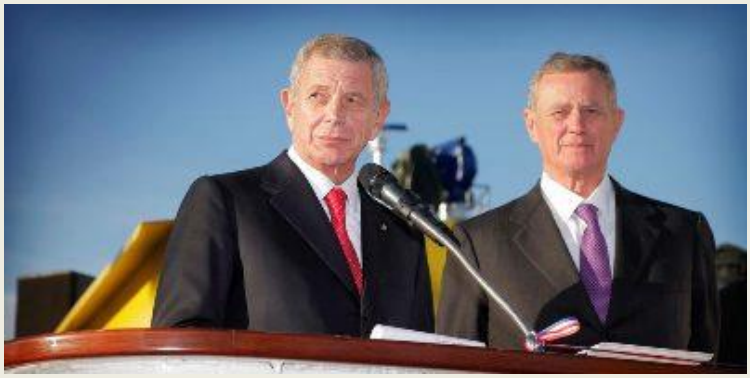


ASD Tug 3212 with render-recovery winch improves safety and flexibility in towing and escorting operations. Fratelli Neri S.p.A has taken delivery of a Damen ASD Tug 3212. The new vessel, called **Luisa Neri**, was handed over from Damen Maaskant Shipyards Stellendam in the Netherlands, on 25 January 2016. The vessel represents two firsts: it is Fratelli Neri's first Damen newbuild tug and it is the first ASD Tug in the Mediterranean with a Damen render-recovery winch. Damen is renowned for its quick delivery times and this contract further reinforces that fact: the smooth process from contract to delivery taking just 5 months. With the vessel built for stock, Damen Maaskant Shipyards Stellendam carried out the final outfitting works to bring the **Luisa Neri** up to client specifications. These modifications included, amongst other things, the installation of a deck crane and all equipment necessary to comply with FiFi 1 notation, Oil Recovery notation and Italian flag. As one of the largest tug owners in Italy, Fratelli Neri will be putting the **Luisa Neri** to use in its home port of Livorno. "With some tight turns, Livorno is well known for being quite a challenging harbour to operate in," comments Damen Regional Sales Manager Andrea Trevisan. "The **Luisa Neri** has the power – just over 80 tonnes of bollard pull – the manoeuvrability and the right equipment to handle these difficult escorting duties though." *High performance towing equipment* The vessel is provided with a Damen render-recovery winch on the fore deck and a Damen towing winch on the aft deck. Both winches are designed and engineered by Damen Maaskant Shipyards Stellendam and produced by Damen Marine Components. These winches allow operators to work in the toughest offshore conditions.

The render-recovery winch on the fore deck is a double drum anchor/towing winch, with 200 metres of Dyneema towing wire on each drum. The winch is directly driven by two Hägglunds hydraulic motors connected to the main shaft. The aft towing winch is a single drum towing winch, with 750 metres of steel towing wire on the drum. The winch is directly driven by one Hägglunds hydraulic motor connected to the main shaft. Because the winches are not provided with gearboxes the design is very compact, robust and maintenance friendly. *All operating conditions* Each winch drum can be connected to the main shaft by means of a spring released, hydraulically engaged friction clutch fitted on the inside of the stainless steel brake drum connected to the winch drum. The use of friction clutches guarantees a safe and fast quick-release operation of the winches in all operating conditions. Each winch drum can be connected to the deck by means of a hydraulically released, spring engaged band brake fitted on the outside of the stainless steel brake drum connected to the winch drum. An accumulator with sufficient capacity to release the band brakes several times is installed in the hydraulic system to guarantee a safe and fast quick-release operation of the winches in all operating conditions. The maximum brake holding capacity is 200 tonnes. *In control* "This winch outperforms its competitors by far," says Damen Senior Design & Proposal Engineer Tugs Erik van Schaik. When working in the automatic mode the winch system is capable of a rendering speed up to 100 m/min with a line force of 100 tonnes and a recovery speed up to 50 m/min with a line force of 60 tonnes. "The system prevents high peak loads in the towing wire during open water operations in sea conditions up to 3 metre significant wave heights and 6 second wave periods. Thus reducing the chance of the towing line breaking and making offshore towing and escorting duties much safer. It really is unique in the industry."



"The render-recovery winch also gives tug captains an outstanding degree of flexibility," continues Mr Van Schaik. "They can work with various operating modes depending on the weather, the sea conditions and the work needed to be done. These modes are used to control either the distance or the forces acting between tug and the vessel it is assisting." *Tight turns* Damen's ASD Tug 3212 has excellent seakeeping characteristics, manoeuvrability and is optimised for operations in exposed waters by numerous features. The design consists of a large freeboard and more pronounced V-shaped frames in the lines of the fore ship. This, in combination with a more raised forecastle deck, ensures a relatively dry working deck. Providing high dynamic stability, the vessel's deep skeg, bilge keels and relatively low wheelhouse ensure low accelerations for increased comfort, safety and seakeeping performance. The fendering system has a large contact area to assure low static contact pressure and large energy absorption capacity: This guarantees a low dynamic contact pressure during impact. *89 years* Like Damen Shipyards Group, Fratelli Neri is a proud family-owned company with a long history. Damen's origins go back 89 years. Neri's activities began at the end of the nineteenth century when Costante Neri was involved in the coal trade from the United Kingdom. He expanded operations with the acquisition of a 65 hp coal-powered tug to offer salvage and wreck removal services. While Fratelli Neri has previously taken delivery of a Damen Stan Tender 1905 and two second-hand Stan Tugs 2608, the **Luisa Neri** is the company's first new build Damen tug. "We are really looking forward to serving Fratelli Neri in the future. Although we hope that it doesn't take another 89 years for us to work together," quips Mr Trevisan. "We would also



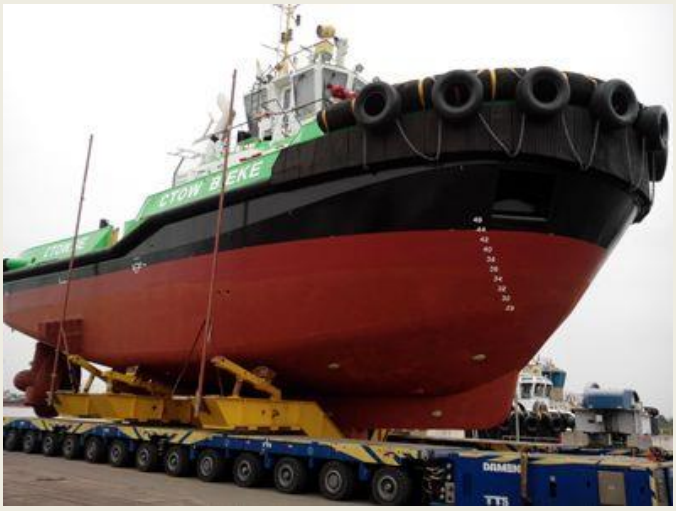
like to take this opportunity to thank the whole management team at Fratelli Neri for all the trust they put in this project. Their excellent cooperation throughout the building process made this a truly enjoyable experience for the project managers and the production team at Damen Maaskant. Considering the challenging delivery time, this contributed to the final success of the project," concludes Mr Trevisan. "The extremely flexible characteristics of this tug, the experience and the professional capacities of Damen Shipyards Group together with the experience of the crew are such as to make us confident that this new unit will be able to fulfil the duties it will be asked to perform in a ready, efficient and safe way," says Fratelli Neri Managing Director, dott Piero Neri (great grandson of Costante Neri). "A particular thanks goes to the workers, employees and the managers of Damen Shipyards Group, who have built such a powerful and efficient tug and also a thank to the management and inspectors of Neri Group, who have helped us in our long lasting project of renewal and improvement of our fleet. To Damen – may the delivery of this tug be only the beginning of a long series of new building tugs with us. To this new ship, **Luisa Neri**, a long, safe navigation with her crew." *(Press Release Damen)*

MTS PULLS WEIGHT FOR DAMEN IN MAERSK CONNECTOR SEA TRAILS

Leading marine service provider, Marine and Towage Services Group Ltd. (MTS) has supported shipbuilder Damen during sea trials of its latest offshore cabling vessel, **Maersk Connector**. During the two-week testing period, **MTS Vigilant**, a Damen Shoalbuster, undertook essential anchor handling work to test the capabilities of the new vessel's advanced mooring systems ahead of her handover to end client Maersk Supply Service and charterer DeepOcean. Current and anticipated growth in the offshore energy sector throughout European waters continues to drive demand for versatile subsea support vessels to carry out critical cable laying and

interconnection work. These large vessels must be equally capable of keeping position in the deep-water environments of new offshore wind farms and working closer to shore in the proximity of onshore substations. As such, modern cable laying vessels such as **Maersk Connector** are not only fitted with Dynamic Positioning (DP) to address the challenge of working far from shore, but also equipped with sophisticated multi-point mooring systems making use of a number of anchors to allow increased manoeuvrability closer to shore. **Maersk Connector** , already has a number of work commitments as a result of DeepOcean's recent project awards, including array cable installation on Bligh Bank wind farm, export cable installation on Walney Extension wind farm and bundled HVDC cable installation on the NEMO interconnector project between Belgium and the UK. Both the NEMO and Walney project will make use of a 7-point mooring system that allows the vessel to manoeuvre on a comprehensive anchor spread, facilitating shore end installations. Walney will also make use of the vessels ability to ground out whilst loaded with product for shore end installation. During the comprehensive sea trials of the vessel early 2016, MTS was engaged to provide anchor-handling support as Damen tested and calibrated this complex anchor system, running and positioning anchors as required. **MTS Vigilant**, the multi-purpose tug deployed to undertake the work, is itself a Damen-built vessel, developed for a range of applications including anchor handling, dredging support and barge towage. As such, the capabilities of the 3009 Shoalbuster were well known to Damen, and MTS' longstanding relationship with the boat-builder and ability to quickly deploy the vessel to the test site in the Black Sea saw the firm selected as the chosen operator for the contract. "Given the highly demanding nature of offshore energy construction, the versatility and manoeuvrability of large modern subsea support vessels such as the **Maersk Connector** is critical to the success of a project," said Jon Parslow, Managing Director, MTS. "While sophisticated dynamic positioning systems are increasingly being installed on larger ships, in shallower waters there's no substitute for more traditional anchor and mooring mechanisms – and the support of smaller tugs and anchor handling vessels is a crucial part of the process." "Putting a large new-build vessel through its paces requires the involvement of a number of trusted partners with project-specific expertise," said Tjarco Ekkelkamp, Senior Project Manager, Damen. "MTS' ability not only to provide the right tool for the job in the right area of the world at the right time, but also to deliver the operational expertise that we were looking for ultimately helped us to complete the sea trials of **Maersk Connector** on time and to budget." MTS is able to provide global support to the marine industry, with vessels currently stationed in the UK, Mediterranean, German North Sea, South America and Australia. *(Press Release)*

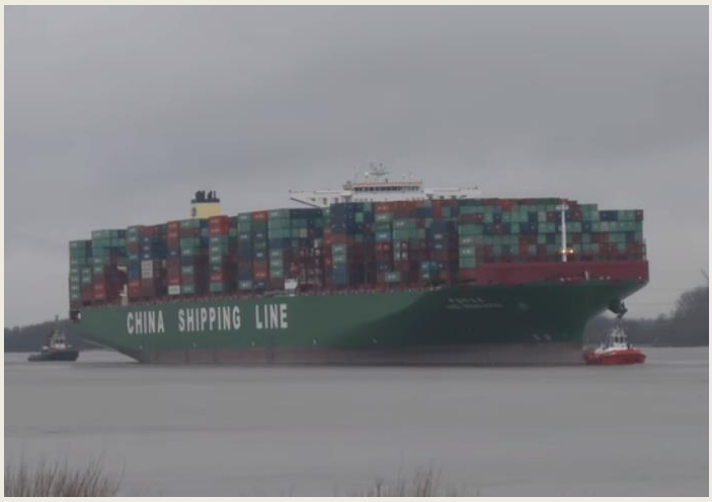
CTOW BIEKE



Recently was seen the new building tug **CTow Bieke** ready for the launching at the Damen Song Cam. Shipyard; Vietnam. The tug, is reported, is one in a series of three ASD2810 designed tugs. The standard specification for the ASD2810 are length 28.67 mtrs; beam 10.43 mtrs; total engine output 3,730 bkW a speed of 13.4 knots and a bollard pull of 60 tons. *(Photo: Ian Holland)*

ACCIDENTS – SALVAGE NEWS

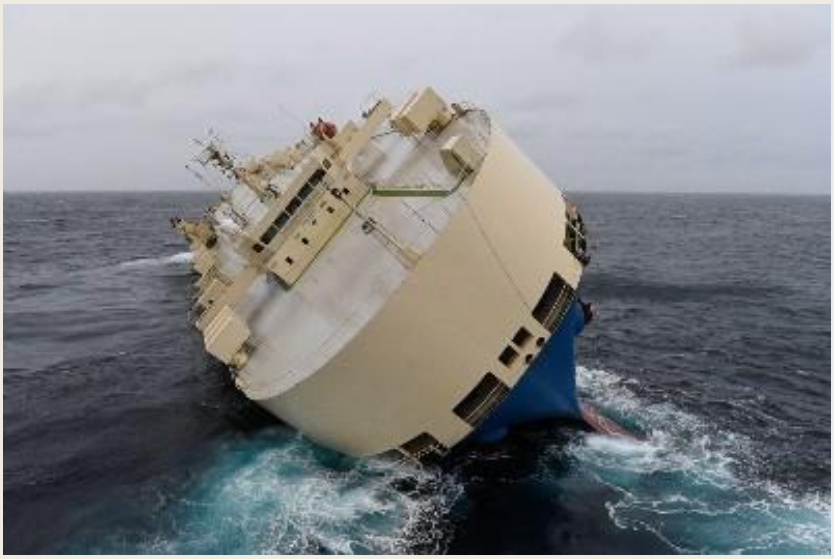
RESCUE TEAMS START REMOVING OIL FROM GROUNDED CSCL INDIAN OCEAN



Authorities started pumping oil from the grounded containership **CSCL Indian Ocean** on the Elbe River in an attempt to move the vessel as it becomes lighter, the German Federal Waterways and Shipping Administration said. A bunkering vessel arrived on site last night and the tugs **SD Dolphin** and **SD Boxer** remained overnight to monitor operations. The decision to lighten the ship comes after the rescue teams failed to refloat it on Thursday. The administration added that they are in contact with Shanghai-based China Shipping Container Lines, the owner of the 184,320 dwt boxship, and that they are working on a rescue plan. **CSCL Indian Ocean** is not expected to move until the late hours today, when another attempt to free the 2015-built vessel is planned. If the attempt turns out to be successful, the vessel will be towed to the port of Hamburg. The 400-meter-long containership, one of the world's biggest, ran aground in the evening hours of February 3. The incident, which was caused by a failure in the navigation system, did not lead to any pollution in the area, and there were no injuries to the crew members. **CSCL Indian Ocean** is affecting the vessel traffic on site, the authority said. *(Source: World Maritime News)*

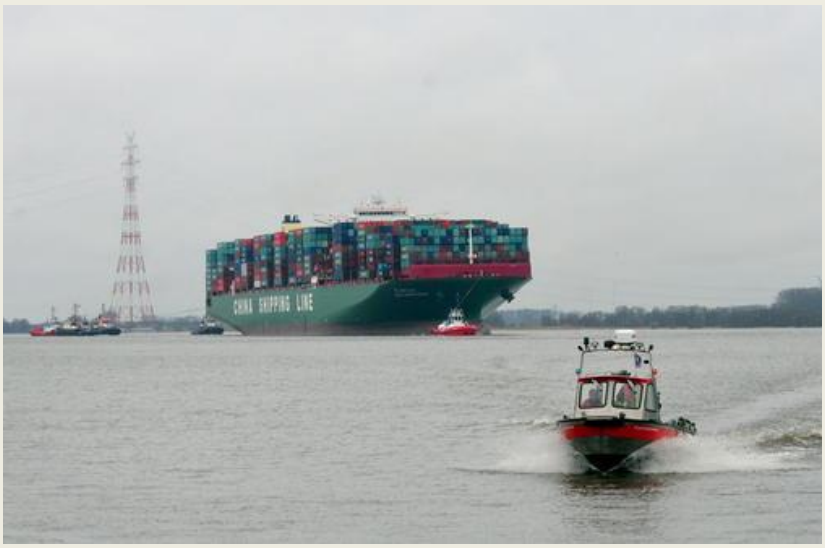
GREENPEACE: MODERN EXPRESS CARRYING CONTROVERSIAL CARGO

The troubled car carrier **Modern Express** is carrying a controversial cargo of timber apparently destined for the French market, global environmental group Greenpeace claims. As disclosed, the controversy surrounds the origin and legality of the timber which was bound for Le Havre, France. Namely, the timber cargo is believed to be originating from countries that form part of the Congo Basin, a region where illegal logging is a widespread problem. Gabonese authorities are reported to have investigated the case and have called upon Interpol to open an international investigation, Greenpeace said. The forestry sector in the region is beset by rampant corruption, a lack of transparency and a lack of proper monitoring and law enforcement on the ground whilst significant



amounts of illegal timber are still exported to international markets every year. The European Timber Regulation (EUTR) prohibits the placing of illegal timber on the European market and requires that operators exercise due diligence to prevent the contamination of their supply chain. But both France and Spain have been slow in the implementation of this law, and authorities have so far failed to conduct sufficient and effective checks. “Greenpeace urges both countries to take immediate steps, seize the timber and determine whether the operators involved acted in compliance with their obligations under the EUTR. In the case of non-compliance with the timber regulation, sanctions should be imposed,” the organization stressed. Greenpeace also urged the Gabonese government to start an immediate investigation and give the Spanish and French authorities full access to all the documents required to investigate this case. The car carrier, 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 ship was drifting for over a week due to inclement weather, after which it was finally towed away from the French coast and safely entered the port of Bilbao, Spain on February 3. *(Source: World Maritime News)*

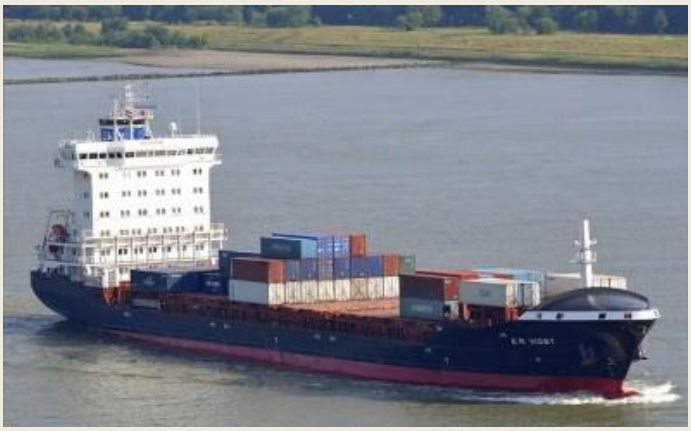
SALVAGE FLEET COMPLETED (8-2-2016)



In the early morning of Feb 8 the tug "**Fairmount Expedition**" (Imo 9358943) as the last ship involved in the salvage of the "**CSCL Indian Ocean**" near Wedel reached the Elbe estuary after Smit Salvage was contracted with the refloating of the ship. It had sailed from Rotterdam on Feb 7. Already on Feb 4 the "**Union Manta**" (Imo 9261487l) left Rotterdam and reached Bützfleth the following day. Both vessels have more than 200 tons pulling force each and will be the core of the tug fleet of 12 vessels and more than 1000 tons pulling force which will be involved in the salvage attempt which will start on Feb 9 at 3 a.m., among them also the strongest tugs based in Hamburg, under the command of captain Wytse Huisman. During the weekend Smit jointly with the classification society DNV-GL from Hamburg developed a salvage plan. At the same time the dredgers "*Barent Zaanen*" and "*Causeway*" and the "*Njörd*" (Imo 8650409) and "*Razende Bol*" with flushing lances removed large

amounts of sediment around the grounding site. In the morning of Feb 8 the tugs "**Bugsier 10**", "**Dhamra**", "**SD Dolphin**" and "**SD Rover**" were on standby at the "**CSCL Indian Ocean**" *(Source: Vesseltracker; Photo: Frank Behling)*

E.R. VISBY GROUNDED



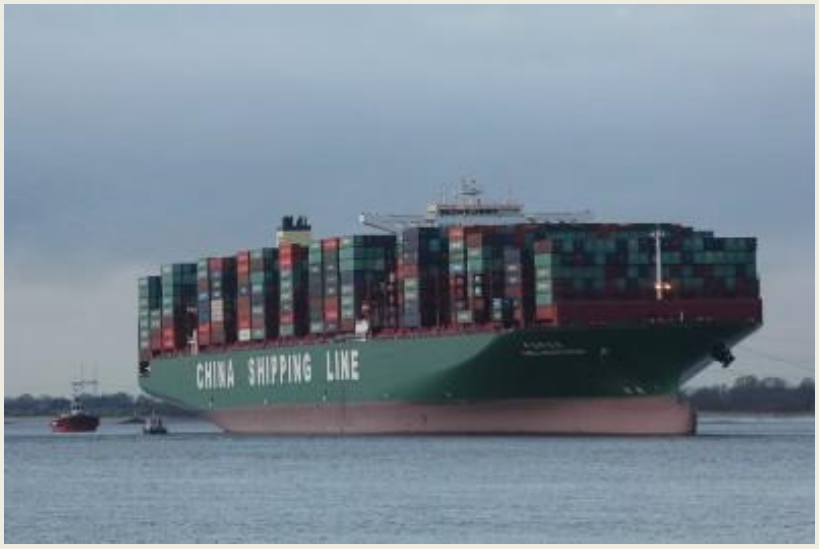
The 158 meter long, 14236 dwt container ship **E. R. Visby** ran aground on the Kiel Canal near Schinkel, Germany. The **E. R. Visby** was en route to Rotterdam from St. Petersburg when it ran onto an embankment blocking traffic on the canal. Authorities were alerted and dispatched several tugs from Kiel to the scene. The tugs were able to refloat the **E. R. Visby** a few hours later. The tugs towed the container ship back to Kiel for inspection. No reports of injuries, damage or pollution released. *(Source: Shipwreck Log)*

THREE DEAD ON PEMEX PLATFORM, FIRE UNDER CONTROL

Three workers were killed and at least seven injured when a fire broke out on a Pemex oil processing platform in the Gulf of Mexico, but the latest in a string of incidents is now under control, the Mexican oil giant said via Twitter on Sunday. A spokesman for Pemex said oil continued to be pumped but that the company was still evaluating any impact on production. The platform did not have to be evacuated, according to a tweet. The fire occurred on the offshore Abkatun A Permanente processing platform in Mexico's oil-rich Bay of Campeche where a fire claimed seven lives in April last year, causing crude output from four nearby fields to

plunge nearly 70 percent. Oil exploration and production is one of the most dangerous industries in the world and Pemex has one of the highest injury and fatality rates among oil companies, according to the International Association of Oil and Gas Producers (IOGP). In December, five workers were hurt when a fire broke out at the Lazaro Cardenas refinery in Minatitlan in the Mexican Gulf coast state of Veracruz. Casualties of the Sunday fire include two Pemex workers and one employee of Cotemar, a firm based in Ciudad del Carmen that provides offshore services to Pemex, according to Cotemar's website. (*Source: MarineLink-Reporting by Ana Isabel Martinez and Veronica Gomez; File photo: Abkatun A Permanente, where a fire claimed seven lives in April last year (Photo: Pemex)*

UPDATE: CSCL INDIAN OCEAN REACHES HAMBURG (9-2-2016)

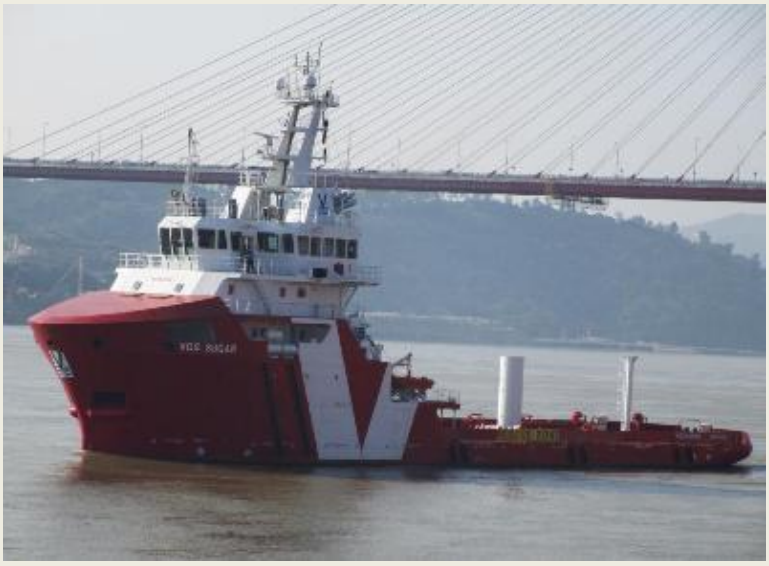


China Shipping Container Lines' stricken boxship **CSCL Indian Ocean** has arrived at Hamburg Port and tied up at the Predöhlkai, German Central Command for Maritime Emergencies (CCME) said. The containership was taken under tow early this morning by five tugs from the place of grounding to the port after an armada of 12 tugs pulled the ship free. There has been no pollution resulting from the towing operation and according to current findings, the vessel is fully functional. The sea-going-tugs **Union Manta** and **Fairmount Expedition** of Boskalis, **six tugs of Bugsier** and **four tugs of Kotug**, two water police boats, the *Do228* of CCME, a medical emergency team of the fire brigade Cuxhaven and the multi-purpose vessel **Neuwerk** participated in today's operation, CCME said. The Elbe river is now freed for the shipping traffic again. The **CSCL Indian Ocean** was en route to Hamburg on Wednesday, February 3 when it ran aground on the Elbe near Lühesand at about 22:00 hrs. The reported cause of the grounding is a failure in the navigation system. *(Source: World Maritime News)*

OFFSHORE NEWS

VOS SUGAR JOINS VROON FLEET

We are pleased to announce that we have taken delivery of **VOS Sugar**, the newest addition to the Vroon Offshore Services fleet. The vessel was handed over to the company in a short ceremony held on Tuesday 2 February 2016 at Fujian Southeast Shipbuilding in China. **VOS Sugar** is a DP2, SPS-coded, 68-metre subsea-support vessel (SSV) and the first of two newbuilding SSVs being built at Fujian. Sister vessel, **VOS Star**, will be delivered to Vroon later this year. These modern vessels are fitted with active heave-compensated crane and one retractable plus one super-silent tunnel bow thruster, enhancing DP performance, fuel efficiency and crew/client wellbeing. In addition, the independent, high-speed client communication system - including internet connectivity and hotel-type comfort - ensures optimum on-board comfort for client personnel. These new additions form



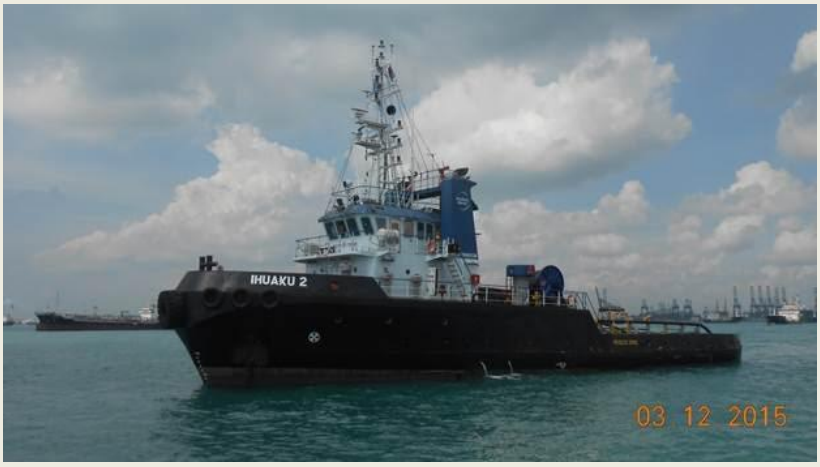
part of the SSV fleet expansion, providing advanced, efficient and versatile options in a variety of offshore sub-segments, including windfarm support, walk-to-work and IRM operations. The VOS SSV portfolio is based on vessel designs developed by Vroon's Performance and Engineering Department, reflecting both client specifications, market requirements and substantial in-house offshore experience. VOS Sugar left the shipyard last weekend at the start of her journey to the North Sea. After arrival in Europe, she will be further outfitted and available for the 2016 subsea season. She will be operated by Vroon Offshore Services Den Helder. We wish the vessel and all crew members safe and successful operations. *(Press Release)*

SAPUAKENCANA CONFIRMS CONTRACT WORTH $382M

SapuraKencana Petroleum has announced that companies within the group have been awarded two new contracts and a contract extensions worth around $382m. Two contracts have been awarded by Murphy Sarawak Oil Company and Petronas Floating LNG1 for comprehensive maintenance of GE-supplied turbomachinery equipment. Both contracts are for a period of 10 years. Additionally, SapuraKencana Drilling Jaya has been granted an extension to its contract with BP Trinidad & Tobago for the

provision of its semi-submersible tender assist drilling rig SKD Jaya. BP has extended the use of the rig for its development drilling campaign offshore Trinidad and Tobago for an additional one well which should keen it on contract until April 2016. *(Source: Splash24/7)*

REDWISE DELIVERS ANOTHER AHT TO NIGERIA



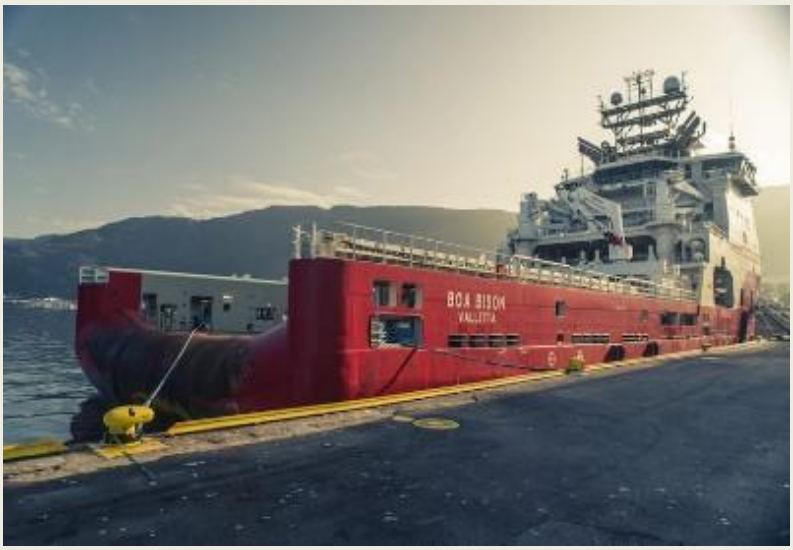
Although we read more about the lay ups and other doom and gloom in the offshore industry, there are also positive notes and transactions about. The AHT **Ihuaku 2** (ex- Ocean Unison) was sold to a repeat customers of ship delivery specialist **Redwise**. This 2010 built AH-Utility tug of 40 meters length is well equipped with a double drum AH/towing winch, separate storage reel, etc. propelled by two Yanmar EY26 main engines, providing 65 T Bpull. **Redwise's** operations department and dedicated superintendents handled the registration, change of flag surveys, underwater cleaning, upgrading of radio and safety equipment and of course the safe and efficient delivery under own power to Nigeria around Cape of Good Hope. All on a fixed Lumpsum basis. The voyage itself went smoothly with our own experienced crew, most of them permanently employed to ensure continuity and a professional ship delivery service to the best interest of our clients' assets. A proper security escort was arranged by the Owners into the Niger delta, after which our agent handled the crew demobilization safe and efficiently. The delivery voyage thereby became yet another professional job, handled with pride. www.redwise.com *(Press Release)*

ITS CAVOUR CONDUCTS HELICOPTER INTEROPERABILITY DRILLS

Italian aircraft carrier, ITS Cavour, currently flagship of the Eunavfor Med operation Sophia, on February 3 carried out cross training with the Norwegian Multipurpose Platform Supply Vessel **Siem Pilot** using one of its embarked helicopters. An Italian EH-101 helicopter took off from ITS Cavour testing the ability to hover on the bow deck of the Norwegian ship, and paved the way for future Vertical Replenishment "Vertrep" missions to evacuate casualties requiring particular treatment by using winch and stretcher. **Siem Pilot** is one of the vessels involved

in Operation Triton, the border security mission conducted by Frontex. The 88-meter **Siem Pilot** is a diesel electric driven supply ship and pipe carrier. It is designed for the oil and gas industry and field supply & ROV duties, but now works with the European border security organization. The training activity the two ships conducted displayed the level of cooperation between Eunavfor Med and Triton, and the full interoperability of the two platforms, completely different in terms of capabilities, performance and operational employment. Since the beginning of Eunavfor Med, the two missions have been operating together in the high seas off the Libyan coast. *(Source: Naval Today)*

BOA OFFSHORE GETS 50% REFUND FROM SHIPYARD AFTER PSV CANCELLATIONS

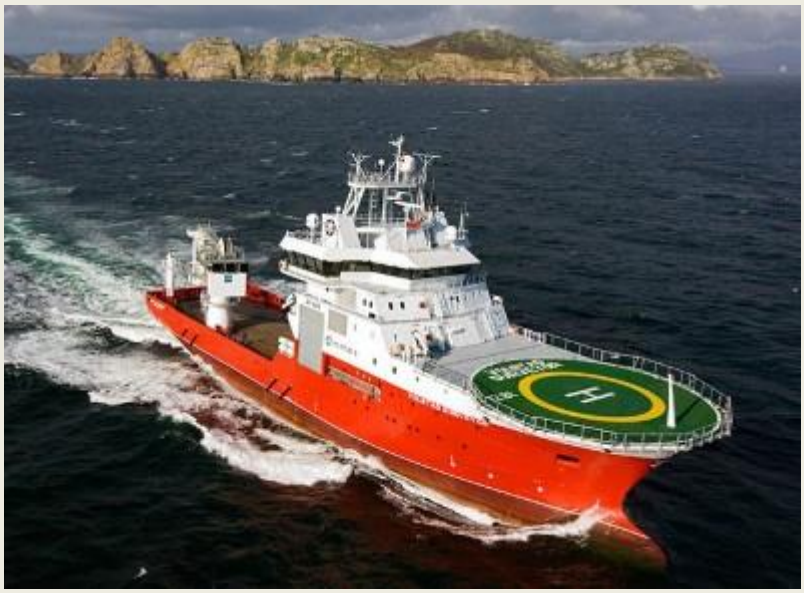


Norway's BOA Offshore says it has received 50% of the principal amount of the advance payments from one of its shipbuilder's banks, but is still chasing the remaining 50%. "The remaining 50% has refund guarantee from another of the yard's banks. BOA will continue the legal process collecting the remaining principal amount including interest," BOA said today. The refund is likely to relate to an arbitration won in London last year by the offshore service provider against Nantong Mingde Heavy Industry, regarding contracts for two multipurpose platform supply vessels (MPSV). The MPSVs were ordered in May 2013 from Nantong Mingde and Sainty Marine. Nantong Mingde declared bankruptcy during 2015, and Sainty Marine is undergoing restructuring and may possibly be liquidated by its bank. BOA made the initial down-payments on the two MPSVs, but their construction was delayed when Mingde didn't settle payment for various ship parts on time. The arbitration, which was commenced in December 2014, enabled BOA to move towards cancelling the contracts, which it did in July 2015. The cancellation included a claim for the repayment of all advance payments including interest, with refund guarantees in place with the yard's bank, which were to be used should the respective yards fail to settle the refunds within 30 working days. *(Source: Splash24/7)*

TECHNIP SCORES SUBSEA GIG IN U.S. GULF OF MEXICO

French oilfield services provider Technip has been awarded a lump sum contract by Deep Gulf Energy III, LLC for the development of the South Santa Cruz and Barataria fields in the U.S. Gulf of Mexico. These ultra-deepwater fields are located in Mississippi Canyon, offshore New Orleans, in the Gulf of Mexico, in approximately 2,000 meters of water depth. The contract consists of project management and engineering services; Fabrication and installation of approximately 23 kilometers of pipe-in-pipe flowline; Design, fabrication and installation of flowline end terminations; Fabrication and installation of jumpers; Pre-commissioning for the flowline. Technip's operating center in Houston, Texas, USA, will manage the overall project. The flowline system will be fabricated at the Group's spoolbase in Mobile, Alabama, USA. The offshore installation is expected to be performed in the second half of 2016 by Technip's vessel the **Deep Blue**, the Group's flagship vessel for deepwater pipelay. Deanna Goodwin, President of Technip in North America said: "This contract award by DGE is a testament to their continued trust in Technip's execution expertise and asset capabilities. I am pleased that this award comes in conjunction with the successful completion of the Kodiak project and with the recent award of the Odd Job project. This will allow us the opportunity to further strengthen the relationship with our client into 2016." *(Source: Offshore Energy Today)*

END OF CONTRACT FOR VOLSTAD'S IMR VESSEL

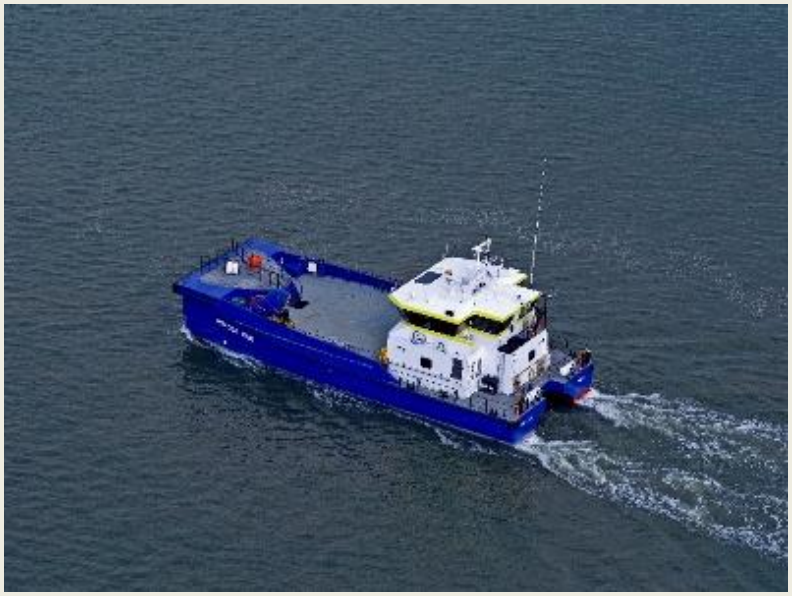


Volstad Shipping, a Norwegian shipping company, has received notice of termination of the charter party for MV **Volstad Surveyor** from DeepOcean, a subsea services provider. According to the charter party the contract period would expire September 30, 2016. In an Oslo Stock Exchange filing on Monday, the company said it strongly disagrees with DeepOcean and it has in consultation with its legal advisors rejected the termination as without merits. Volstad

Shipping will now consider the implications of the termination for the company and claim damages from DeepOcean for all relevant losses, the shipping company said. The **Volstad Surveyor** is Volstad's second inspection, maintenance and repair (IMR) vessel of ST-253 design. The 85,3 m long vessel was delivered to its owner in 2010. It is a multi-purpose DP II vessel, with a working platform for performing hull and ROV based seabed mapping and surveys, structural inspection and construction support operations. The vessel was working for DeepOcean and the Norwegian oil company Statoil in the North Sea. *(Source: Offshore Energy Today)*

WINDFARM NEWS - RENEWABLES

EMO'S TRIANEL WINDPARK BORKUM JOB EXTENDED



Trianel Windkraftwerk Borkum GmbH & Co. KG, the operator of the Trianel Windpark Borkum offshore wind farm, has awarded a new crew transfer contract to EMS Maritime Offshore GmbH (EMO), thus extending the cooperation for another year. The one-year contract covers crew transfer services during the O&M phase. The vessel operating at the offshore wind farm is **Windea One**, one of three German-flagged 26m Damen Twin Axe FCS 2610 vessels operated by EMO. In the first stage of the Trianel Windpark Borkum, 40 turbines with a 200 MW output have been installed. The second stage with a further 200 MW output is planned and already approved. *(Source: Offshore Wind)*

GODE WIND 1 AND 2 TURBINES INSTALLATION HALFWAY DONE

A2SEA's self-propelled jack-up vessel **Sea Challenger** has completed the installation of the 49th turbine at the 582 MW Gode Wind 1 and 2 offshore wind farm, marking and surpassing the halfway stage in the process. When completed, Gode Wind 1 and 2 will comprise 97 6 MW Siemens Wind Power turbines, making it the largest contiguous offshore wind farm in Germany to date. "This a

great achievement. On behalf of the project team, I would like to thank our crew, DONG Energy and Siemens Wind Power for great cooperation and performance despite installation in challenging weather during winter season. We are looking forward to continue this partnership for the remaining installation period," said Project Manager Thomas Sandberg. The wind farm is owned by DONG Energy and is expected to be fully commissioned in the second half of 2016. *(Source: Offshore Wind)*

DAMEN DELIVERS CABLE INSTALLER TO MAERSK SUPPLY SERVICE

Vessel to undertake long-term charter with DeepOcean. On 4 February 2016 the DP2 cable installation vessel **Maersk Connector** was handed over from Damen Shipyards Group to Maersk Supply Service. The vessel is going directly on a long-term charter for subsea services provider DeepOcean. The on-time, on-budget delivery marks the successful cooperation between Damen, Maersk Supply Service and DeepOcean. Based on Damen's DOC 8500 platform, the vessel has been customised to meet the challenges of reducing offshore renewables costs. "We've already been awarded three UK and North Sea contracts for **Maersk Connector**, so we're very satisfied," reports DeepOcean Commercial Director Pierre Boyde. "The working relationship has been productive and Damen has delivered a state-of-the-art cable installation vessel. Maersk Connector is fine-tuned around DeepOcean's 20 years' experience of installing and trenching more than 1,000 kilometres of power cable and backed up with Maersk Supply Service's long pedigree of superior marine operations." Owned and operated by Maersk Supply Service, the vessel is the latest addition to the 50-plus strong Maersk offshore support vessel fleet. Søren Karas, Chief Commercial Officer of Maersk Supply Service, praises the constructive cooperation between the three parties. "**Maersk Connector** is the result of a successful tri-party cooperation between a quality yard, an experienced subsea service provider and a leading vessel owner and marine operator. Throughout the process there was close communication between all parties, focused on finding solutions. Maersk Supply Service is very happy with the outcome resulting from this cooperation; the vessel has been delivered on time, on budget and the quality is good. We are excited to embark on the long term cooperation with DeepOcean supporting their subsea operations." *More efficient and cost effective for renewable markets* So far the vessel has been contracted to undertake marine works for three DeepOcean contracts: the Walney Extension Project, the Nemo Link® interconnector and the Bligh

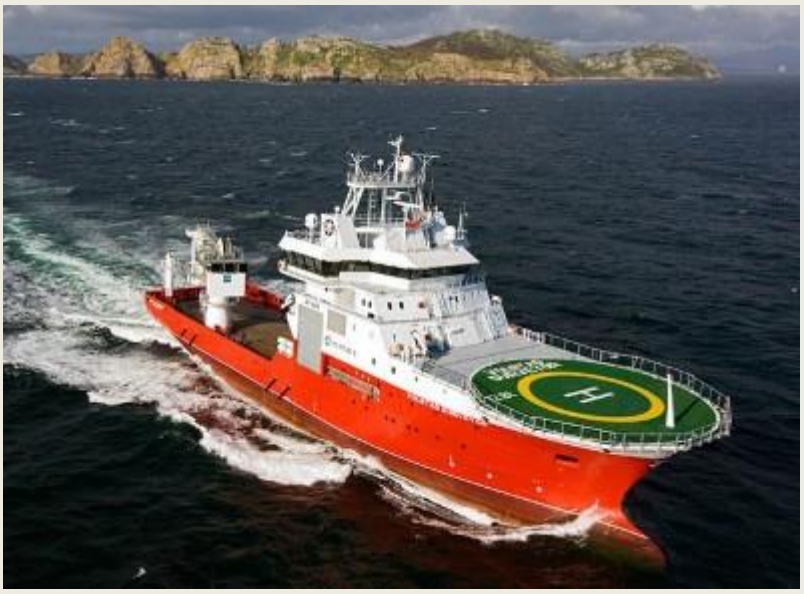
Bank Phase II Offshore Wind Farm. In combination with new survey, trenching and installation equipment, much of which has been awarded to UK manufacturers, **Maersk Connector** enables DeepOcean to deliver more efficient, cost-effective and safer cable installation. Contributing to production efficiency, the vessel is capable of grounding out with its seven points mooring system. This eliminates the need for a separate shallow water cable lay vessel and minimises the number of cable joints required. The bespoke 7000-tonne carousel system accommodates bundled installation of high specification cables with no requirement to coil the cables. *Proven Damen platform for offshore transport and installation work* Built at Damen Shipyards Galati in Romania, **Maersk Connector** is the second of a new generation of cable-laying vessels based on the proven Damen Offshore Carrier (DOC) platform. Developed as a flexible platform for both transport and installation work offshore, the DOC 8500 is 138 metres in length and has a beam of 27.5 metres. *(Press Release)*

DECOMMISSIONING IN OFFSHORE WIND – A WORLDWIDE FIRST

Decommissioning is a hot topic within the Offshore Energy industry and will also be a conference topic during Offshore Energy 2016 conference program. Over the past months a worldwide first has taken place with the dismantling Yttre Stengrund wind farm owned by Vattenfall. The wind farm had been operational since 2001 and Vattenfall has had ownership since 2006 when DONG Energy handed over. The five NEG Micon 2MW turbines have now been dismantled. Perhaps decommissioning seems strange in a relatively young industry such as offshore wind, but as Maria Hassel, project manager of the decommissioning, points out, it was a pretty straightforward decision. "Yttre Stengrund wind farm was one of our first wind farms and we've learnt a lot over the almost ten years that we've been operating it. It is a relatively small site with only five turbines, which were quite old and too costly to repair and maintain. Also, the technical difficulty of replacing the turbines played a part in our decision making. "The NEG Micon turbines that were installed at Yttre Stengrund were an early

model and only about 50 of them in total were actually produced. The difficulty of getting hold of spare parts and the huge cost involved in upgrading the turbines and gearboxes meant that it wasn't financially viable to replace the turbines. "Furthermore we want to focus on bigger projects and our locations with better wind conditions in other parts of the country where we can build new wind power and take the knowledge we've gained from Yttre Stengrund with us", says Hassel. So the reason was both financial as well as technical. More information on the Offshore Energy 2016 conference program will become available in due course. For more insight into the decommissioning of the Yttre Stengrund wind farm can be read in Offshore WIND magazine edition 1 out February 15th. *(Source: Offshore Energy Today)*

SIEMENS TO USE EIDEVIK'S VESSEL TO SUPPORT GERMAN OPS

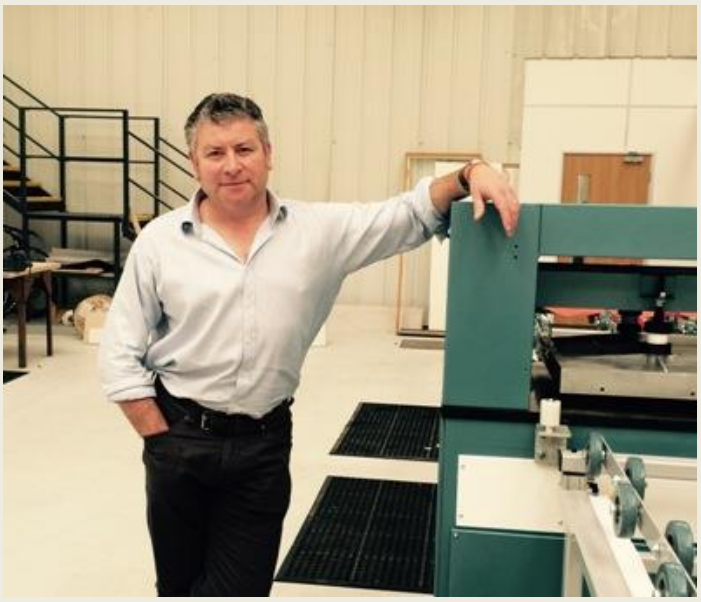


Eidesvik Offshore has entered into an agreement with Siemens Wind Power for a service and support vessel to be used on German offshore wind projects. Under the contract, which will run from August, the vessel **Acergy Viking** has been chartered to Siemens Wind Power for 9 months as an accommodation and service vessel in Germany. The vessel will undertake a short mobilization prior to the contract commencement, which includes installing an offshore gangway system. Eidesvik said it has looked into offshore wind as a strategic business segment for some time. "I am pleased with our organization's ability to adapt to a new market and that we will now enter a new business segment with one of our existing subsea vessels. The **Acergy Viking** has been in lay-up for a short period and we are glad that she will be out in operation again,"said Eidesvik CEOJan Fredrik Meling. *(Source: Offshore Wind)*

YARD NEWS

MARK REES JOINS SALVARE WORLDWIDE

Salvare Worldwide, specialists in the design, manufacture and supply of safety and survival equipment to the military, water sports, commercial & leisure marine industry, have just announced their recent appointment of Mark Rees as Sales Director. This appointment comes as part of the Hampshire based company's ongoing expansion. Mark will be responsible for delivery of Seapod and Mini-Pod continuing the growth of sales across the UK and Worldwide, along with the introduction of some innovative new products for release during 2016. Mark is a former Royal Marine Commando who has over the last few years been involved in introducing new products and solutions into a number of markets including land based and maritime defence, oil and gas and various commercial sectors. These products include communication and tracking platforms and the introduction and development of equipment for personnel operating in harsh environments such as



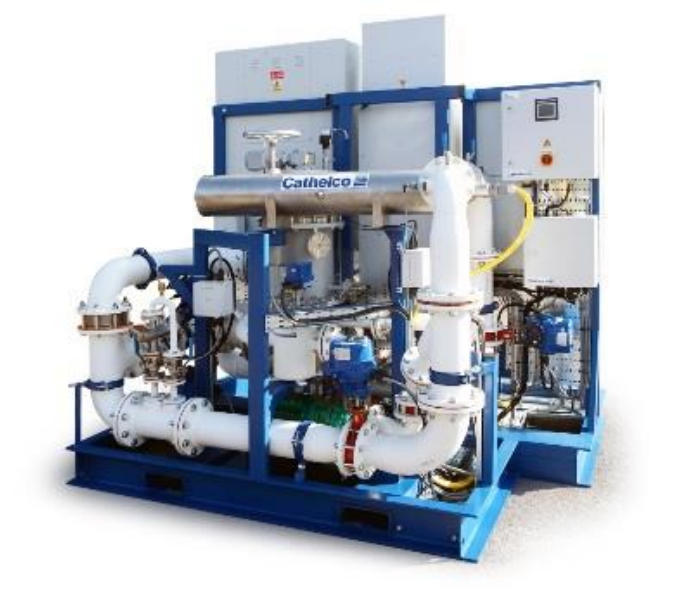
Iraq, Afghanistan and West Africa. Mark says: "I am delighted to join Salvare Worldwide, an organisation already building a great reputation within the industry for innovative solutions to lifesaving equipment. This is a great opportunity to be a part of the growth and future success of this company" Brett Wescott, CEO, adds: "We are delighted to welcome Mark to the team. Mark has a great depth of experience in turning an idea into a viable, commercial product. This experience in recognising the requirements of a company, individual or situation with the understanding of commercial requirements in these areas, means that Mark can provide invaluable strength to our sales and marketing team" *(Press Release)*

CONSTRUCTION STARTS FOR RUSSIA-BOUND STAND-BY ICEBREAKER

Arctech Helsinki Shipyard last week started the construction of the hull of of the first icebreaking stand-by vessel it is building for a Russian client. Newbuilding 512 is the first of three icebreaking stand-by ships Russia's largest shipping company Sovcomflot has ordered. Vessels will be operating in the North East Sakhalin Offshore region oil and gas field where they will serve the operator of Sakhalin-2, Sakhalin Energy Investment Company Ltd. (SEIC). The icebreaking stand-by vessels are designed for stand-by and rescue duties and for oil spill recovery. They can also be used as supply vessels for cargo transfer and also act as

diving support vessels as they are outfitted with a moon pool. The vessels measure about 100 m in length and 21,7 m in breadth. The four diesel generator engines have the total power of about 21 000 kW and the propulsion power of the vessel is 13 000 kW. The design fulfils the demanding requirements set forth by SEIC for operating conditions and environmental features. The vessel also has a total accommodation capacity of 98 persons onboard. The vessels will be operating in thick drifting ice for ice management and icebreaking in temperatures as cold as minus 35 C°. The icebreaking capability of the stand-by vessels is extremely high, this shipbuilder says, adding the vessels are able to proceed independently in 1.7 meter thick ice. The design and production of the stand-by vessels are provided by Arctech. The vessel represents a new ship concept and expands the arctic product fleet of Arctech. The newbuilding 512 will be delivered in the end of 2016. *(Source: Offshore Energy Today)*

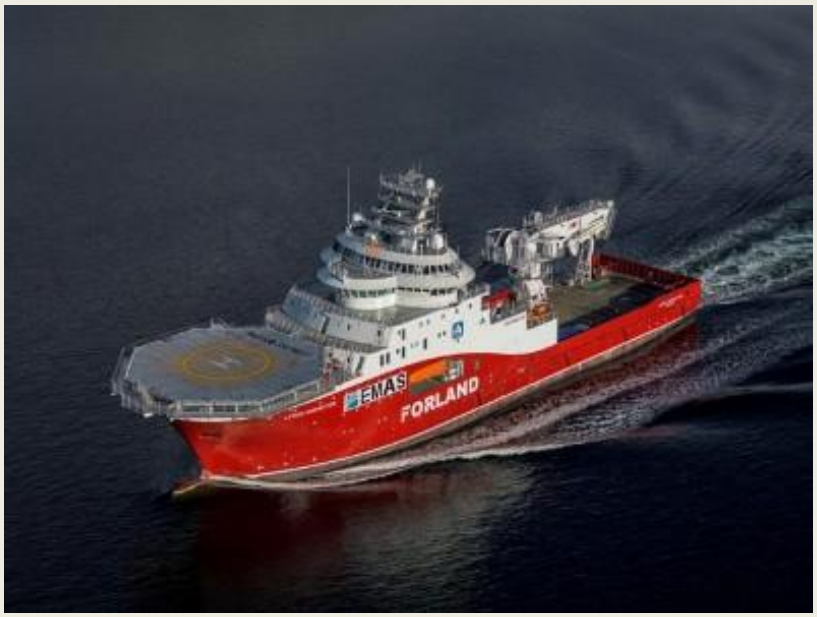
NEW OFFSHORE VESSEL TO BE FITTED WITH CATHELCO BALLAST WATER TREATMENT SYSTEM



Cathelco is supplying a ballast water treatment (BWT) system for a new offshore vessel built by Eastern Shipbuilding Group Inc., for Harvey Gulf International Marine, LLC. the **Harvey Stone** (Hull 234), a Rampage 6400 multi-purpose field support vessel (MPFSV), with a length of 64.8m and 18m beam, is due to be delivered in Q2 2016. The Cathelco BWT system is based on a combination of filtration and UV technology and has a capacity of 150m3/hr. Cathelco's well established agent in New Orleans, Green Marine & Industrial Equipment Co.,Inc.,won the order. The Cathelco system received IMO Type Approval in May 2014 and went on to gain AMS Acceptance from the U.S. Coast Guard a few months later. "We are one of the few BWT system manufacturers using UV technology that has no restrictions on the salinities in which ships can operate in U.S. waters. Our system has been approved and accepted to work in marine, brackish and fresh water, allowing vessels to enter the Great Lakes and other inland waterways", says Peter Smith, sales director of Cathelco. As one of the new generation of BWT systems it can operate effectively in the most challenging water conditions. The AMS approval recognizes that the system will continue to disinfect heavily silted seawater where UV light transmittance values are as low as 45 percent (75 percent being the value for normal seawater). "All of these factors, combined with the stringent IMO test procedures, demonstrate our commitment to future proofing the system, so that owners can have confidence in their ballast water treatment system selection", Smith explained. Cathelco's BWT systems are available with capacities from 34m3/hr to 1,200m3/hr in a single unit. In order to maintain its effectiveness, the system automatically adjusts to different sea water qualities. Unlike some systems which simply measure turbidity (amount of suspended sediment), the Cathelco system uses a UVT sensor to measure UV light transmittance – the amount of UV radiation actually passing through the seawater. This is a far more reliable parameter for calculating the UV dose as well as ensuring that power is used economically. Another important factor is the use of stepless power control, again ensuring that

power is used as economically as possible. The space-saving UV chambers are some of the smallest on the market. Each unit is a twin chamber with only two lamps (100m3/hr per lamp) and is designed to make the sea water flow along one side and then the other – doubling UV exposure. In addition, the manifolds make the water flow in a helix, ensuring that the maximum surface area is exposed to the UV light source. An innovative cleaning system using special cleaning balls is used to remove residue from the quartz sleeves and internal surfaces of the chamber. This means that the system does not use chemicals and there are no mechanical parts to scratch the surface of the sleeves. *(Source: Cathelco)*

HAVYARD HOPES TO BOLSTER BUSINESS WITH R&D PROJECT



Norwegian ship technology company Havyard has chosen Kristian Steinsvik to steer the company's new research and development initiative. Steinsvik will be responsible for the direction and structure of the development work and will contribute his expertise in various projects. He has a master's in engineering from the Norwegian University of Science and Technology, with hydrodynamics as his field of expertise. He has worked as a researcher in Marintek, which is now part of SINTEF, and as an engineer in Det Norske Veritas where he was also involved in research work. He is now looking forward to boosting Havyard's R&D activities by coordinating the Group's development work. Believing this new initiative will have several benefits, Steinsvik commented: "The fact that several business areas and disciplines are coming together to exchange knowledge and ideas will have an effect in itself. We will continue with the projects that we are ready to start on already now. And we will also take steps to ensure a more long-term perspective in this work." "We also need to look at our services and tools – for example creating a calculation tool that will enable us to work much faster, or developing services internally that we have previously had to hire from external suppliers. "Several long-term projects are already under way. To mention just a few examples, Havyard Design & Solutions has developed

design concepts in new segments, a new bow and stern concept, and a complete simulator for the ships we develop. Now we will gather the knowledge in the Group, draw on each other's expertise and help to ensure further growth and development." CEO Geir Johan Bakke says: "There are certain threats in the current market situation, but there are also opportunities. We are now gathering our development work in one group, which will free up resources for innovation and fresh ideas." *(Source: Offshore Energy Today)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

   - South African Navy welcomes new Damen ATD Tug 2909 into fleet
   - Damen delivers cable installer to Maersk Supply Service
   - One of World's Biggest Containerships Hard Aground on Elbe River
   - Damen ASD 2810 delivered to Corima
   - Briggs Marine orders the versatile Damen Multi Cat 2712

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