



MIDWEEK-EDITION

TUGS & TOWING NEWS

G-TUG PHOTO CONTEST WINNERS ANNOUNCED



The Great Lakes Towing Company invited fans to participate in the inaugural 2015 **G-Tug Photo Contest** and share their stunning photos of tugboats from The Towing Company fleet – the largest and most experienced U.S.-flag tugboat fleet on the Great Lakes. Enjoy the first, second and third place photos along with our honourable mentions from the Top Ten shortlist below. Thank you to everyone that participated in the first **G-Tug Photo Contest!**

Details for our 2016 contest will be published later this month. To see all the winner pictures click [HERE \(Press Release\)](#)

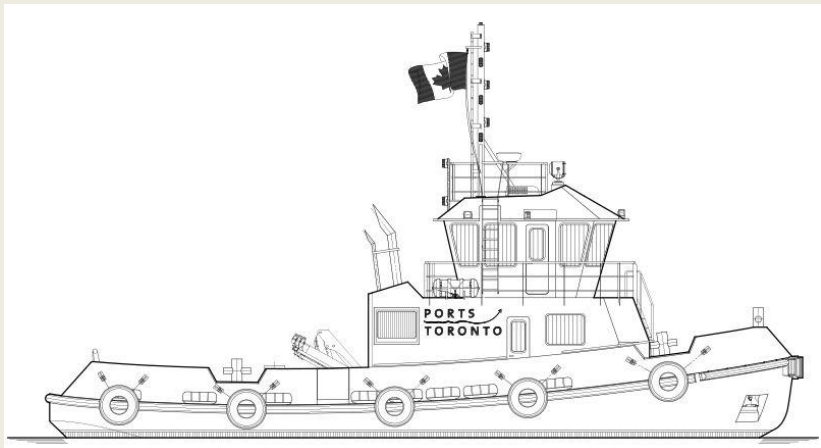
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VERSATILE TUG FOR PORT OF TORONTO

When the Port of Toronto’s 45-year-old single screw tug, William Rest, got some hull damage while breaking ice, the incident lent new impetus to plans for a new boat. Like the original, the new boat would do a variety of tasks from tending to dredging, and icebreaking as well as assisting the Toronto Police and Toronto Fire Service marine units. Ports Toronto issued a call for tenders with a budget and set of requirements. Well know Ontario-based builder Hike Metals, approached the Vancouver-based naval architect firm of Robert Allan Ltd for a design. It was this design that helped Hike win the bid. It was specified that this boat, like its predecessor, should have a single engine.

While the older boat was not designed to break ice, the new one will have ice-breaking capabilities. With an overall length of 19.8 meters and, as a single screw tug, a beam of only 6.4 meters the design had to accomplish a variety of tasks. Although ice breaking will only occupy the new vessel for a part of the year, its consideration contributed some



interesting details to the design. Robert Allan harbour tugs have a distinctive stern shape that gives them good performance in reverse. However that same taper could force ice to go under the hull and possibly damage the rudder. To prevent this, an “ice knife” has been added midships below the transom. This will effectively cut any ice and push it to either side. As some ice may reach the 54-inch (1.35-meter) five-blade propeller, it has been designed with the extra blade thickness carried out to the tips for additional strength. Modifications to the bow are more significant. In addition to heavier, more closely spaced scantlings, the bow is designed with a cut away starting at the waterline and angling aft. This allows the boat to ride up on the ice. However, unlike a dedicated icebreaker, the shape of the bow is left narrow to provide efficient passage through the water in the many months that the tug will not be functioning as an icebreaker. This, in turn, gave the designers another challenge as the beamier bow on a conventional ice breaker also provides stability when riding up on the ice, the narrow bow would not provide the same lateral support. To safeguard against the boat riding too high on the ice and tipping or also pushing the stern under water, the design includes an ice stopper, a sort of skeg, set well back and under the bow. The single engine propulsion for the new tug will be an inline six-cylinder Tier 3 rated Cummins QSK19-M producing 750 HP providing six-tons of bollard pull. Hans Muhler of Robert Allan Ltd. explained that the firm chose the ABS Ice Class C0 standard to meet the ice breaking requirement, “This will allow the boat to break six-inch ice continuously and up to ten inches of ice by ramming and riding up on the ice.” The tug, named in a competition by Toronto school children, **Iron Guppy** will carry the distinctive Robert Allan style wheelhouse structure that has been proven to provide excellent 360-degree visibility. As a day boat, it has no sleeping accommodations but does have a comfortable and spacious crew lounge and pantry. A knuckle boom crane is mounted aft of the deckhouse with a tow hook aft of that. *(Source: Alan Haig-Brown)*

GREAT LAKES SHIPYARD TO BUILD DAMEN TUGS

First Damen tugs to be built under license in the U.S. An agreement was signed between Damen Shipyards Group and Great Lakes Shipyard for the latter to build two Stan Tugs 1907 ICE at its facility in Cleveland, marking the first instance in which Damen tugs will be built under license in the United States, according to the Ohio shipbuilder. The ICE Class vessels will be operated by the yard’s affiliate company, The Great Lakes Towing Company, and will replace existing tonnage. Under the agreement, Great Lakes Shipyard will receive full construction, design and engineering support from Damen, who will provide assistance based on its experience with construction of some 200 1907 design vessels. The Stan Tug 1907 ICE was chosen on Damen’s proven design and fact-finding visits made by the management of The Great Lakes Towing Company to Damen in the Netherlands. Stan Tugs 1907 can be found operating in locations around the world including Russia,



Qatar and the Netherlands. Great Lakes Shipyard said its partnership with Damen has provided a portfolio of proven vessel designs for use by its customers in the U.S. Most of the designs have been very refined, through the progression of multiple builds. According to the shipbuilder, it is the high degree of refinement to the Stan Tug 1907 ICE design that will be of considerable benefit during the construction process, as

well as to the operator for the use of the new tugs. *(Press Release)*

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RESANT ARRIVED IN ROTTERDAM

Last week was seen the arrival in Rotterdam of the Damen new building ASD2411 tug **Rasant** delivered from Damen Shipyard Sharjah. The Rasant did an assistance at sea to *Amadeus Amethyst* near Fécamp. A Damen ASD2411 standard tug has the following dimensions: Length: 24,47 mtrs a beam of 11,33 mtrs a total power output of 4,200 bkW a max. bollardpul of 70 tonnes and a free sailing speed of 13 knots. *(Source & Photo: Rob Hoek)*



EU PORT PACKAGE III FAILS THE TEST ON BETTER REGULATION AND PROPORTIONALITY



The EP will on the 8th March will be voting on the Port Package III, after the TRAN Committee (on the 26th January) did not give a mandate to the rapporteur to enter into negotiations with the Council and the European Commission as there was not the required qualified

majority of 25 votes, being rejected by 1 vote. The Plenary of the European Parliament shall therefore consider whether such mandate should nevertheless be given, either on the adopted text or an amended version. The ETA, the sole representatives of the towage industry in Europe, maintains its position that the Draft Regulation should be rejected or withdrawn by the Commission under the European Commission's Regulatory Fitness and Performance programme ("REFIT"). It fails to address the challenges that the Commission brought forward for its proposed legislation. Better Regulation and Proportionality failure. In its amended format put to vote, subject to further possible amendments tabled in Plenary, the Draft Regulation would be "establishing a framework for the organisation of port services and for financial transparency of ports". *Port services in actual fact include:* bunkering; port reception facilities; cargo handling; mooring; passenger services; pilotage; towage. However the adopted Draft limits the scope of the whole Chapter II (now called "*Organisation of port services*" instead of "*Market Access*"), with the exception of article 10a (on training requirements and labour protection), to : bunkering; port reception facilities; mooring; passenger services. This means that the legal framework would only organise 4 port services out of 7. Consequently, the Draft gives the impression that the other services, unlike towage, either would not have to be organised by a European legal framework, or are not in need of enhanced efficiency, modernising, lifting of potential market access barriers nor attracting investments. Only 2 out of 3 "technical-nautical services" would be covered. The Commission itself, when quoting from its impact assessments has acknowledged that, "in terms of internal repartition of costs [i.e. port charges] port infrastructure charges represent between 5-10%, technical-nautical services [including pilotage] between 10-15%, cargo handling between 45-60%. This selective, unfair and limited application reveals total inconsistency with the objectives that the Commission brought forward to maintain its proposal. Consequently, it is immediately clear that this Regulation, apart from Chapter III on transparency for port finances, would not stand the test of Better Regulation and/or proportionality as it would limit its intended impact to a fraction of port services, contributing the least to port charges, as opposed to those services not falling under the scope. *No exemption for towage: denial of the vital contribution of towage to safety in ports.* By not exempting towage, like pilotage, from Chapter II on the organisation of port services (article 11) the Draft Regulation negates the vital role of towage providers in safe operations and environmental protection in ports. The Rapporteur acknowledges "the high relevance of pilotage for safe and secure port operations" in his Explanatory Statement; however no single port user and/or port authority would not consider towage as equally indispensable to maintain the highest level of navigational safety. Towage

operators often work within a framework of public service obligation contracts by virtue of which they are obliged to provide safe and efficient harbour towage services and response to safety related incidents. Major economic and environmental catastrophes in European ports are often avoided thanks to prompt and adequate intervention of tugs. Two recent examples among several others were the successful re-floating of a mega carrier, like the CSCL Indian Ocean, with its cargo of up to 18,900 TEU in February 2016 on the Elbe, requiring assistance of 12 tugs. See: <https://gcaptain.com/watch-video-captures-refloating-of-cscl-indian-ocean/> and the avoidance of collision in the port of Valencia by ETA member tugs. See: <http://worldmaritimeneews.com/archives/183268/video-near-miss-for-boxship-giants-in-valencia/>.

Lacking of clear rules on state aid in ports Whereas Rapporteur Fleckenstein had repeatedly underlined the link between the Port Regulation and state aid rules for ports securing investments for sustainable port infrastructure, the review of the scope of the Block Exemption Regulation, announced repeatedly by the Commission is still lacking. This undermines the relevance of Chapter III on Transparency, as it proposes a set of rules on the use of public funds, the definition of which is not clarified hitherto in state aid rules. (*Press Release European Tugowners Association; Photo: Marijn Van Hoorn*)

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VAN WIJNGAARDEN TWO TRANSPORTS FOR DAMEN



Van Wijngaarden was contracted by Damen for the transport of new building tugs which were on board and discharged of the vessel *Clipper Marlene* last week. The first on Thursday 3 March was the transport of five Stantugs 1606 to the Damen Shipyards in Gorinchem with the tugs **Gouwestroom** as leading tug with the **Merwestroom** at the stern as steering tug (left). The other day 4 March the second transport with four Stantugs 1205 with destination the Damen Shipyard in Gorinchem also, was with the Van Wijngaarden tugs **Scheldestroom** as leading tug and with the **Vliestroom** as the steering tug.(right) (*Photo: Hans Lingbeek*)

TUG BOATS ARE READY FOR PANAMA CANAL EXPANSION



The Panama Canal tugs, powerful ships which assist other much larger vessels, are ready to help complete the expansion work of the waterway, scheduled to finish in a few months, according to the Canal Authority. The new locks will operate without locomotives, so that tugs will lead the transit of ships within the waterway's new locks. The tugboat fleet comprises 46 vessels in total, which assist the transit of ships, with four of them used for dredging operations. Of

the total, 23 perform supporting duties for ships passing through the canal, said the Panama Canal Authority (ACP) Saturday. Nine vessels are held in reserve for the inauguration of the upcoming work, so that "this situation is exploited to maintain and do the remedial work required so that the fleet is available," the ACP source said yesterday. On Oct. 9, 2014, the ACP announced that a total of 14 tugs will be used in the new locks. From 2000 until the present time, the authority has invested about \$372.8 million towards acquisition of these boats for replacement and to add them to the fleet, the source said. According to the vice president of Canal Operations, Esteban Saenz, proper maintenance has kept all tugboats in good working condition, the ACP quoted him as saying in a statement. The Authority has said it estimates that the expanded Canal will begin operating during the second quarter of 2016. The expansion, on which work began in 2007, was originally scheduled for completion in October 2014, but various conflicts, including a contract dispute between the ACP and the contractor Grupo Unidos por el Canal (GUPC), in addition to union strikes, have delayed the expansion. The GUPC is composed of the Spanish construction company Sacyr, Impregilo Salini Italy, Belgium's Jan de Nul and Panama's Constructora Urbana SA (CUSA). The expansion, which will add to the work completed in 1914, will allow the passage of "Post Panamax" ships of nearly 4,000 meters long and with a capacity three times higher than today. (*Source: World News En Español; Photo: Panama Canal Tugs*)

ROBERT ALLAN LTD. AND SANMAR INTRODUCE THE NEW VECTRA SERIES OF VOITH TRACTOR TUGS

The new and innovative VectRA 3000 Class Tug is a high performance VSP Tractor tug designed by Robert Allan Ltd in close collaboration with Turkish ship builder Sanmar and Voith Turbo Propulsion. The tug is designed for maximum efficiency in the performance of towing, harbour ship-handling and escorting of large ships. Performance has been verified with extensive model tests at the commencement of the design cycle. The unique propulsion arrangement features high speed diesel engines connected to the Voith units via reduction gearboxes with integral clutches. With a bollard pull of 70 tonnes, the VectRA 3000 form can generate escort steering forces in excess of 100 tonnes. Additionally, the design has fire-fighting and oil recovery capabilities and is fully MLC compliant. The VectRA 3000 has been designed exclusively for Sanmar to offer as one of its highly successful stable of progressive tugboats for the world market. The first vessel in the series, the M/T [Ares](#), built for Italian tug Owner Tripmare S.p.A., was successfully launched at Sanmar's new

Altinova advanced shipbuilding facility in February 2016. The principal particulars of the VectRA 3000 are as follows: Length overall: 30.25 metres; Length overall, with fenders: 31.10 metres; Breadth, moulded: 13.00 metres; Depth, moulded (hull): 5.10 metres; Navigational draft (design draft): 6.30 metres to bottom skeg/VSP guard; GRT: < 500, international. The vessels are



built and classed to the following ABS notation: - ⌘ A1 Towing Vessel, Escort Vessel, ⌘ AMS, Unrestricted Service, UWILD, HAB (WB), ABCU; - Fire-Fighting Vessel Class 1; - Oil Spill Recovery – Capability Class 2 (>60° C) (OSR – C2). Rather uniquely for a VSP installation, the propulsion drive train comprises a pair of CAT 3516C high speed diesel engines, each rated 2525 kW at 1800 rpm, and driving Voith 32R5EC/265-2 cycloidal propellers. The engines are connected to the Voith drives through a pair of Reintjes WAF 863 gearboxes and Vulkan composite shafts, rather than using the more traditional turbo coupling. This combination is smaller, lighter and less costly than the traditional medium speed drive system. The electrical plant consists of two identical diesel gensets, each with a rated output of 86 ekW. To enable extended endurance at sea, the vessel has the following tank capacities: Fuel Oil: 163 m³; Fresh Water: 55 m³; Foam: 11 m³. Crew accommodations are all located on the main deck level for optimal crew comfort. There are 4 single crew cabins plus 1 double crew cabin, each with an en-suite bathroom. A comfortable lounge/mess area and galley facilities are also in the deckhouse, with galley stores and laundry room located below the main deck forward. All towing, ship handling, and escort work is performed using a double drum escort winch and escort rated staple fitted on the aft deck. One drum can store 710 metres of steel wire line, while the other stores 150 metres of synthetic topline. For increased operational flexibility radial type tow hooks are installed on the main deck forward and aft. As in a traditional tractor configuration, the stern is the working end of the tug, and as such features heavy duty cylindrical fendering with a course of ‘W’ fenders below. Hollow ‘D’ fenders protect the sheer lines and tie neatly into the ‘W’ fenders at the bow. The wheelhouse is designed for excellent 360 degree visibility and includes overhead windows. The split type console is biased aft to ensure unobstructed visibility of the working deck (including the winch, staple, bulwarks and fenders) during operations. *(Press Release Robert Allan)*

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SAAM APPOINTS VALDÉS AS NEW CEO



SAAM's Ordinary Board Meeting appointed Macario Valdés Raczynski as new General Manager of the company, a position that he will take on as from March 16. Valdés holds a degree in commercial engineer from Pontificia Universidad Católica de Chile and an MBA from University of Berkeley, Calif. At present, he serves as SAAM's Manager of Development and Management Control, post that he has held from April, 2013, when he took on the responsibility for the Company's growth projects. Previously, he worked as Assistant Manager of Development at Quiñenco, and

prior to this he worked at IM Trust, where he achieved the position of Corporate Finances Manager. Valdés will fill the post to be left by Javier Bitar, who in January announced he would be leaving the company on March 15, 2016. SAAM is a Chilean multinational company, with 54 years' experience and a leader in the industry. It is present in 15 countries, providing port operations, tugboats and logistics, generating more than 10,000 jobs.

(Source: MarineLink)



ETA WELCOMES NEW MEMBER MULLER DORDRECHT



The European Tugowners Association welcomes the newly adopted full membership of *MULLER DORDRECHT* (Rederij T. Muller) from the Netherlands. The company is active in harbour towage, deep-sea towage, heavy transportation, marine salvage, testing cranes and ice breaking. *(Source: European Tugowners Association; Photo:Ruud Zegwaard)*

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THE LATEST NEWSLETTER OF THE NATIONAL TOWAGE MUSEUM DATED JANUARY 2016 IS PUBLISHED!

You will find the newsletter in the News category in this website, from where you can download this document, and on Facebook. If you would like to receive the news bulletins directly on your personal mail account, please let us know on the mail page in this website in the Contact chapter. The newsletter is published quarterly, in January, April, July and October. Note: the newsletter is published in the Dutch language only. If you are really interested in a particular item, please contact us and we will inform you more thoroughly. *This bulletin contains:* - preface from the chairman, with new year's wishes, the membership of the new burgomaster of the town of Maassluis of the Supervisory Board of the museum and the wake up call for the continuity of the donationship in a changing environment. - report on the presence of musical singer Noortje Herlaar in the museum during the Furiade festival in october last year at the occasion of the farewell reception of the former burgomaster of Maassluis, Mr. Koos Karssen - request for usage of an EUMIG film projector - a story about the ship bell, her functions in the old and in present days and the original bells that are present in the museum - report on the traditional yearly Allemansend, a cosy gathering of the museum's volunteers, dayly board and the Supervisory Board - a number of photo shots of the traditional new year's drink in the museum - PR activities: a report on the fair Europort 2015, that was also attended by a delegation and a stand of the Tug Harbour Foundation and the National Dutch Towage Museum Please press the blue button [HERE](#) to download the newsletter. (*Press Release*)



CASTORO 7 GOING TO THE BREAKERS

On Friday 26th February 2016 the **Skandi Admiral** towing the *Castoro 7* slowed down 1.3nm off St. Helena Island for provisions which were purchased from WA. Thorpe & Sons after stopping at our



sister island of Ascension nine days previously for a crew change and to purchase provisions. The 83.30m long **Skandi Admiral** began towing the 79.59m long Semi-Submersible Pipe Laying Barge from Curacao after being laid up for 13 months. This 41 year old vessel has worked all over the world and now is on her last voyage and visited two of the remotest inhabited islands in the South Atlantic. The last time a large Heerema Oil Rig being towed

by the London tug was seen of the island was 23 years ago so the *Castoro 7* was indeed a rare sight that many islanders were eager to see from high ground which presented a magnificent sight in the late afternoon sun as the vessels rounded the Barn Point and settled onto a South-South Easterly course. The average speed of the tow is 3 knots which means that this job for the **Skandi Admiral** could last as long as seven months. From St. Helena Island both vessels will take approximately 25 days to round Cape Agulhas and the next port of call is Port Louis, Mauritius on the 25th April.

(Source & Photo: Bruce Salt - Maritime Enthusiast & Amateur Radio Operator - ZD7VC)

DOGGBERSBANK

The 1964 built tug **Doggersbank** after sinking in November 2014 "randomly" while still attached to the buoy, she salvaged and re-floated in March 2015 with plans to sink her in deep waters. Not sure what came of those plans, but she currently sits in Banans Bay a beaten up shadow of her former self. She was built by Scheepswerven v/h H.H. Bodewes BV – Millingen; Netherlands under number 628 for the Nieuwe Rotterdamse



Sleepdienst NV – Rotterdam. In 1989 sold to Tugs Ltd. (E.Bluff & J.Hatfield) – Castries; St. Lucia
(Source & Photo: L. Henry)

SALVERITAS TOWING DRILLSHIP DEEPWATER NAVIGATOR

The 2007 built Singapore registered with call sign S6HA5 tug Salveritas (Imo 9351828) was seen entering Grand Harbour, Malta towing the 1971 built MHL flag drillship DEEPWATER NAVIGATOR from Brazil on Monday 7th March, 2016. The tug is built by Universal Shipbuilding



Corp (Keihin yard) – Yokohama; Japan under number 0025 for Semco Salvage & Marine Pte Ltd. and managed by POSH Fleet Services Pte Ltd. – Singapore. She has a length of 68,00 mtrs a beam of 16,40 mtrs and a draft of 5.20 mtrs. The two Wartsila 9L32 diesel engine develops a total output of 9,000 kW (12,000 bhp) at 750 rpm. Her free sailing speed is 15 knots while her bollard pull is 157 tonnes. *(Photo: Capt.*

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FERRY CAPSIZES OFF BALI

The ferry **Rafelia II**, carrying over 70 passengers and crew, capsized and sank in the Bali Strait on Friday. The ferry's operators said that a total of 71 people were rescued, but the helmsman and an officer remain missing. The Jakarta Globe reports that there was an incomplete passenger manifest and the total number aboard may not be fully known. There were also over



30 vehicles and trucks aboard, including minibuses. The Indonesian National Armed Forces units deployed patrol boats to respond to the incident, and several small fishing vessels also assisted. The

armed forces and the Ketapang Disaster Mitigation Agency continue to search for survivors. The ferry was en route from Gilimanuk, Bali, to Banyuwangi, East Java. Officials suggested that a leak was responsible, but investigations are ongoing. Footage shows the casualty progressing rapidly, as the ferry listed and capsized within minutes. Ferry accidents are not uncommon in Indonesia. Media report that a combination of low maintenance standards and routine overloading contribute to a relatively high casualty rate in the archipelago nation. In December alone, 120 passengers went missing in the loss of the **Marina Baru 02** off Sulawesi, and at least 13 were killed in the capsizing of an overloaded speedboat on the Kapuas River. *(Source: Marex)*

GROUNDING BULKER REFLOATED IN SUEZ CANAL



The grounded bulker **New Katerina** has been refloated, twelve days after she went aground in the Suez Canal, according to local media reports and AIS tracking data. As of Monday morning, the Katerina had travelled north from the position of her grounding and stopped in a branch of the canal north of Al Firdan, according to her AIS. Egyptian outlet Al Wafd reported that the 170,000 dwt bulker suffered multiple hull breaches in the grounding, flooding several cargo holds containing iron ore. The casualty required days of lightering to reach the damaged sections for temporary repairs. The Suez Canal Authority said that traffic was not affected thanks to the New Suez Canal expansion's separate northbound and southbound waterways. The expansion opened last year, adding 40 nautical miles of parallel channels and dredged lanes. The **New Katerina** went aground in one of the two parallel waterways at kilometer 63, just north of Ismailia. The Canal Authority said that it lightered and refloated the vessel using its own assets. Work proceeded 24 hours a day for several days with a clamshell bucket and crane, scooping out the iron ore and loading it onto six carriers. “The international navigation channel [operated] regularly and did not stop, and we [worked] day and night to develop the . . . service provided to the movement of world trade,” said the head of the Canal Authority, Admiral Mohab Mamish. The bulker went aground on February 25 while en route southbound on a voyage from Ukraine to Qingdao, China. Investigation into the cause of the grounding is ongoing. **New Katerina** (ex name Katerina Warrior) was built in 1997 by Daewoo. Her ClassNK registry, last updated in June of 2015, lists her owner as Olympus Ventures and her management company as New Shipping Limited. *(Source: Maritime Executive; Photo: Alwafd)*

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NUNAVUT OFFICIALS PRESS FOR ARCTIC SEARCH AND RESCUE BASE



'If we have a major incident up here, we are in a very bad position to be able to respond.'

Nunavut's fishing industry is renewing its call for a search and rescue base in the North after two recent major incidents where fishing vessels were in distress in Arctic waters for hours before help arrived. "Within the last six months we've had two near disasters," said Jerry Ward, chair of the

Nunavut Offshore Allocation Holders Association. Last September, the Atlantic Charger fishing vessel took on water near the mouth of Frobisher Bay. The nine-person crew was rescued by a Danish ship. Then last month, the F/V [Saputi](#) ran into ice and took on water. Hercules aircraft from Nova Scotia dropped pumps as the Danish Navy escorted the damaged ship and crew of 30 to Nuuk, Greenland. The Danish Navy had to be called in for help because it would have taken the Canadian Coast Guard about two days to reach the ship, according to Ward. "In the first case last fall, I think it took about 10 to 11 hours to get search and rescue facilities in the area," said Ward. "In the second case they certainly reacted very quickly but the aircraft had to come all the way from Halifax to deliver the pumps. At some point it's realistic to assume that there could be a loss of life." Can coast guard auxiliaries fill the gap? "The North is so vast and huge it's impossible to have stations everywhere," said Hunter Tootoo, Nunavut MP and the minister in charge of the Canadian Coast Guard. "The best way is to utilize the resources that are on the ground and that's the people that are out there, so we can work with the Government of Nunavut and the communities to identify people and train people." Tootoo pointed to the creation of 12 new coast guard auxiliaries in Nunavut and Nunavik as one possible solution. Ed Zebedee, Nunavut's director of Protection Services, said coast guard auxiliaries would not be of much help in search and rescues of large offshore vessels. "They [the auxiliaries] are looking more at the hunters and fishers that are along the shorelines that get into trouble," said Zebedee. "If you have a large fishing vessel that gets into trouble or a cargo vessel, they have no capability. They'll go out and they'll do what they can, but they really are not the resource that's needed in that situation." "We are seeing more and more incidents. Our number of searches grows annually and the availability of specialized aircraft to be able to assist is very limited here," said Zebedee. Last year there were more than 250 searches in Nunavut, he said. "I think our

worst day we had eight searches that we were co-ordinating at the one time." Zebedee said the territory is not equipped to handle this workload and has advocated stationing search and rescue helicopters in the North during the peak shipping season. The Crystal Serenity, a "luxury" cruise ship with a capacity of more than 1,000 passengers, is planning to sail all the way through the Northwest Passage in August. Zebedee said it has plans in the works to return again in 2017. "If we have a major incident up here, we are in a very bad position to be able to respond," he said. But Zebedee is not optimistic about a search and rescue base being established in the North in the near future because of its high cost and the relatively low population in the region. Tootoo said he has asked his officials to do another review of search and rescue in the North to look at different options. Zebedee said the expansion of the fishing industry in the Arctic and the melting of sea ice point to the growing need for a search and rescue base in the North capable of responding to distress calls from medium to large vessels. *(Source: CBCNews)*

SALVAGE TUG KAPITAN BEKLEMISHEV FIRE

In the evening Mar 4 fire erupted on board of salvage tug **Kapitan Beklemishev** in dry dock 442 in Kaliningrad, Russia, Baltic sea. Insulation and veneering on one of the decks in superstructure burned out. 3 fire teams of Kaliningrad emergency service were deployed, fire was extinguished, no injuries reported. **Kapitan Beklemishev** - IMO 8724080 Build year: 1985. *(Source: FleetMon; Photo: J. Braker)*



CAR CARRIER CONTINUES JOURNEY AFTER GROUNDING OFF COLOMBIA




A 200-meter car carrier, which ran aground near the port of Buenaventura, Colombia yesterday morning, has been refloated during high tide after being aground for some seven hours, the local news media reported. The Bahamas-flagged **Platinum Ray**, operated by Greece's Stamco Ship Management, left the fairway and grounded into a mud shallow in Buenaventura Bay, less than a mile off the coast. Initial reports showed that a

navigational error led to the grounding. The authorities dispatched two tugs to assist in the refloating during high tide, and the 2000-built car carrier was reported as heading to port in the

afternoon. There were no reports of injuries to the crew and no reports of water pollution in the area. The 21,400 dwt vessel, which was carrying a cargo of some 500 vehicles, did not sustain any damages and its latest AIS data shows that it departed Buenaventura late last night and is heading to Esmeraldas, Ecuador. Relevant officials were scheduled to conduct an investigation into the incident. *(Source: World Maritime News; Photo: Shipspotting)*

OFFSHORE NEWS

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DETAINED NGO AID VESSEL ARRIVES IN YEMEN

The Mainport Cedar, a World Food Programme-chartered ship carrying humanitarian aid, offloaded its cargo in Yemen on Wednesday, the United Nations said. It was diverted to Saudi Arabia last month because it was carrying communications equipment. Saudi Arabia is leading an Arab military coalition in a war against Iran-allied Houthi rebels and army



forces loyal to former president Ali Abdullah Saleh in an effort to restore President Abd-Rabbu Mansour Hadi to power. The *Cedar*, which the United Nations said was carrying a cargo of humanitarian relief supplies bound for the Houthi-controlled port of Hodeida, was diverted by the coalition to the Saudi port of Jizan on February 11. "The World Food Programme confirms that the **Mainport Cedar** has offloaded its cargo at Yemen's Hodeida port today," said U.N. spokesman Farhan Haq. "The vessel was carrying interagency cargo that includes canned tuna and medical supplies. It had also been carrying information technology equipment that was left behind in Jizan to complete paperwork to allow it into Aden for the U.N. humanitarian hub," Haq said. Brigadier General Ahmed Asseri, the Saudi-led coalition's spokesman, said in February that the communications equipment was similar to that used by the Houthis and had not been declared by the WFP. Yemen relies almost solely on imports, but the conflict has slowed shipments to a trickle after Saudi Arabia imposed a naval blockade to stop weapons being imported. United Nations aid chief Stephen O'Brien told the U.N. Security Council earlier this month that a U.N. verification and inspection mechanism for shipments had now been launched in a bid to boost commercial imports. O'Brien is due to address the council again on Yemen on Thursday. More than 6,000 people have

been killed, about half of them civilians, in Yemen since Saudi-led forces began military operations in March last year after the Houthis advanced on Hadi's temporary headquarters in the southern port city of Aden. (Source: *Marex*)

MMGI SHIPYARD SUCCESSFULLY DELIVER 'KING DAVID'



The MMGI Shipyard, an Italian company from Friuli Venezia Giulia, stood out in 2015 for the construction of 'King David', the only offshore supply vessel to be built in Italy in 2015. The fast crew vessel was commissioned by the shipping company VM shipping Holding on behalf of Vremer, a company based in Crotona. 'King David' is a crew boat designed to service offshore platforms by transporting various goods, as well as passengers and technical staff. The 44-

metres long and 8-metres wide ship is built from aluminium alloy, has a displacement of 275 tonnes, and can reach 27 knots. Three Cummins KTA 50 M2 engines power the OSV, with 1,300kW each. The generator sets are also Cummins, four electrical generators of 76kW. Two fixed pitch propellers and a central water jet with booster functions provide propulsion. The jet, a Hamilton managed by MECS (Modular Electronic Control Systems) software, can also support the forward bow thrusters for dynamic positioning of the vessel. In the main deck there is the passenger area equipped with 50 chairs, two televisions and a food court. The area is served by a dressing room with shower and toilet. Below deck, the engine room lies towards the bow, and four double cabins with en suite facilities, a relaxation room and a dining hall with a kitchen. (Source: Baird)

WWS SET TO STACK ITS WHOLE FLEET AFTER BRAZILIAN BLOCK?

Two of World Wide Supply's platform supply vessel (PSVs) under contracts with Petrobras in Brazil have been blocked by Brazilian local tonnage thus jeopardizing the contracts. If these two lose their contracts, WWS will have no more active vessels. World Wide Supply said on Friday the company has received a message that its two remaining vessels on



charter to Petrobras, the **World Emerald** and the **World Sapphire**, have been blocked by Brazilian local tonnage for the upcoming annual renewal of the vessels Brazilian Certificate of Chartering Authorization (CAA). According to WWS, the certificates for **World Emerald** will expire on June 21, 2016, and for **World Sapphire** on August 10, 2016. World Emerald and World Sapphire are platform supply vessels of a DAMEN PSV 3300 CD design built by Damen Shipyards Galati in

Romania and delivered in October and December 2013, respectively. World Wide Supply said that, together with its agents, the company would negotiate with Petrobras to see if this issue can be resolved. If not, the charter of these vessels can be terminated from the day the certificate expires, the shipping company said. *Fleet of six supply vessels* WWS owns six PSVs in total with only two, the **World Emerald** and **World Sapphire**, still under a contract. The other two, the **World Opal** and the **World Peridot**, were previously under a contract with the Brazilian oil company. However, the contracts for these two PSVs were terminated in September 2015, after which the vessel owner accused Petrobras for an unlawful contract termination. These two vessels are now laid up in Norway. The shipping company's remaining two PSVs of the PSV 3300 design, the **World Pearl** and the **World Diamond**, were laid up in May 2015 due to a weak offshore spot market. What this means is that, if Petrobras terminates the remaining two contracts, WWS will have no more active vessels. Offshore Energy Today reached out to WWS asking about the shipping company's options in case the terminations do happen, and whether this means WWS will stack its two remaining vessels. In an e-mail to Offshore Energy Today, WWS spokesperson said: "If we do not succeed in having the blocking lifted we must expect to be terminated; the option then is to find alternative employment. "If we are terminated and we do not obtain new employment right away we will carefully consider where to station the vessels. " With an 80.1m length, the PSV 3300 has a deck load of 1,500 tonnes. The vessel can be used to transport crew and equipment to and from offshore platforms, but it also offers fire-fighting and oil pollution recovery capability. *(Source: Offshore Energy Today)*

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SEABIRD EXTENDS ITS CHARTER OF RESEARCH VESSEL



SeaBird Exploration has extended its contract on the research and survey vessel **Hawk Explorer** by a further nine months until February 28, 2017. The lease will be extended on its current payment terms from May 31 and the Limassol-headquartered company will have the option to purchase the ship for \$1.75m after the lease period has ended. Seabird, which is listed publically on the Oslo Børs, has the option to terminate the lease extension on August 31 or November 30 this year. Alternatively,

the company says it may further extend the lease until November 30, 2017, after which it will have the option to purchase the vessel, plus its related equipment for an additional \$67,800. The vessel's beneficial owner is Dubai-based group company SeaBird Exploration FZ, according to Equasis. Last week, Seabird has won a contract to conduct a 2D multi-client seismic survey in north-west Europe this summer. It also signed a contract recently for undershoot work in the North Sea, which is due to commence in the third quarter for approximately three weeks. *(Source: Splash24/7)*

BOLLINGER DELIVERS USCGC DONALD HORSLEY, THE 17TH FAST RESPONSE CUTTER TO THE USCG

Bollinger Shipyards has delivered the USCGC **Donald Horsley**, the 17th Fast Response Cutter (FRC) to the United States Coast Guard. The announcement was made by Bollinger's President & C.E.O., Ben Bordelon. "We are very pleased to announce the delivery of the latest FRC built by Bollinger Shipyards, the USCGC **Donald Horsley**, to the 7th Coast Guard District in Puerto Rico. We are looking forward to honoring and celebrating the heroic acts of Donald Horsley at the vessel's commissioning." The



154 foot patrol craft USCGC **Donald Horsley** is the 17th vessel in the Coast Guard's Sentinel-class FRC program. To build the FRC, Bollinger used a proven, in-service parent craft design based on the Damen Stan Patrol Boat 4708. It has a flank speed of 28 knots, state of the art command, control, communications and computer technology, and a stern launch system for the vessel's 26 foot cutter boat. The FRC has been described as an operational "game changer," by senior Coast Guard officials. The Coast Guard took delivery on March 5, 2016 in Key West, Florida, and is scheduled to commission the vessel in Puerto Rico during May, 2016. Each FRC is named for an enlisted Coast Guard hero who distinguished him or herself in the line of duty. This vessel is named after Coast Guard Hero Donald Horsley. Master Chief Petty Officer Donald H. Horsley was the recipient of the Bronze Star with combat "V" device for his leadership of Division 13 of Coast Guard Squadron One during the Vietnam War. *(Press Release Bollinger)*

NAVEXPO 2016 MARITIME TRADE FAIR OPENS IN TWO MONTHS 10-12 MAY 2016

Navexpo 2016 maritime trade fair opens in two months 10 - 12 May 2016 at the Port of Lorient La Base - South Brittany - France. Innovative event, with Business Stands and Boats Afloat, Navexpo 2016 targets Workboats sector. *Vessels afloat!* Among the boats exhibited afloat, Navexpo trade fair is glad to welcome the future multipurpose 28m vessel "**Maxiplon**" built by OCEA shipyard and soon delivered to A2TMi company. More information's in our News [HERE](#) *Visitors, Register online...* Welcome to the 1st afloat maritime trade fair focused on professional boats held in France! We will be glad to receive you among the many international visitors of maritime sector: Harbour Service; Fishing – Aquaculture; Maritime, River and Underwater Works; Passengers - Freight



Transport; Offshore Oil-Gas / Marine Renewable Energies; Scientific Research; Ship & Repair Building ... To visit NAVEXPO trade fair, please fill in the Visitor Registration Form on our website, [HERE](#) You will get all the useful informations - access, opening times, hotels - in our [WEBSITE Exhibitors list online](#) NAVEXPO 2016 will gather many companies from maritime industry: Shipyards / Naval Architects; Vessels Equipment Suppliers; Marine Engines Suppliers; Ports & Offshore Equipment Suppliers; Owners /

Operators. We invite you to consult the Exhibitors List regularly updated on our website, [HERE](#) All Information's and News - new exhibitors, key times,... - on www.navexpo.com. See you soon...

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UNION LYNX COMMENCED SEA TRAILS

In the Tugs Towing & Offshore Newsletter issue 15 of 2 Februari it was reported that Boskalis Offshore has purchase the two DPII Anchor Handling Tugs Sea Bear and [Sea Linx](#). The AHTS [Sea Linx](#), renamed [Union Lynx](#), has been dry-docked last week and commended trails. In this mixed winter weather Union Lynx went to sea for the this trails under the new Boskalis colours. *(Photo: Rob Hoek)*



VOS PRINCE DELIVERY AND DEPARTURE SHIPYARD

We are pleased to announce that [VOS Prince](#) has been delivered to Vroon. Following a delivery



ceremony held on Tuesday 1 March 2016 at Fujian Southeast Shipyard, the vessel left the Shipyard last Saturday on her maiden voyage. **VOS Prince**, a KCM-80m platform-supply vessel (PSV), is the fourth of eight sister vessels being constructed at Fujian Southeast Shipyard for Vroon Offshore Services. The vessels have an SPS code and are equipped with full (under-deck) supply capabilities, that include stainless-steel tanks for the carriage of methanol. They provide accommodation and work space

for a total complement of 52 persons (comprised of client staff and up to 14 crew members). This unique vessel concept, which is based on a design by Khiam Chuan Marine (KCM), provides free deck space of 720 m². KCM, Vroon's Newbuilding Performance & Engineering Department, the world-renowned yacht designer KER Yacht Design & Engineering and Force Technology in Copenhagen worked closely together to fully optimise the design, ensuring favourable motion and sea-keeping ability and efficient fuel consumption (both in DP mode and during transit). **VOS Prince** will be managed by Vroon Offshore Services Genoa. We wish the vessel and her crew safe and successful voyages. *(Press Release)*

ALMOST 100 OFFSHORE SUPPORT VESSELS LAID UP

Some 99 offshore support vessels are laid up worldwide, with REM Offshore's **REM Fortress** (built 2011) platform support vessel (PSV) the latest among their number. The 8600-bhp vessel has been stacked at Fosnavåg in Norway, according to data from Kristiansand-based shipbroker Westshore. REM Offshore has four other PSVs laid up at Fosnavåg. The shop says 66 other PSVs have been laid up at various locations



worldwide since March 2015, the vast majority in the North Sea region. Some 28 anchor handling tug supply (AHTS) vessels are laid up in the North Sea region, mostly in Norway, according to Westshore data. Another four multipurpose PSVs have been stacked, two of which are at anchor in Hull, England. Another two, both owned by Bourbon Offshore, have been laid up respectively in the Caribbean and Syros, Greece. Today, Høyland Offshore's PSV **Sayan Princess** was fixed to Enquest for supply duties for £4,500 per day for an unspecified contract duration, plus an extension

option. Another PSV, Gulfmark Norge's **Highland Princess**, was fixed to perform supply duties for Nexen for 14 days at an unreported rate. *(Source: Splash24/7)*

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GONDAN SHIPYARD DELIVERS THE STRIL MAR



Gondan Shipyard has delivered its new PSV **Stril Mar** to the Norwegian shipowner Simon Møkster Shipping. The vessel, which left Figueras facilities recently, is now on her way to the North Sea, after successfully completing her extensive sea trial tests program, involving vessel managers, shipowner technical supervisors, main suppliers and class society inspectors. The new PSV Vessel, with UT 776 WP "Wave Piercing" Rolls Royce Marine design, has a length of 92m and beam of 20m. Although she was built based on "**Stril Luna**" design -delivered in 2014 to the same Ship-Owner company-, as a difference this new unit has a FiFi II system, with monitors installed at the stern, allowing much safer and more efficient fire fighting operation in offshore facilities. Moreover, unlike her predecessor, this new unit has a higher De-Icing class notation. The ship is also equipped with the RRM "Unified Bridge", placing the vessel control board as one of the most modern in the world today. This new PSV is the third unit built by Gondan Shipyard for the Norwegian Ship-Owner, which in 2011 received from the Shipyard the **Stril Merkur** Vessel, a PSV of 97 meters length, and in August 2014, **Stril Luna**, with 92.80 meters length. Both are operating for Oil Platforms at the North Sea, chartered by Statoil. *(Press Release)*

WINDFARM NEWS - RENEWABLES

BOSKALIS STRENGTHENS POSITION IN GROWING OFFSHORE WIND MARKET



Royal Boskalis Westminster N.V. (Boskalis) has signed a Letter of Intent (LOI) to acquire offshore activities from VolkerWessels. Under the intended transaction, Boskalis

will acquire maritime and offshore wind energy related activities of VolkerWessels, being VBMS, Stemat and VSI (Volker Stevin International). Peter Berdowski, CEO Boskalis: "For many years we have been working closely and constructively together with VolkerWessels both on- and offshore. Over the last couple of years, we jointly increasingly targeted offshore wind opportunities and together acquired and completed projects successfully. For the coming years, we expect demand for offshore wind energy to further increase both in Northwest Europe and beyond. We are therefore very enthusiastic that we can incorporate these activities into Boskalis for the full one hundred percent. Combining these with our other maritime activities will create new opportunities for market and cost synergies. This is a logical and desirable step for Boskalis in its strategy aimed at strengthening its offshore service proposition." Boskalis and VolkerWessels have been working together successfully for years in the offshore wind energy market. VBMS, a 50/50 Boskalis - VolkerWessels joint venture, is the European market leader in the field of offshore cable installation with a strong market position and well-filled order book. As a consequence of this transaction, Boskalis will acquire the remaining 50% share in VBMS. Stemat has a global offering of specialized vessels including a cable laying vessel and multi-purpose vessels. VSI is specialized in the construction of offshore foundations and maritime constructions. Late 2014 and mid-2015, Boskalis and VSI in joint venture acquired two large offshore wind park projects, Wikinger and Veja Mate respectively. As a consequence of this transaction, Boskalis will execute these two projects on a 100% basis. The current annual revenue, excluding the two offshore wind park projects, amounts to approximately EUR 200 million with an EBITDA of approximately EUR 30 million. The pro forma impact on the Boskalis order book as per year-end 2015 is more than EUR 600 million, of which more than EUR 200 million is attributable to the two offshore wind park projects that are currently being executed. It is the intention to close this transaction in the second quarter of 2016 subject to the satisfaction of customary conditions and with an effective date of 1 January 2016. *(Press Release)*

HYBRID MARINE TECHNOLOGY FOR TUGS TOWING & OFFSHORE (PART THREE FINAL)

Wind Farm Service Vessels and The Hour Of Power: Multi role Wind Farm Service Vessels (WFSV) enable fast personnel transfer with the capability for utility work such as moving equipment and delivery of spares. As the demand for wind farm support has intensified, vessels have been specifically developed for transiting to wind farms in a wide range of conditions then delivering technicians onto wind farm turbines. If wind, wave and tidal energy installations want genuine 'green' credentials it is logical to reduce consumption of fossil fuels wherever possible. The Hour Of

Power concept lends itself to WFSV operating in the ongoing wind farm maintenance phase. Vessels are loitering for hours at a time with engines on low load, this causes wear and tear on a daily basis plus it shortens the engines life. A conventional diesel powered vessel with a bank of batteries onboard can be specified to run at hull speed, usually around 10 knots, for an hour at a time on battery electric power. This power enables the vessel to loiter for many more



hours if only stemming a tide or current. *Looking To The Hybrid Future for Tugs and Towing* For naval architects working in the commercial marine sector class rules, safety, performance and cost are relevant when considering innovative battery power and diesel electric propulsion systems. The challenge for designers is to engineer solutions utilising hybrid technology which are affordable plus manageable in terms of physical size, weight and maintenance. As new sources of energy become available it is important to identify which energy source best fits the vessel, duty cycle and environment to give efficient power when it is needed. Since no two vessels, routes or captains are alike, decisions can be improved with data logging and analysis. Commercial Off The Shelf (COTS) power management systems will bring together diesel, electric and battery data to create optimised whole vessel hybrid systems. As ocean going shipping, automotive, and land transport move rapidly towards hybrid solutions it will be interesting to see how the tug, towing and offshore industry decides to utilise the numerous opportunities. *John Haynes* is an Associate Fellow of the Nautical Institute, a Yachtmaster Ocean and Advanced Powerboat Instructor. Subject matter expertise includes high speed craft consultancy, product development and specialist training. He is Operations Director of Shock Mitigation www.shockmitigation.com and founder of the RIB & High Speed Craft Directory that brings together specialist boats and equipment for the sub IMO / sub 24 metre professional sector worldwide www.ribandhsc.com

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HUKKELBERG FULLY INDEPENDENT



Norwegian boat-builder Hukkelberg has announced it will become fully independent from a sales and marketing agreement with Maritime Partner on the first day of Seawork International 2016. The company has signed a contract with Redningsselskapet (Norway's RNLI) to re-fit all 15 Simrad class boats built by Hukkelberg with a new wheelhouse over the next three years. This comes after the wheelhouse was designed and manufactured in record time and

fitted to RS Simard Buholmen, an SAR vessel built by Hukkelberg in 2001. Whilst all Hukkelberg end-users are delighted with the high performance and reliability of their boats, it was definitely time to optimise the space available in the wheelhouse and give the range a general face-lift," explained Kenneth Dale, sales manager at Hukkelberg. It has also purchased new premises in order to put the new superstructure into full production by April 2016. In the last 20 years, the Broedrene Hukkelberg (Hukkelberg Brothers) have specialised in the design and building of high speed crafts from 10 to 15m. The boats are characterised by manoeuvrability, high build quality and low freeboard, which aims to make the designs perfect for FRDC, SAR and Diving Support operation. Visit Hukkelberg at Seawork International 2016 on stand PG136. (*Source: maritime Journal; Photo: Mercator Media*)

NEVSKY SHIPYARD TO LAY THE KEELS OF 2 MULTIPURPOSE SMALL-DRAFT SALVAGE VESSELS

On March 11th, 2016, the ceremony of keel-laying of 2 multipurpose small-draft salvage vessels №1203 and №1204 of **project MPSV12**, will take place at Nevsky Shipyard. These vessels are being built for the Direction of State Contractor of Marine Transport Development Program. The project was developed by Marine Engineering Bureau-Design-SPb, JSC. The representatives of the Customer, Russian Maritime Register of Shipping, design organization, equipment and materials suppliers will participate in the ceremony. *About vessels:* These vessels as another two of this line - are a unique multifunctional salvage vessels by their equipment and available technology. Multipurpose small-draft salvage vessels of **MPSV12** prj. are to carry out operations as follows: Patrolling and emergency salvage duty at the navigation regions, fishing regions, oil and gas marine recovery regions; Give technical support and help in the regions dangerous for navigation and marine products catching, servicing of terminal transport operations; Search and help vessels in distress; Search, salvage, evacuation operations for people, rendering medical aid for people; Taking emergency vessels off groundings and reefs, pumping out vessels' flooded spaces; Towage of emergency vessels and objects to the place of refuge, also fulfillment marine towage of vessels and floating objects, including ice towages; Fulfillment of marine salvage operations, including in ice conditions; Give assistance in fire combating on floating objects and coastal ones accessible from seaside; Rear and technical service, including underwater diving works at the depth till 60 m; Fire-extinguishing of burning oil on water surface, elimination of marine oil spills (LARN); Survey and

cleaning underwater hull part of vessels, floating and coastal objects; Investigation of sea floor and damaged objects when depth is less than 1000 m. *(Source: PortNews)*

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NEW MEGA-SHIPYARD FOR RUSSIA

Russia has begun the reconstruction of the old Zvezda shipyard in Primorsk Kray in the Far East. When the giant project is finished, Russia will be able to support itself with super tankers and other ice-class vessels to operate on the Arctic shelf, reports the Independent Barents Observer. The yard will be the nation's largest and most modern civilian shipyard and will focus



on large-tonnage vessels. It is anticipated to be capable of starting construction of Arctic-capable oil tankers and LNG carriers by 2020. "Our country will actually be able to create the world's first and most powerful Arctic fleet," Head of Russia's Security Council Nikoaly Patrushev said in an interview with Rossiyskaya Gazeta. Rosneft, Gazprom, Novatek and Sovcomflot has already reportedly signed letters of intent for vessel orders. The yard will be built from scratch but will include renovation of some facilities located within the development area. The yard will be designed by the Shipbuilding and Ship Repair Technology Center with input from the engineering consultant IMG Ingenieurtechnik und Maschinenbau of Germany. The shipyard facilities will feature the latest production equipment, robotic work cells, machine-driven and automated lines, standard jigs and fixtures, and IT systems to support the high-tech production and the use of machines and automation to ensure a high quality and commercially successful product. On completion of the construction project, the Zvezda Shipbuilding Complex will be able to construct tankers with a displacement of up to 350 thousand tons, LNG carriers up to 250,000 cubic meters, ice class vessels, specialized vessels with a launch weight up to 29,000 tons, offshore platform units and other types of ships. *(Source: Marex)*

VETH PROPULSION NAMES NICO INTERNATIONAL AS A MIDDLE EAST DISTRIBUTOR

Dutch thruster manufacturer Veth Propulsion has named Nico International as its distributor for



select Middle East markets (United Arab Emirates, Saudi Arabia, Kuwait, Bahrain and Qatar). The companies will leverage their unique positions to offer customers in the region access to Veth Propulsion's wide range of shipping products, supported by Nico's extensive support network of sales and service facilities. Operating internationally, Veth Propulsion has a long resume of successful installations of its innovative products in e.g. offshore, dredger and tug vessels. The company engineers and manufactures azimuth rudder propellers, thrusters and marine electronics, and is a supplier and servicer of diesel engines and generator sets. *(Press Release)*

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - [Iskes' new ASD 2411 Venus up and running after delivery](#)
 - [Eastern Shipbuilding Group, Inc. launches the ZYANA K for Bay-Houston Towing Co.](#)
 - [Eastern Shipbuilding Group, Inc. delivers the H. DOUGLAS M to Bay-Houston Towing Company](#)
 - [Leading Latin American towage firm orders two Damen ASD Tugs 2411](#)
 - [Damen delivers its first hybrid tug boat to the Royal Netherlands Navy](#)

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