Tugs Towing & Offshore Newsletter

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BUYING, SALES, NEW BUILDING, RENAMING AND OTHER TUGS TOWING & OFFSHORE INDUSTRY NEWS

TUGS & TOWING NEWS

VIETNAM NAVY ADDS TWO HOMEBUILT TUGBOATS TO FLEET

The People's Navy of Vietnam has received two new vessels, with penant number **984** and **985**, that were built at home, using engines imported from Japan, according to Tuoi Tre News. The two tugboats were built by Hai Minh Naval Engineering One Member JSC under the Directorate for National Defence Industries. They are of model TK600 designed for towing ships to military seaports, manoeuvring vessels and other floating vehicles, and participating in emergency missions offshore. The boats were designed by the Naval Technical Institute, with their engines imported from Japan. Each of the boats is 22m long and 6m wide, with a displacement of 160 tons and a maximum speed of 10 knots. The tugboats are equipped with a central air conditioning system, emergency equipment, satellite positioning, weather data receivers, and a number of other maritime information devices that allow the boats to operate independently at sea for ten consecutive days. These boats are the second and third vessels built by Hai Minh Naval Engineering, with the first having been completed and handed over in December 2013. *(Source: Thai PBS)*

FOUR DAMEN TRACTOR TUGS FOR SVITZER

Global towage operator Svitzer has signed a contract with the Damen Shipyards Group for four ATD

2412 tugs as part of Svitzer's ongoing fleet renewal programme. All four tugs are being built at Damen Song Cam Shipyard in Vietnam. Demonstrating the advantages to be gained from building vessels for stock, Damen is handing over the first two vessels just one month after contract signing. Svitzer has the first two tugs signed up for port towage operations at its Dominican Republic joint venture with Remolcadores Dominicanos. Damen will deliver these vessels, to be called **Svitzer Maimon** and **Svitzer Beata**, in mid-April 2016. The second two tugs are due for completion in August 2016. All four vessels are of Damen's 24-metre Azimuth Tractor Drive (ATD) design. This compact, heavy duty tug yields an tonne bollard pull of over 65 tonnes – the power originating from twin Caterpillar 3516C main engines. A top speed of 12 knots and a powerful aft winch, combined with Damen's experience with tug design, make these vessels suitable for consistent and effective harbour towage activities. Damen has a long relationship with Svitzer. In addition to building a significant part of the Denmark-headquartered company's fleet, the two parties are also involved in developing new innovations together. For example, the first ever Reverse Stern Drive® Compressed

Natural Gas tug, in cooperation with MTU Friedrichshafen. This contract is the first between Damen and Svitzer since Damen's new Key Account Manager for the towage company, Chiel de Leeuw, took up the post following the retirement of his predecessor, Martijn Smit. Mr De Leeuw worked on this multiple vessel signing along with Damen Manager North America, Jan van Hogerwou. "As Svitzer's main point contact within Damen, I am looking forward to continuing this successful and enjoyable relationship," Mr De Leeuw says. "This large contract is a good indication of our continued future cooperation." *(Press Release)*

HELM LAUNCHES TRANSFORMATIONAL SOFTWARE FOR HARBOR TOWAGE SECTOR

Helm CONNECT Jobs software promises easy tariff management and substantial savings in **harbor towage** operations. Helm Operations, the global market-leader in **harbor towage** dispatch and billing software, has launched new software called simply Helm CONNECT Jobs, specifically designed to support tugboat owners and operators in a range of customer-facing tasks including contract management, tariffs, billing, dispatch and vessel logs. The Jobs software improves on the

functionality of Helm's market-leading program Helm Dispatch Manager for **Harbor Towage**, which is in constant use on around 400 vessels across the globe, and has been rebranded to reflect the transition to cloud-based storage. Jobs changes the way **harbour towage** companies operate their businesses. With Jobs, schedulers/dispatchers are doing much less data entry and have more time to focus on ensuring top-notch customer service. Management can view data in new ways either at a macro or micro level to make better business decisions. As well, Jobs is equally relevant for operators in the Americas, Australia, South East Asia, the Middle East and Europe. Cloud-based capability makes Jobs easy to deploy, with set up possible in offices ashore and/or on vessels. It is easily configured and tailored to meet individual clients' requirements. It can also be integrated with other Helm software including Preventive Maintenance and Compliance in order to generate automatic warnings on out-of-date certificates, for example, or other non-compliances. A number of Helm's current customers using the earlier software have already indicated that they plan to upgrade. Jobs is potentially also suitable for a whole range of new customers in the harbor towage sector. In addition, Helm Operations has plans to extend the Jobs market to other workboat sectors including inland dry and liquid bulk transport firms, coastal ship operators, marine pilotage and ocean towage companies. The new software has been designed in close consultation with customers, with prototypes built and tested at customers' own facilities to ensure the very best user experience. Jobs can be deployed in little more than a day and is easily customized. For ease of use and updates the software, much like Helm CONNECT Maintenance and Compliance, is cloud-based. Monthly fees are charged on a per vessel basis, with customers having unlimited users. Rodger Banister, VP Marketing at Helm Operations, says the company is pleased to be able to deliver significant benefits to any operator engaged in harbor towage. "Helm CONNECT Jobs' automation of tariffs and contracts reduces credits and rebills, improves invoice turn-around time to 24 hours or better, and has shown in some cases to increase surcharge revenue by hundreds of thousands of dollars. What's more, it's much easier to set up than its predecessor and will provide substantial benefits to a wider range of operators – from the largest to some of the smallest," he added. *(Press Release)*

LIBERIA SIGNS CONTRACT WITH SMIT LAMNALCO FOR MARINE CRAFT AT GREENVILLE

Liberia's National Port Authority (NPA) has revealed that it has issued a contract with SMIT Lamnalco for the supply of a number of marine boats with a value of US$6 million. The order

includes two tugs, named **Lamnalco Waxbill** and **Lamnalco Wagtail**, a patrol boat named **Smit Qsim** and the pilot boat **Smit Oloma** all of which will go into service at the port of Greenville in Sinoe County. The contract was signed on 22 March at the offices of the Freeport of Monrovia managing director, David F Williams who represented the NPA, and Paul Grizell, SMIT Lamnalco's regional commercial manager for Africa.The acquisition of the marine craft has been made possible in terms of the Kuwaiti loan for the rehabilitation of the Greenville port. The process leading up to the contract with SMIT Lamnalco followed an International Competitive Bidding (ICB) procurement method which required a bid evaluation and due diligence process for each of the marine crafts. The Kuwaiti loan applies to funding for navigational aids, marine craft and cargo handling equipment etc. Certain items of cargo handling equipment including Kalmar container forklift carriers have already been acquired. The NPA is meanwhile negotiating a contract with JA Delmas for the supply of log loaders. "The signing of these contracts and the procurement of the marine craft will make the port much more efficient in the discharge of its responsibilities, i.e. improve handling capabilities and increase throughput; and increase tax revenue to government as well as [providing a] boost to the regional economy in the southeast and beyond," the port authority said in a statement. *(Source: Ports Ships)*

WATERMAN SOLD

It is reported that the 1984 built Dutch registered with call sign PIMU tug **Waterman** (Imo 8318166) from Royal Wagenborg Sleepdiensten – Delfzijl; Netherlands has been sold to Russian owners. She was spotted under the Russian flag as **MB Linter 2**. The tug was built by Scheepswerf H.H. Bodewes B.V. Millingen a/d Rijn and

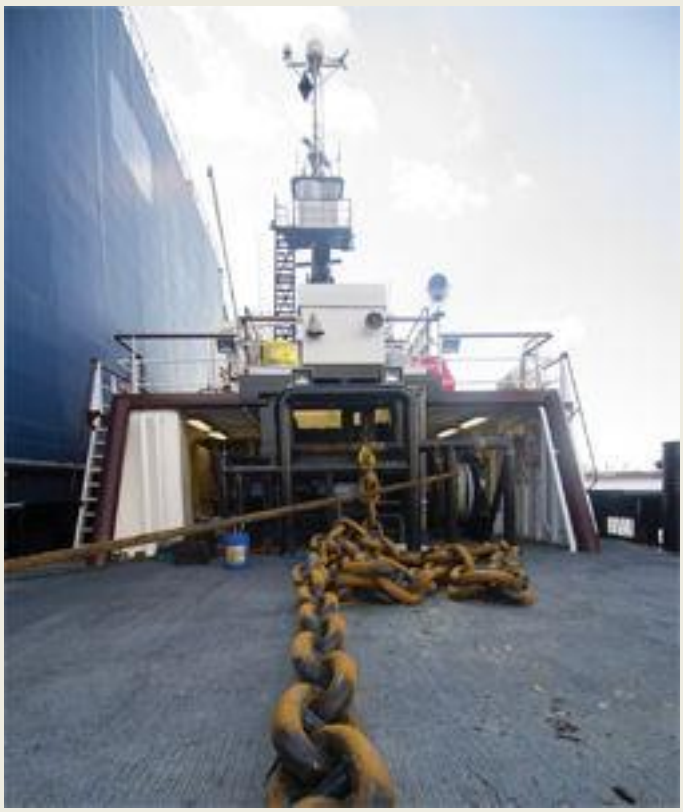
outfitted at Scheepswerf Damen BV – Gorinchem under respectively yard numbers 773 and 8642. In 1987 delivered to Wagenborg as the second under this name Waterman. She has a length of 28.48 mtrs a beam of 9.15 mtrs and a depth of 4.27 mtrs. The two MWM TBD440 mainengines develops a total output of 1,801 kW (2,448 apk). She has a free sailing speed of 12 knots and a bollard pull of 32.2 tons. The tug is classed Lloyd Register of Shipping. *(Source & Photo: Jasiu van Haarlem)*

SAUSE'S REFURBISHED DEEP-HULL TUG CAN HANDLE THE PACIFIC (PART 2 – FINAL)

Jacobsen explained that the tug pushes in a notch on the stern of *Commencement Bay* in sheltered waters and good sea conditions, but switches to towing in a heavy sea. "We have often seen the ATBs laying up, or just jogging, in heavy weather," said Jacobsen. "But we can keep going in any condition." For pushing, the towing winch is used with lines running through the quarter bitts and up to the stern quarters of the barge.

An elevated wheelhouse, called the "shaky shack," gives the boat a 70-foot air draft and 45-foot, 6-inch eye-level visibility over the barge. The elevated wheelhouse has slaves of all the electronics and controls from the main wheelhouse. It is reached by a long set of steps. Finished in a rich burgundy color and fine wood, the large and comfortable main wheelhouse is located in the tug's third deck. It has space aft for a large chart table to port, a settee to starboard and, forward, a broad sweep of screens — two radar, two ECDIS — plus a closed-circuit monitor of the engine room and electronic engine monitors. To port and starboard there are jog sticks, engine throttle and clutch controls, and tachometers. From these positions there is excellent visibility aft through large windows on the rear of the wheelhouse. Jacobsen reports that, on start-up, the wheelhouse is so quiet that he has to check the tachometers to be sure the engines are running. An additional complete set of controls is

located aft on the second deck atop the shelter deck over the towing winch. In the wheelhouse is one more piece of retained equipment — a well-padded and very comfortable barber's chair. Jacobsen explained that, at sea, the wheelhouse watch rotates on a schedule of four hours on and eight hours off, but when in port for several days as they were at the shipyard, they go over to a six-and-six watch rotation. The tug works with a six-person crew composed of captain, two mates, chief engineer, assistant engineer AB and cook AB. There is always work to be done. While waiting for the barge, chief mate Bradley Nyleen uses the time to splice up some lines for the tug's "Orville hook." This device, now used industry-wide, was developed by a former Sause Bros. captain, the late Orville "Bud" Fuller, who designed the earliest version in the 1970s. Employing a combination of floats, lines and a large flat hook, it can be towed through the water to catch the pigtail or bridles of a barge that has broken free. The **Sause** commitment to this technology is demonstrated not only by the hook mounted and ready on the side of the towing winch, but also by a large drum, mounted on the first deck, holding 600 feet of 10-inch line for deploying the hook and its rigging. Due to the light-sensitive nature of the line, the drum is covered by a red tarp. For splicing the synthetic line,



Nyleen was using a hollow fid to make three tucks of two strands — over one and under two. The synthetic line opened easily and the metal of the fid allowed the strands to pass through quickly. After three tucks, **Nyleen** would cut one of the strands and do a couple more tucks with a single strand to give the splice a neatly tapered finish. Crew comfort was not neglected in the refurbishment. The wheelhouse finish of burgundy paint and bright finished wood trim is carried down through the accommodation deck to the main deck. Accommodations include eight staterooms. The mess area is roomy and comfortable. The galley, separated from the mess by a storage counter, is bright and well equipped. Cook Roger Abbey has direct access to a walk-in freezer and large food storage area one deck down. This allows provisioning for voyages of longer duration if towing up and down the Pacific Coast or on one of Sause Brothers' scheduled runs to Hawaii. For such offshore towing, **Black Hawk** has a total of 80,000 gallons of fuel in several tanks.

Other tanks hold 5,000 gallons of potable water and 1,200 gallons of lube oil. Its raked white superstructure sits comfortably above a black hull that carries a fine shear line aft in steps, from the massively fendered bow to a low stern counter. Moored alongside the floating dry dock in Vancouver, it looked every bit the racehorse that Jacobsen described at sea. But it sat, impatiently, in the starting gate. *(Source & Photo's: Alan Haig-Brown)*

HERITAGE MARINE REJUVENATES GULF TUGS FOR SERVICE AT GREAT LAKES PORT (PART 2 – FINAL)

Nancy J.'s power is generated by two EMD 16-TI-149 turbo mains with Twin Disc 540 gears at a 6:1 ratio. At 3,500 hp, Nancy J. is by far the most powerful tugboat in the harbor. The maneuverability, a real feature in a port with no ASD tugs, is provided by four rudders, two of them flanking. "Her power and maneuverability allow us to push sideways on a ship," said Ojard. "I'm still learning how to operate her with all the rudders and power." In the summer of 2015, a visiting laker was a rare sighting. "We haven't had a call in three weeks, and there isn't much on the horizon till the fall," said Ojard in June. "Natural gas is kicking coal's butt and the coal ships are looking for any cargo they can get." And the low price of grain is cutting into shipments and the usual summer work. "But since we don't have payments we will be fine. And there is always the upcoming winter with ice." So it was time to do maintenance and upgrades in preparation for winter — harvest time for Heritage Marine. The crew at Heritage Marine ebbs and flows as the need arises. Many, like his son Patrick and son-in-law John, work elsewhere when the tugs are tied up for long periods. But there is a core crew that takes care of business on a daily basis. At lunch at the Anchor Bar & Grill, a legendary sailors' waterfront landmark, they gathered for hand-built hamburgers. Seated around the table were Ojard, Willenarck, Bob Hom and Pixie Lindberg. Lindberg spends the larger portion of her life monitoring, cleaning and tinkering with tug machinery, and, according to the group, never tires of work. "Pix mans the engine room and about

everything else. Pix is not replaceable, period!" said Ojard. "And Brandon will have his (500-ton) ticket before too long. He is the type of farm kid that is able to do anything, very honest and trustworthy. He and Pixie are a pair of bookends." Ojard continued, in jest, that Hom was hired for comic relief. Hom was director of operations at the Duluth Entertainment and Convention Center for 33 years. He grew up on the water entertaining a fantasy of working on a tugboat someday. His private boat was moored next to **Edward H**. when Ojard and his son Patrick were exchanging the direct-drive Enterprise engine for the EMD clutch system. "I was so impressed with what they were doing that I started helping them," said Hom. "One thing led to another and by the time that I was 59 years old, I had got my license and I was doing it. I have a 100-ton plus a 200-ton mate's license and I should have my 200-ton and master of towing soon. I'm living the dream."

The talk drifted to Odyssean-like trips north with the three tugs from Texas. "All three were a chore getting up the Mississippi and Illinois rivers with barge tows," said Ojard. The 19.5-foot air draft under the Lemont railroad bridge presented the most anxiety. Everything had to be cut from the top of the wheelhouses and the tugs flooded to get them low enough to clear the bridge. "And we prayed for rain," said Ojard. "Rain events on the Illinois means they open the locks and drop the level in the channel. The boat gets very tender when you put that much water in a tug. Then you have to weld everything back on." The Heritage Marine fleet is a perpetual work in progress, especially with Subchapter M looming. "This is an ongoing process and we put all our profits back into the tugs. We are debt-free and always plan to be," said Ojard. One of his goals is eliminating visual smoke. To that end, the crew have equipped **Edward H**. and **Nels J**. with overdriven superchargers and low-smoke, medium-flow injectors, and have set the timing ahead by two degrees. "And the two-valve Detroit Diesel generators are being replaced by cleaner engines," said Ojard. "What we're trying to do is build a quality business that can out-power the competition, that will have better equipment and provide better service." Starting up a smaller tugboat company in a Great Lakes port is a chancy business at the best of times. And the Great Lakes Towing Group, a monolithic company by comparison, has the

lion's share of the ship-assist contracts on the U.S. side of the Lakes. Taking them on is no mean task. "We've really tried to put together four really good hulls with good power to look to the future," said Ojard. "They're all inspected vessels. If it's not for me then it's to pass it all on to my family if they choose to stick with the business." A Great Lakes Towing representative once called Ojard and said, "What if we bought you out?" Ojard replied: "You don't understand. We're having too much fun." *(Story & Photo's by Brian Gauvin-Professional Mariner)*

1,700HP U.S. FLAG TUG SOLD

Marcon International, Inc. of Coupeville, Washington is pleased to report the sale of the 1,700BHP "**Benjamin Foss**" by Foss Maritime Company of Seattle, Washington to private U.S. interests. The 78.0' x 26.3' x 11.0' depth x 9.7' draft, tug was built in 1980 by Main Iron Works of Houma, Louisiana as Hull 352 - the first in a series of seven "Super D" class, advanced, medium size tugs contracted in 1979. The low-profile tugs were built for PacTow, a Dillingham Maritime Company, and Foss Maritime, also a subsidiary of Dillingham in the 1980s, as a larger, enhanced version of the popular 1,200HP, 66' "D" class boats built in the mid-1960s. After delivery from the shipyard, "**Benjamin Foss**" remained in the U.S. Gulf for six months working for Foss' new Gulf Coast service until returning to the Pacific Northwest with a new 30,000bbl bunker barge. The tug has since worked in the Pacific Northwest, Alaska and on the Columbia River performing ship assists and as a line-haul tug. "**Benjamin Foss**" is powered by twin CAT D398s developing a total of 1,700BHP at 1,225RPM, with CAT 7261 4.65:1 gears, 76" x 76" fixed pitch props in kort nozzles and flanking rudders. This gives her a bollard pull of abt. 26.4 short tons. Towing gear consists of an Intercon SD-150 single drum winch with a capacity of 2,000' of 1.5" wire and a Foss Mk.2 bow winch with 150' of 1.125" wire. Another former "Super-D" tug, the "**Pacific Patriot**" (ex-Pacific King) was sold from other sellers by Marcon in 2014. Marcon acted as the sole broker in the "**Benjamin Foss**" sale, which is the fifth Foss tug sale or charter brokered through Marcon in addition to various barges and other equipment. "**Benjamin Foss**" is the 315th tug

(totaling 982,107HP) sold or chartered by Marcon over the last 35 years. Marcon is hoping to break the one million horsepower mark in tugs brokered for sale or charter by the end of 2016 – and while we are at it break the 1,400th vessel or barge sold or chartered by mid-2016. *(Press Release)*

TUG "ZNIT" SOLD FROM DENMARK TO NORWAY.

Danish Icebreaker Tugboat **Zenit** with call sign letter OYNT2 ex has just been sold from Agger Tugs ApS Vestervig Denmark to Boreal Maritim AS, Skjærvøy in Norway. **Zenit** left Thybornø in Denmark 31. March heading for the very north of Norway. **Zenit** was Build at Akerboom Bros in Holland as yard # 457 in 1967 as icebreaker tug. Former name **Activ 2** upto year 2012 and located in Svendborg. **Zenit** has main dimension 17,22 x 5,50m. GT 52,5, NT 15,7 tons and is fitted with Deutz Diesel 475 BHP and has a Bollard Pull 8-10 tons. Bunker capacity 10.500 ltr and Freshwater 3.00 ltr. Hydraulic Windlass 10 tons and 400 meter and Marinecrane 1 tons. The tug has vent thru a totally upgrade and present itself in a very good working condition. Sole broker in this business has been Bratten Shipping AS, Bergen, Norway. *(Press Release)*

SMIT TUGS CHANGED FLAG

It has been reported that last Friday 25th March 2016, seven Smit tugs were reflagged from the Bahama to Malta flag. The tugs are the five ASD 2810 tugs **Smit Elbe, Smit Hudson, Smit Schelde, Smit Seine** and **Smit Ebro**, as well as the two ASD 3213 tugs **Smit Cheetah** and **Smit Panther**. The technical adjustments like MMSI and radio survey was carried out. The tugs are on the AIS already observed.

ACCIDENTS – SALVAGE NEWS

SMIT AMANDLA AND MONTE PELMO

An early Good Friday morning, 25 March 2016 and while much of Durban slumbered on with a day's rest ahead, save for those who enjoy the beaches ahead of the crowds, the South African salvage tug **Smit Amandla** was arriving at the port entrance with the Liberian-flagged bulker *Monte Pelmo* (72,917-dwt, built 2000) under tow. The bulker appeared to have suffered engine failure or possibly some drivetrain issue and only her generators were running. Three harbour tugs, with **Mkhuze** in the van, assisted as the bulker was brought into port and taken to the Dormac ship repair berth where engineers and ship repairers could attend to her. Details of the tow are not available. *(Source: Ports & Ships; Photo: Ken Malcolm)*

OTHER TUGBOAT'S OWNER GETS COURT ORDER IN HUDSON RIVER BARGE CRASH

Weeks Marine, the company that owns one of the tugboats involved in the March 12 barge accident, has had its liability capped at $1.5 million. The owner of one of the tugboats making its way down the Hudson River before this month's fatal barge crash has had its liability in the incident limited by a federal judge. The judge agreed to cap the liability of Weeks Marine, the Jersey City, New Jersey-based owners of the tugboat **Trevor**, at $1.5 million. Any claims against them must be filed by June 21. Weeks had asked for the "exoneration from and limitation of liability" in a March 15 complaint filed in U.S. District Court in Newark, New Jersey. “The incident to the **Specialist** was not due to any fault of the **Trevor**," said Weeks' attorney Ronald Betancourt, who expressed his condolences to the families. "Nonetheless, Weeks Marine anticipates that claims may be made against them.” CRASH AFTERMATH: Sunken tug and final crew member's body recovered. EARLIER LAWSUIT: Tugboat

that sank was at center of court settlement. TIMELINE: Barge incidents near the bridge over the years. The **Trevor** was on the left side of a barge being moved south from Albany to Jersey City March 12, when the **Specialist**, on the right side of the barge, struck a stationary barge holding construction equipment for the new Tappan Zee Bridge. The **Specialist** — owned by Specialist LLC of Montauk — sank, killing its three crew members, 63-year-old Paul Amon, 29-year-old Timothy Conklin and 56-year-old Harry Hernandez. No one on the stationary barge, owned by bridge builder Tappan Zee Constructors, was injured. "(The **Trevor**) was staunch, tight, strong, fully and properly manned, equipped, supplied and seaworthy and it for her service in all respects," readers the Weeks Marine complaint, filed three days after the accident. "The incident was not due to any fault, neglect or want of due care on the part of (Weeks), nor anyone for whom (Weeks) may be responsible." A judge approved the cap and claims deadline on March 21. Betancourt said no claims have been made so far against Weeks and the **Trevor**. *(Source: Lohud; Photo: Gary L Naigle-Marine Traffic)*

OFFSHORE NEWS

'ISLAND CONSTRUCTOR' EN ROUTE TO INTERVENE AT OYO FIELD

Erin Energy has announced that the **Island Constructor** light well intervention (LWI) vessel has departed Skalevic, Norway and is en route to the Oyo field, offshore Nigeria.Erin Energy explained that the vessel would be used for LWI service on the Oyo-8 well, which has been necessitated by the failure of the well's sub-surface controlled sub-surface safety valve (SCSSV) to open following a planned production curtailment in the Oyo field. The company said it expects to complete the intervention and re-opening of the SCSSV in April 2016. The vessel is anticipated to arrive on the Oyo field mid-April and will immediately start work on Oyo-8. The company further added it expects the intervention to take a few days to complete and to subsequently re-establish production from the well. Erin Energy has a 100% interest in Oil Mining Leases 120 and 121 located offshore Nigeria. The OML 120 contains the Oyo Field which is located approximately 75 km (46 miles) from the coast in water depths ranging from 200 to 500 meters. The Oyo Field started production in December 2009, and the wells are connected

to the Armada Perdana FPSO. *(Source: Offshore Energy Today)*

PERDANA BAILS OUT OF VESSEL DEAL WITH NAM CHEONG

Nam Cheong, Malaysia's offshore support vessel builder, has received a notice of termination from Perdana Petroleum's subsidiary, Petra Offshore, purporting to terminate the contract for the sale of one Accommodation Work Barge (AWB). Nam Cheong entered into a contract with Petra Offshore for two AWBs, worth $84 million, in June 2014. The contract included the option to purchase another two vessels. The group's position is that the purported notice is not valid and is tantamount to a repudiation of the contract by Petra Offshore, pursuant to which the company is entitled to compensation from Petra Offshore, the company said in a statement. Nam Cheong emphasized it intends to fully enforce its rights against Petra Offshore and, if necessary, seek legal redress. The purported termination/cancellation of the contract is expected to have an impact to the earnings of the group for the financial year ending December 31, 2016, the extent of which cannot be conclusively ascertained at this juncture, as it will depend on the outcome of the company's legal remedies against Petra Offshore. *Termination 'necessary'* Perdana Petroleum explained that the termination was necessary as to-date there has been no potential charter contract identified for the vessel AWB, identified as **Vessel Hull No. SK 316**. The company added that the board is of the view that by accepting the delivery of the vessel SK316, Perdana Petroleum would have to incur additional operating costs and finance costs for servicing the loan, thereby putting unnecessary strain on the group's balance sheet and cash flows especially if the new vessel, SK316 remains idle for a prolonged period. In view of the current market conditions, the Company has decided to terminate / cancel the MOA for this vessel. *(Source: Offshore Energy Today)*

REDERIJ VROON NEW OFFICE BREDA

Our newbuilding plans for the Company's headquarters could not be realised within the time frame

as originally envisaged. This is most disappointing, as in today's business climate - more than ever - close cooperation and communication is vital. We have scanned the market for an alternative solution in an attractive living environment for families and with good road and public transport connections in which we can bring together the staff of our offices in Breskens, Terneuzen and Barendrecht. We have found a suitable existing office in Breda, the Netherlands. We trust this will be our new home for many years to come and we will do our best to bring all our colleagues with us. *(Press Release)* *(Note by the compiler. The new office is the former office of Dockwise according Breda Vandaag)*

MERMAID MARITIME NETS SUBSEA GIG IN GULF OF THAILAND

Mermaid Maritime has announced that it has been awarded a subsea remotely operated vehicle (ROV) services contract in the Gulf of Thailand with an upstream oil & gas company. The contract was awarded to Mermaid Maritime's subsidiary Mermaid Subsea Services (Thailand). The scope of work includes, but is not limited to, structure and sea line inspection, free span correction, and corrosion prevention, in the Gulf of Thailand. The contract is awarded for a two-year term, starting from March 2016 to March 2018, with an option for one-year extension. The work will utilize the DP2 ROV Support Vessel '**Mermaid Sapphire**' built in 2009, along with a deepwater work-class ROV plus associated equipment (if required) and specialist personnel. The value of the contract for the initial term is estimated to be circa $10 million. *(Source: Offshore Energy Today)*

GC RIEBER SCORES 'INTERESTING' JOB FOR POLAR KING VESSEL

Norwegian shipowner GC Rieber Shipping has secured work for its construction support vessel **Polar King**. The company on Thursday said the charter agreement was reached with Nexans Skagerrak AS, a subsidiary of Nexans Norway AS. The 8.5-month charter will start in January 2017, and contains options for up to 16 months additional work. According to GC Rieber Shipping, the vessel will conduct survey, trenching and cable laying activities in Norway, the North Sea and the

Mediterranean. "This is an interesting contract for us with a new customer in a non-oil related segment characterized by high activity and a strong project pipeline. Nexans is a solid international player with a strong presence in Norway, and we look forward to cooperating with them," says CEO Irene Waage Basili. The Norwegian shipowner did not reveal the financial details of the charter. At the end of the fourth quarter 2015, GC Rieber Shipping had a contract backlog of NOK 0.8 billion, with the contract coverage for 2016 at 43 percent, 2017 at 36 percent and 2018 at 22 percent. Presenting the 4Q 2015 results last month, the company's CEO said the offshore market was challenging "to say the least." Responding to the uncertain market situation, GC Rieber Shipping, aiming to cuts costs, has renegotiated agreements, and cut workforce. The company has downsized both onshore and offshore organisations due to lower activity level. According to the company's 4Q 2015 report, total headcount reduction onshore with effect from first half of 2016 is 25 percent. Corresponding figure among seafarers with effect from the end of 2015 is 28 percent. *(Source: Offshore Energy Today)*

COMPLEX MISSION CONCLUDED BY BOURBON IN ANGOLA

French offshore specialist Bourbon Subsea Services has recently completed a spectacular and complex mission from the MPSV **Bourbon Vissilela** off the Angolan coast. The project was on behalf of US company, Exxon, and consisted of placing two cylindrical steel tendons, each weighing 8 tons and measuring 20 metres long by 200mm in diameter, onto a Single Hybrid Riser (SHR) intended to bring the gas produced on the neighboring platforms to the shore. "The SHR is in the form of a 900m long tube that goes from the sea bottom to the surface and is suspended by a chain under a big submerged buoy," explains Julien Boucard, one of the two engineers (with Paul Gaspard de Bovis) dispatched by BOURBON Subsea Services for this operation. "The problem," he adds, "was that the chain looked like it was about to break and let the SHR fall to the bottom of the water. Therefore, the idea was to install two tendons on each side, so that they could take on some of the tension

supported by the defective chain and that they would be able to take on the entire load in the event the chain breaks." To prevent running into any unknowns during the final step at sea, all tools, equipment, and procedures were tested beforehand with Exxon in Houston, before being shipped to Luanda for a final preliminary test phase at the jobsite. No particular problems occurred to complicate or delay the work. "Yet these are very complex operations," insists Boucard. "Everything that was used, or almost everything, didn't exist before this job and was used only this once." For this specific mission, one of the main difficulties was having to manoeuvre parts weighing several tons underwater, and to manoeuvre the two Work ROVs in an unconventional manner with regard to the tendon assembly site. "The danger for the vessel," said Boucard, "was if the chain broke during the operation, resulting in the sudden rise of the SHR buoy. The Vissolela couldn't be positioned overhead, and risk getting hit by the buoy under the hull." *(Source: Ports & Ships)*

POLARCUS WRAPS UP SEISMIC SURVEY OVER CHARIOT'S BRAZILIAN LICENCES

Chariot Oil & Gas, the Atlantic margins focused oil and gas exploration company, informed on Thursday that offshore geophysical company Polarcus has completed the 3D survey over the oil company's blocks located offshore Brazil. Polarcus completed the 3D seismic acquisition survey covering Chariot's 100% operated BAR-M-292, BAR-M-293, BAR-M-313 and BAR-M-314 licences in the Barreirinhas basin. The seismic company announced that the survey started on March 10, 2016 using the Polarcus A-Class 3D seismic vessel, **Polarcus Alima**. This survey was comprised of approximately 785km² of data targeting a number of leads that had been identified on 2D legacy data. According to Chariot, the data will now be processed and then interpreted in-house. The survey done for Chariot was the first of a series of three Polarcus' seismic projects the company is undertaking offshore Brazil. *(Source: Offshore Energy Today)*

100 DAYS WITH MAERSK OIL FOR OLYMPIC ELECTRA OFFSHORE VESSEL

Danish oil company Maersk Oil has hired the **Olympic Electra** offshore support vessel. Owned by Olympic Shipping, the multipurpose field support vessel will work for the Danish oil firm for a period of 100 days. Norway-based Olympic Shipping said Maersk would have options to extend the charter, which begins on April 1, 2016. The financials were not disclosed. According to the owner, **Olympic Electra** will be used as an accommodation support vessel during the contract. The vessel can accommodate 40 persons. Marine Traffic data shows the vessel is currently sailing towards Esbjerg, Denmark, having previously departed from Rotterdam, The Netherlands. *(Source: Offshore Energy Today)*

BOSKALIS ACQUIRES USD 40 MILLION CONTRACT FOR TRANSPORTING JOHAN SVERDRUP PLATFORM MODULES

Royal Boskalis Westminster N.V. (Boskalis) has been awarded a contract by Samsung Heavy Industries for the transportation of the three topside modules of the riser platform and the topside of the processing platform for the Johan Sverdrup project offshore Norway. The contract carries a value of approximately USD 40 million. The modules will be transported by Dockwise in three journeys. A Dockwise type I heavy transport vessel will transport two topside modules of the riser platform with a total weight of more than 20,000 MT and a Dockwise type II vessel will transport the third 6,000 MT module in the first half of 2018. The modules will be transported from the yard in Geoje, South Korea to the project site offshore Norway where they will be offloaded. The transportation of

the topside of the processing platform from South Korea will be executed by the Dockwise Vanguard and is expected to take place in the first half of 2019. Following its arrival in Norway, the cargo will be offloaded in a fjord near Stavanger. Johan Sverdrup, located approximately 150 kilometers offshore Stavanger, Norway, is one of the five biggest oil fields on the Norwegian continental shelf with expected resources of between 1.7 and 3.0 billion barrels of oil equivalent. The project is a joint development by Statoil, Lundin Norway, Petoro, Det norske oljeselskap and Maersk Oil. *(Press Release)*

NORWEGIAN OFFSHORE OWNERS BRACE FOR MORE WOE

Norwegian offshore owners expect access to capital to get even tighter in the coming months, according to a report just out from the Norwegian Shipowners' Association. In 2016, only 15% of the firms questioned by the association consider the access to capital as good, compared to 25% last year and 50% in 2014. One out of every third company now considers the access to capital to be very tight, against less than 10% last year, the report said. "We expect that about half of the Norwegian rig fleet and every sixth Norwegian-controlled offshore vessel will not be employed as we approach summer this year. This is a serious situation", the CEO of the Norwegian Shipowners' Association, Sturla Henriksen, told Reuters in an interview. "We are going to see a restructuring in ownership because we cannot expect that every shipowner will be capable to contribute with new capital", he added. Some 111 offshore supply vessels and 23 oil rigs are expected to be taken out of operation by the end of June, an increase of 10 vessels and seven rigs respectively compared with February, the report said. *(Source: Splash24/7)*

WINDFARM NEWS - RENEWABLES

MPI ADVENTURE CONTRACTED FOR COMMISSIONING WORKS ON THE SANDBANK OSS

We are pleased to announce that **MPI Adventure** has been contracted to assist with the

commissioning works on the offshore substation of the Sandbank Offshore Wind Farm. **MPI Adventure** will provide accommodation services, lifting operations and provision of supplies. The Sandbank Offshore Wind Farm is located approximately 90km west of the island of Sylt in the German Bight. It will consist of 72 4.0MW turbines which will also be installed by **MPI Adventure** as of summer 2016. We are confident that **MPI Adventure** will make a valuable contribution to the commissioning works of the Sandbank offshore substation. We wish the vessel and crew safe and successful operations. *(Press Release)*

FOUR MAJOR INNOVATIONS FOR WALK2WORK VESSELS DP GEZINA AND DP GALYNA

Walk2work offshore support accommodation vessels **DP Gezina** and **DP Galyna** are now being

upgraded for even better performance. Dutch developer and operator of walk2work offshore and nearshore support vessels and barges, Chevalier Floatels, says these vessels will be available for chartering soon. CEO Chevalier Floatels, Marcel Roelofs explains: "We used client feedback and our own experience over the past couple of years to make these vessels even better." *Four shipping innovations* Four major innovations took place on board **DP Gezina** and **DP Galyna**. Chevalier Floatels increased total bed capacity to 70 while in compliance with the Special Purpose Ships (SPS) code. The company has doubled deck capacity by adding one more deck. Additional workspace has been created and a large covered area is now available for storing containers. The ships are outfitted with a second retractable azimuth bow thruster for a stronger DP plot and improved Ampelmann performance. By installing a pedestal under the Ampelmann, turbines and platforms are now accessible at 23 metres above the waterline. Fully equipped for 24/7 offshore operations **DP Gezina** and **DP Galyna** are both outfitted with an Ampelmann heave compensated gangway and crew boat landing for personnel transfer operations. With increased passenger capacity, deck space, Ampelmann performance and platform access height, **DP Gezina** and **DP Galyna**, are now fully equipped to handle the most demanding walk2work projects. *(Press Release)*

ATLANTIC PIONEER TRIALLED IN HIGH WINDS

Atlantic Pioneer, the first US-built offshore wind service vessel, will be delivered next week, after recently undergoing sea trials in gale force winds, according to Rhode Island Fast Ferry. The 21-meter crew transfer vessel was built by the Rhode Island-based Blount Boats to service a 20-year crew transfer contract with Deepwater Wind for its 30MW Block Island offshore wind farm. Atlantic Wind Transfers, Rhode Island Fast Ferry's subsidiary and the first US offshore wind farm support company, invested over USD 4 million to build the vessel. The company will also provide crew and equipment support during the construction phase of the Block Island OWF, starting from May 2016, when Atlantic Pioneer is expected to enter service. Following completion of the five-turbine site, work will move into operations and maintenance support, to encompass a scheduled maintenance program as well as any additional crew transfer support required throughout the 20-year lifecycle of the first US offshore wind farm project. *(Source: Offshore Wind)*

ALPHATRON MARINE SIGNS ALPHABRIDGE CONTRACT FOR FIRST DAMEN SERVICE OPERATIONS VESSEL

Alphatron Marine is pleased to announce to have signed a contract with the Damen Shipyards Group for the delivery of the AlphaBridge including an IT and entertainment package for the first Service Operations Vessel (SOV), providing comfort and safety to the offshore and wind industry. The new vessel, **Bibby WaveMaster 1**, is being built at Damen Shipyards Galati in Romania with

expected delivery in January 2017. The vessel is a custom designed 90-meter long Service Operations Vessel, which is specifically designed for maintenance engineers employed by offshore wind operators to work more efficient while maximizing comfort for longer periods at sea, even up to 30 days at a time. The ergonomic design of AlphaBridge follows regulations and enables intuitive, comfortable operation, which ultimately enhances the safety of the vessel. Alphatron Marine will supply an all-embracing bridge tailored to the requirements of this special purpose vessel. The best possible configurations were selected, keeping it solid and stable, without compromising on a sleek overall design. While both safety and efficiency are integral features, comfort is also paramount. Therefore, Alphatron Marine will install a comprehensive IT and entertainment package for the accommodations on board the vessel, consisting of no less than 60 individual en-suite berths. All living quarters will be equally equipped with TV and Wi-Fi. *(Press Release)*

YARD NEWS

NEXT GENERATION MARINE POWER - INNOVATORS & RECORD BREAKERS MEET IN SOUTHAMPTON

'Next Generation Marine Power & Propulsion' is a fast moving networking event that focuses on viable solutions for vessels of all sizes. Over 20 expert speakers will highlight a range of unique opportunities. The programme covers three phases; 'Here and Now Technology' - considers how the UK and global marine industry can utilise the latest engineering. 'Next Generation Systems' - are within a few years of commercial release. 'Innovation and Future Possibilities' - are pushing the boundaries far and wide. The event is being held at the Grand Harbour, Southampton from 26 to 28

April 2016. Attendees at the two day Conference and one day Workshop include commercial and military end-user organisations, boat builders, engine manufacturers, mechanical & electrical engineers, naval architects and legislators. The unique style of this event brings together an international group of experts armed with the latest knowledge to highlight the potential use of innovative power and propulsion systems. The objective is to identify a range of genuine solutions for workboats, pilot boats, wind farm support vessels, survey vessels, scientific research craft, fishing vessels, superyachts, patrol craft, military and unmanned craft. Alan Priddy is a world leader in offshore expeditions who has powerboated and sailed around the world in both directions. He holds 37 records and knows what type of craft is required to break the World Powerboat Circumnavigation Record of 61 days. His presentation captures that spirit, 'They said it could never be done - the scientific and engineering approach to the manufacture and use of emulsified fuels.' Captain Don Cockrill, Secretary General of the UK Maritime Pilots Association, looks at 'Powering the modern port - ships, tugs and the hidden fleet of support vessels.' Johnny Lindstrom, Chairman of the National Marine Electronics Association, is flying in from the US with technical support globally for the fast emerging technologies, 'Integrating vessel management systems using the NMEA 2000 protocol'. Conference organiser, John Haynes, said, 'Most people in the marine industry are time poor and know that their job list grows when they are out of the office, plus a lot of information can now be gathered from the internet. We have to innovate and use people's time effectively.' Next Generation events are dynamic and relevant, with focus on long breaks to encourage networking. John Haynes added, 'We know that having the right people onboard is essential and there is no substitute for meeting the experts face to face.' BAE Systems HybriDrive, XALT Energy and Southampton Marine & Maritime Institute (SMMI) are lead supporters of the event. Day two of the conference ends with a guided tour of the SMMI facility, located alongside Lloyd's Register, at the new £140m Boldrewood Innovation Campus at Southampton University. SMMI is a unique centre of excellence, bringing together a research, innovation and education community. The workshop day looks at 'new marine energy'. Fast moving sessions focus on informal discussion and industry experience from subject matter experts including Lloyds Register and DNV-GL. A relevant topic is high energy battery installations, including Lithium-ion. The 'hybrid' sessions focus on simple and viable business cases for next generation vessels of all sizes. This is not just green energy for the sake of it as presenters highlight how fuel can be saved, maintenance costs reduced and engine life extended. Boat builders, engine OEMs and specialist component manufacturers now recognise that they need to work together to develop next generation systems that fit the changing requirements of modern fleets. The unique knowledge gained from presentations and networking sessions will help to shape long term decisions that lead to improvements for in-service systems and procurement of next generation vessels. *(Press Release)*

DAMEN ANCHOR & CHAIN FACTORY DEMONSTRATES WELDING EXPERTISE

Damen Anchor & Chain Factory (AKF) has shown it remains expert in welding following the renewal of its ISO certification. The certificates; ISO 9001 and ISO 3834 welding procedure show

AKF follows stringent quality management systems and has strict procedures in place for its welders and welding procedures. "The ISO 3834 welding procedure is a foundation for Damen Anchor & Chain Factory for its future strategy in meeting the market demands in custom made towing chains and the repair of towing and hoisting equipment," explained Laurens van Gelder, General Manager of AKF. "Offshore companies and steel mills require us to have certain procedures in place and of course want to be assured they are receiving quality standards in welding jobs. Receiving our renewal shows we remain experts in the field of welding." The certification addresses all aspects of design and fabrication of welded components, including welding procedure specifications, quality control and quality assurance during welding. In order to receive the qualification, AKF had to demonstrate its welding and procedures are of the highest quality and use quality components. Welders have extensive training and experience, their skills are verified and comply with all applicable codes and standards. Mr Van Gelder added: "Most of the well-known offshore companies in the field of oil and gas and steel mills requiring heavy duty hoisting equipment already know where to find us. Being an anchor and chain producer from origin, Damen Anchor & Chain Factory is among the world's most experienced companies to handle such requests." The welding certification, which is part of ISO 9001, was first obtained in 2012 and covers hoisting and towing equipment, anchors and chains. ISO 9001 was first obtained in 1998. *(Press Release)*

GERMANS UPGRADE NEWBUILD PROPULSION

Good experience with the sounding and survey boat '**Visurgis**' has prompted German inland shipping authorities to build another – but bigger and with greater Schottel NAV propulsion clout than its predecessor. According to information provided by Gerrit Claussen at the federal German Waterways and Shipping Office (WSA) in Minden, the new boat will be a good 28m long, about 7.4m wide and be named **Spreegrund**. It will be driven by a Schottel NAV 170 system - a more powerful configuration than that on its predecessor **Visurgis**. The new boat has been ordered by the WSA in Berlin from the Hermann Barthel shipyard in Derben on the Elbe for delivery in October. It is for operation on the Berlin waterways Havel and Spree but will also see service on the Elbe, one of Germany's busiest inland shipping routes. It will operate as far downstream as Lauenburg, about

50 kms short of Germany's biggest universal seaport Hamburg and its job will be to sound the river for obstacles or danger spots and arrange dredging if needed. It's because of tougher Elbe service that the new boat's propulsion will be more powerful than that on **Visurgis**, even though externally the newbuilding will resemble its predecessor, the WSA said. **Visurgis** was also built by Barthel and was reportedly the first catamaran to be produced by the yard. It has been in service with WSA Minden since 2010 on the River Weser, the Elbe Seitenkanal and the Mittellandkanal. Smaller at 25.6m x 7.58m, it draws about 0.85m and displaces about 74 tons. It has a Schottel NAV 110 system of 182 kW with rudder propeller and a Volvo D7C-TA 4-cylinder diesel which also supplies two TH20 23kW hydraulic bow thrusters from Holland's ABS Hydromarine. Gerrit Clausen made clear why the WSA had again chosen Schottel and Barthel for the new boat when he said: "We are 100 percent satisfied with **Visurgis**. She operates perfectly – almost floats on air". The new boat's more powerful Schottel NAV 170 system is a complete and enclosed propulsion unit comprising a MAN D 2866 13 40 Diesel engine of 279kW and a Schottel rudder propeller developing 16 kms/hour. Claussen said the bow thruster would be the same as on **Visurgis**. Schottel said the NAV 170 can also be raised or lowered to meet draught conditions and will give the boat greater push and better manoeuverability. Apart from also being longer than **Visurgis**, the new boat will also be flatter to cope with Berlin's low bridges and can be loaded with ballast if required. It will reportedly also boast a triple-head sweeper system for sounding: one head will be in the centre of the boat and the others to port and starboard. *(Source Maritime Journal by Tom Todd; Photo Mercator Media)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

   - Four Damen tractor tugs for Svitzer
   - Designs for New Pushboats and Barges for Cargill Transportation's Amazon River Service
   - Pelindo III to receive 15 Robert Allan Ltd. RAzer series ship-handling tugs in

Indonesia

- Port of Fujairah receives first of three
- Iskes' new ASD 2411 Venus up and running after delivery

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