

17th Volume, No. 32 **1963 – “52 years tugboatman” - 2015** Dated 20 April 2016
 Buying, Sales, New building, Renaming and other Tugs Towing & Offshore Industry News

MIDWEEK-EDITION

TUGS & TOWING NEWS

THORCO ISADORA SHIPPING SMALLER SHIPS



Ships shipping smaller ships is nothing strange for our industry. In one such example we bring you a video, click [HERE](#), from Denmark-based shipping company Thorco Shipping that transported a couple of heavy tug boats from China to Venezuela in January this year. How the loading of the tugs on Thorco’s multipurpose dry cargo ship looked like is shown in the video and the photo. The tugs, built at a shipyard in South China, close

to Guanzhou, were loaded onto 2011-built Marshall Islands-flagged Thorco Isadora in Nansha. The client that ordered the transfer was a Venezuelan company specializing within this field, Thorco explained, adding that the transport of another batch is to ensure soon. The tugs are to be used for both offshore purposes and port mooring operations along the nearby Venezuelan coastline. “We did a good job all the way around in the organization and we had great support from our technical department from day one,” commented Peter Bytoft, Managing Director at Thorco China at the time. The tugs were discharged at the beginning of March in La Guaira, Venezuela. *(Source: World Maritime News: Video & Photo: Thorco)*

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SIC MAKES PROFIT ON SALE OF TROUBLED TUGS

SHETLAND Islands Council has made a small profit on the sale of its two largest tugs to an Italian

port. This week SIC infrastructure director Maggie Sandison revealed that while the tugs **Solan** and **Bonxie** had failed to reach their market valuation, overall their sale had contributed £70,000 to the council's coffers. The two tugs have been a thorn in the council's side since they were purchased five years ago as part of a drive to reduce



Shetland's oil port to a three tug operation. The plan failed when the Spanish-built tugs developed handling problems, with crews eventually refusing to board them after **Solan** collided with a tanker in December 2011. Since then the vessels have been substantially overhauled to resolve their problems. Meanwhile the council has decided to return the port at Sullom Voe to a four tug operation using smaller vessels. Sandison said there had been several expressions of interest in chartering the two 41 metre tugs, but the council had decided to accept an offer from Venice-based Rimorchiatori Riuniti Panfido for their port operation in Naples. She stated the council had made no loss on the £14 million it spent on the two tugs in 2011. "The final figure will be reported to the council in the future, but at this stage I am able to say that the sale plus the harbour fees and charges for the use of the tugs during the period they worked here has been fully recovered, with a £70,000 profit," she said. Sandison explained the full value had not been attained because of the depressed state of the tug market caused by the downturn in the oil industry. The very public airing of the vessels technical problems had not helped, she added. "If we had been another port no one would have known the history of the tugs." The upside of a depressed market means the council can charter in tugs at a cheaper rate at a time it is having to think about replacing two of its ageing vessels. Meanwhile the SIC is holding talks with the oil industry at Sullom Voe to establish their operational needs for the next 30 years. Sandison said: "There are lots of tugs tied up in ports all over the UK so it's a very good time to be looking at bareback charters (without crews) and hiring vessels rather than purchasing them. "Two tugs do need to be replaced very quickly, but given the availability of vessels at the moment and no real expectation that's going to change in the medium term we are certainly not in a desperate rush." Sandison's department is preparing a report for the SIC's harbour board to establish how to avoid repeating the mistakes that surrounded the two troubled tugs, which proved deeply unpopular with crews from the moment they arrived in Shetland. "Certainly involving staff and exploring as many options as possible before making a decision is more likely to ensure we will find a better solution rather than jumping into an immediate vessel replacement," she said. In recent months harbour staff have been speaking to tug charter firms and visiting various European oil ports to gain ideas about a way forward. One option under consideration is sharing a tug with Orkney as a stand in vessel for either of the two authorities' four tug operations. *(Source: Shetland News)*

ANOTHER TUG ATTACKED, 4 CREW KIDNAPPED, 1 WOUNDED. THIRD HIJACK IN A ROW.

Indonesian tug **Henry** with towed barge Christi was attacked by armed pirates or militants in a speed boat, in the afternoon Apr 15 in position 04 31N 119 00E, 70 nm east of Tawau, northeast

Kalimantan, Celebes sea. Tug was fired upon, pirates boarded vessel, kidnapped four crew (according to latest reports, Indonesians) and fled. One of 6 crew remaining on board was wounded by a gunshot, he's in hospital in stable condition. Five seamen remained unharmed. Tug and barge arrived to Lahad Datu, Malaysia, northeast Kalimantan. Tug **Henry**, IMO 9302231, GT 245, built 2003, flag Indonesia, manager Glonal Trans Energy Intl, Jakarta. This is the third attack in two weeks, in the same area, marked with the same pattern – pirates or militants attack tugs, hijack Malaysian crew members, and demand ransom. *(Source: Fleetmon)*

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KEY INDUSTRY LEADERS AND EXPERTS WILL BE AT ITS 2016 IN BOSTON

The 24th International **Tug, Salvage & OSV**
Convention and Exhibition
23-27 May 2016
Hynes Convention Centre, Boston, USA



The world's largest gathering of tug, towage, salvage and OSV experts takes place in Boston, USA, next month. Around 760

people from 34 countries are expected to attend ITS 2016, organised by The ABR Company, publisher of International Tug & OSV (IT&O), which takes place at the Hynes Convention Centre from 23-27 May. Key industry leaders and experts will be presenting papers over three days at the event, including Robert Allan, executive chairman of Robert Allan Ltd, John Witte Jr of Donjon Marine, who is also president of the ISU, Andres Bank of Caterpillar Marine and Roland Schwandt and Stefan Buch of Schottel. The opening and keynote address will be given by Thomas A Allegretti, president and CEO of American Waterways Operators. Papers reflect the key areas covered by IT&O and delve into subjects shaping the offshore industry, hotly debated salvage issues and tug innovations. Details of all papers, including a synopsis, can be found at www.tugandosv.com Garth Manson, managing director of The ABR Company, said: "What makes ITS such a special must-attend event, is not only its 26 thought-provoking papers and presentations, but the fact that it draws together major players in our industry and provides an unrivalled opportunity for networking with old and new friends and associates alike." It is still possible to reserve your place as a delegate or visitor at ITS 2016. Visit www.tugandosv.com for details of how to register. Those attending ITS 2016, now in its 48th year, can enjoy and exhilarating mix of business and pleasure. A range of social events includes a quintessentially Boston evening, only available to convention delegates, taking in a Red Sox ballgame at the iconic Fenway Park; the gala dinner and cabaret, and a boat tour of Boston's historic harbour, taking in a visit to Luna, the last surviving full-sized, wooden ship-docking tug on the US Gulf and Atlantic coasts. Other social events include a welcome cocktail party, invitation-only golf competition and happy hour. The accompanying convention exhibition has more than 100 stands. The ABR Company is grateful to the following generous sponsors who have helped make ITS

2016 such a special event: Armon, Cashman Equipment, Caterpillar, Damen, International Maritime Services, Samson, Sanmar, The Shipowners Club and Uzmar. *(Press Release)*

SEACONTRACTORS APPOINTS COMMERCIAL DIRECTOR

As from 1st of April 2016, Seacontractors has appointed Paul Vermeulen as Commercial Director. Within the Seacontractors team he will be responsible for all commercial matters such as contracts, customer relationships and our global network of agents & representatives. In his prior career Paul has gained many years of experience in the maritime industry, on board as well as ashore. We are convinced that his contribution will support Seacontractors in its long term strategy. *(Press Release)*



ICEBREAKERS MURMANSK AND VLADIVOSTOK TO UNDERGO ICE TRIALS IN THE KARA SEA



Rosmorport says its diesel-electric icebreakers **Murmansk** and **Vladivostok** left the port of Murmansk on April 16, 2016. Having completed the towing winch tests, the icebreakers set off for the Kara Sea to undergo ice trials there. The icebreakers should confirm their ability to break through 1-meter thick continuous field ice with a continuous speed of 2 knots and to perform icebreaking operations in ice of up to 1.5 m

thick. 18 MW icebreakers are intended for independent escorting of large capacity vessels, towing, extinguishing of fires at floating facilities and other structures, providing assistance to vessels in distress, transportation of cargo. *(Source: PortNews)*

RANSOM TO BE PAID TO KIDNAPPERS

The company of the "**Brahma 12**" has agreed to pay a ransom of 50 million pesos (US\$1.1m), to Abu Sayyaf on Apr 19. Negotiations for the handover of the money and the captives were still ongoing. 10 crew members of the tug were kidnapped in waters off the southern Philippines by Abu Sayyaf militants on Mar 29 while pulling a barge from Borneo island to the Philippines. The vessels' owners

received a ransom call from someone claiming to be from the Abu Sayyaf militant group. (*Source: Vesseltracker*)

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PARAGON JACK UP LOADED ON SEMI-SUBMERSIBLE

During the first week of April, Alpha Logistics completed the loading of **Paragon Jack Up** on a semi-submersible vessel near Songo Songo Island in Tanzania. This is the conclusion of 7 month of support operations to Panafrican Energy project. (*Source & Photo: Olivier Kerneur*)



BUGSIER 22



Alpha Pina (Imo 7508790) tug delivered on the 9th of April the Hopper / Split Barge Alpha Rotterdam in Durban port to support a 1 year dredging project. The **Alpha Pina** is a Damen Shipyard Hardinxveld BV.; Netherlands 1976 built twin screw tug with yard number 563 and delivered to Gray MacKenzie & Co. Ltd. - London for service in Bahrain and named

Al Muheeb. In 1982 renamed **Gray Samson** for Gray Marine Services – Panama. In 1986 sold to Hyundai Engineering & Construction Co Ltd – Ulsan; Korea and renamed **Heyang Yukho**. In 1995 sold to Grand Pacific Marine & Shipping Co Ltd. – Sharjah; UAE and renamed **GPM 6**. In 1996 renamed **Selat Tenega**. In 1997 sold to Seabulk Marlene Inc. and managed by Seabulk Offshore Dubai Inc. Dubai; UAE and renamed **Seabulk Marlene**. Finally in 2006 sold to Alpha Logistics –

Durban and renamed **Alpha Pina**. She has a length of 34.02 mtrs a beam of 9.94 mtrs and a depth of 4.70 mtrs. The two K.H.Deutz diesel engines develops a total output of 1,944 kW (2,640 bhp) with a free sailing speed of 11 knots and a bollard pull of 42 tons. *(Source & Photo: Olivier Kerneur)*

DETAILS FOUND

In the last Tugs Towing & Offshore Newsletter was posted a tug without any information. Several reader forwarded their info and is published here. The tug showed is one in a series of eight of the German Navy tugs of the **Lüttje Hörn** class and built in 1958 as the “**Vogelsand**” (Y816) by Schweers Schiffs & Bootwerft – Bardenfleth; Germany and delivered to the German Bundesmarine. In 1989 sold to Scheepswerf L.J. Boer &



Zonen BV – Sliedrecht and renamed **Leo Jr.** She has a length of of 15.53 mtrs a beam of 5.18 mtrs and a depth of 2.35 mtrs. The Voith Schneider type tug was re-engined in 1972 with a Deutz diesel of 300 bhp. The other tugs in this class are **Lüttje Hörn, Mellum, Knechtsand, Scharhörn, Nordstrand, Trischen** and **Langeness**. Thanks to the readers for their update information. *(Photo: Leen van der Meijden-2008)*

TSAVLIRIS LAUNCHES RECRUITMENT FIRM FOR MARITIME EXECUTIVES



Shipping scion Alexander G Tsavlis has founded Zephyr Maritime, a new executive search firm focussed on mid- to senior-level shore-based appointments in the maritime industry. “I have yet to come across another business that shares my philosophy and overall affinity to the industry,” said Tsavlis, whose heritage in shipping spans four generations. His father George A Tsavlis is one of the heads of the eponymously named salvage group, alongside his brothers Nicolas and Andreas. Zephyr will work on appointments for “all kinds” of shipping companies, as well as for P&I Clubs and insurers, shipbroking houses, classification societies, technical companies, professional bodies and

other maritime organisations. “By working with Zephyr you work with me, and I don’t want to dilute that dynamic. I am passionate about what I do and the industry in which I operate. We believe in taking on fewer clients but paying more attention to their needs,” Tsavlis continued. “Relationships are often easier to build when there is little or no imminent business. There is added time to really listen to what a company or candidate has to say and to understand their needs. That is a very important ingredient in successful recruiting.” *(Source: Splash24/7)*

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A DIFFERENCE OF 56 YEARS



One of the readers has made a picture of two tugs berthed alongside each other. The oldest one is the **Holland** and built in 1951 and the other is the **Isa** built in 2007. As seen on the picture the oldest one is still in a good looking condition compare with the youngest there is no difference only in age 56 years. Time stood still on the oldest tug. And of course there are differences like the size of the tugs. The **Holland** has a length of 53.95 mtrs and the **Isa** 29.80 mtrs only. The beam of the tugs are almost the same 9.56 mtrs for the **Holland** and 9.65 for the **Isa**. The big tug has a power output of 1,544 kW (2,100 bhp) and the smaller 2.354 kW (3.200 bhp). As we see that in the 56 years there have been a lot of changes in engine sizes and output. Note: I myself saw the **Holland** for the first time in 1965, when I was on board the Smit tug **Schelde**, as we tow together a jack-up rig from the Northern part of the North Sea, from the coast of the Netherlands to the Southern part to the Belgium Coast *(Photo: Willem-Harm Mastenbroek)*

SPECIALISTS IN SUPPORTING THE OFFSHORE INDUSTRY

The latest fleet addition to HVS Dredging Support is the 35 mtr long and 15 mtr width 65 ton BP

walk-to-work vessel **Zwerver II** above seen returning to the builders the Kooiman Group after successful yard trials. HVS Dredging Support started their services in the 70's. Throughout the years they have established a modern fleet in which they have built our over more than 40 years of experience. the fleet consists of multi-purpose shallow draught, triple propelled workboats which are



classified by "Bureau Veritas" and well equipped with the most modern deck- and navigational equipment. One of our main priorities is the continuous improvement of all the vessels. Some of the vessels are equipped with DP (Dynamic Positioning). With their highly qualified, flexible and experienced crew we meet the needs and requirements of all our clients. Working on a personal basis and with a professional and pro-active attitude we serve our clients in order to gain the best results for all parties in every project. Several projects in a large number of countries worldwide have been successfully accomplished. The **Zwerver II** is equipped with DP-2, 4-point mooring, large Knuckleboom-crane of 510 Tm with an Active Heave Compensated winch, a Knuckleboom-crane of 370 Tm. *(Photo: Arie Boer)*

CELTIC BANNER SOLD



At Tea Time the tug **Celtic Banner** (Imo 8129888) was seen in bound at Lowestoft from Cork. She has been sold by Irish Mainport Group to Eastern Marine Service (Lowestoft) at some point she will be renamed. The tug was built in 1982 by Hikari Kogyo K.K. – Yokosuka; Japan under number 320 and named **Mikawa Maru**. In 1998 she was sold to Takemaru Kaiun K.K. – Osaka; Japan and renamed **Take Maru No 78** In 2000 sold

to Irish Mainport Group – Cork and operated by Celtic Tugs Ltd – Cobh; Ireland and renamed Celtic Banner. She has a length of 32.83 mtrs a beam of 9.50 mtrs and a depth of 4.30 mtrs. The two Yanmar diesel engines develops a total output of 2,500 kW (3,396 bhp) with a free sailing speed of 13.5 knots and a bollard pull of 45 tons. *(Source & Photo: Paul Gowen)*

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TAN CANG 4600 IN SINGAPORE

The 1976 built Sierra Leone registered with call sign 9LY2059 tug **Tan Cang 4600** (Imo 7527631) was seen in Singapore on April 13, 2016. The tug is managed by Yun's Marine Co. Ltd. – Shanghai; China. She was built by Odo Shipbuilding and Engineering, Shimonoseki; Japan as the **Nanshin Maru** till 2005 and renamed **YM 88** till 2011 and renamed **GB7** till 2012 hereafter renamed **Okpo 4600** until May 2014. She has a grt of 481 tons and a dwt of 328 tons. *(Photo: John Regan)*



WINNING PIONEER TUG IN SINGAPORE



Last week five tugs arriving in Singapore from East in line astern formation and head into the Western anchorage on April 13. The tugs are the **Winning Pioneer 19** (Imo 9641936) ex Teguh 20558/2014; **Winning Pioneer 20** (Imo 9641948) ex Teguh 20559/2014; **Winning Pioneer 21** (Imo 9641950) ex Kian Juan 155/2014; **Winning Pioneer 22** (Imo 9641962) ex Kian Juan 156/2014

and **Winning Pioneer 23** (Imo 9641974) ex Kian Juan 157/?. All are all registered in Majuro. All

appear to be new builds even though they show 2014 year of build from the research I have done on the internet which shows they were built by the Kian Juan Dockyard in Miri, Malaysia. (*Source & Photo: John Regan*)

ACCIDENTS – SALVAGE NEWS

YAROSLAVSKY SHIPBUILDING PLANT LAUNCHES LEAD BOOM-LAYING BOAT OF PROJECT A-40-2Б-ЯР



On April 15, Yaroslavsky Shipbuilding Plant launched the lead boom-laying boat of Project A-40-2Б-ЯР, the **Aleksandr Sizontsev**, built for the Directorate of the State Customer for Marine Transport Development Programmes, the shipyard says. The vessels of the project A40-2B are intended for transportation and installation of boom guards

in sea coastal search and rescue areas, on the waters of the bays, inlets and seaports, to contain the spread of spilled oil products, to liquidate oil spills, to collect the spilled oil products into floating containers and their further towing to the reception points of shore or floating stations and also for the construction of oil-gathering orders. Key characteristics: length overall - 20.97 m; breadth overall - 5.7 m; draught - 1.17 m; speed – about 20.0 knots, cruising range – 250 miles, endurance - 3 days, main propulsion - 2x588 kW, displacement – 51.6 t, crew – 2, personnel – 4. State contract for construction of the series of six vessels was signed between FSI Directorate of the State Customer for Marine Transport Development Programmes and Yaroslavsky Shipbuilding Plant in October 2014. The contract is to be executed by December 1, 2018. The vessels will be deployed in six ports of Russia. The shipyard's current state-ordered projects are: 5 seagoing tugs of project 23470 for RF Defence Ministry and 6 boom-laying launches of Project A40-2Б – ЯР for Directorate of the State Customer for Marine Transport Development Programmes. Yaroslavsky Shipbuilding Plant (the managing company —CJSC «VP FINSUDPROM») is situated in the central part of Russia, on the bank of the river Volga. It is an Open Joint Stock Company since 1993. The company specializes in construction of both civil vessels and warships. (*Source: PortNews*)

RCMP VESSEL SET ADRIFT OFF NORTH VANCOUVER DOCK

There are a couple of scurvy dogs the RCMP would like to toss in the brig after their marine patrol vessel **Inkster** was set adrift from a dock at Lonsdale Quay Thursday night and into the path of the approaching **SeaBus**. North Vancouver RCMP and the Coast Guard were called out shortly before midnight after the **SeaBus** captain and crew reported the police vessel was drifting into its path in Burrard Inlet, not far from shore. A Coast Guard crew was able to board the vessel and tow it back to the North Shore dock. The **Inkster**, a high-speed patrol vessel based on the North Coast, had been tied up at the dock around 11 p.m. Thursday night as the crew stopped to speak with members of the North Vancouver RCMP, said Corp. Geoff Harder, spokesman for the detachment. Harder said police reviewed video surveillance and determined two men deliberately untied the vessel from its

mooring and set it adrift – possibly as a prank. But the police are not amused. Harder said the incident could have been extremely dangerous if the vessel had collided with another boat like the *SeaBus* in the dark. Police are actively investigating the incident and are looking to identify the two suspects. Anyone with any information relating to the incident is asked



to call the North Vancouver RCMP at 604-985-1311. Harder said the vessel wasn't damaged in the incident. *(Source: ©2016 North Shore News)*

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NEW GLOBAL HERO AWARDS ANNOUNCED



The International Maritime Rescue Federation (IMRF) has launched the Honoring Excellence in Rescue Operations Awards, the H.E.R.O. Awards, which will recognize outstanding services to global maritime search and rescue. The H.E.R.O. Awards have been developed in cooperation with IMRF partner McMurdo, a global leader of

emergency readiness and response solutions, and will draw attention to the life-saving work done in maritime search and rescue (SAR) across the world. These awards are focused on recognizing not only individuals for courageous rescue missions, but also the support networks and organizations which enable such missions to take place by providing exceptional response and co-ordination as well as technical innovations and development initiatives. Bruce Reid, CEO of the IMRF, says: “The aim of these awards is to recognize and thank courage and exceptional performance, both by individuals and organizations, all of whom are making a major contribution to SAR, progressing

IMRF's mission to improve global maritime SAR and prevent loss of life in the world's waters. By highlighting these achievements, we hope to gain further recognition by the wider international community including governments, non-governmental organizations, the news media, and the general public." The H.E.R.O. Awards will:

- raise awareness of the excellent work done by all those involved in the maritime SAR community, with the aim of increasing government, commercial and public recognition, support and funding;
- reward the selfless efforts and achievements of individuals who make sacrifices to save lives, on the water or in support;
- raise awareness of innovative SAR products, technologies and processes with the aim of spreading ideas for improvement;
- raise awareness of the role and responsibilities of the IMRF with the aim of increasing membership and participation.

Any individual or organization that has shown excellence in SAR response, anywhere in the world, may be nominated. The primary criterion for nomination for a H.E.R.O. Award will be a major contribution to SAR with acts of bravery honored equally alongside innovatory ideas with technical and/or intellectual excellence, which in unison make SAR work safer for the rescuer and the rescued alike. The H.E.R.O. Awards 2016 will recognize actions that took place, or were completed, in the period July 1, 2015 to June 30, 2016. The closing date for applications is 2400 UTC on July 29, 2016. For full details on how to enter, and the terms and conditions of entry, visit www.imrfhero.org. (Source: Marex)

ALLISION IN HOLTENAU

In the morning of Apr 18, 2016, the Eco coaster newbuilding "*Eeva VG*" (IMO: 9769104), being under tow from Szczecin to Bodewes Shipyard in Hoogezand for completion by the tug "*Amon*" with the "*Zeus*" as Stern tug, allided with the tail of the locks of the Kiel Canal in Holtenau upon entering the lock chamber. The master of the "*Zeus*" could avoid an allision of the bow with the wall and got the ship back under control soon. The hull suffered scrapes above the water line. (Source: Vesseltracker; Photo: Rick a. Hellmann)



MAN DIES AFTER TUGBOAT SUBMERGES ON SAN JACINTO RIVER NEAR HOUSTON

The Harris County Sheriff's Office along with the United States Coast Guard have recovered the body of a mail victim who drowned after the tugboat, *Ricky J Leboeuf*, he was working became submerged on San Jacinto River, located just outside Houston in East Harris County, Texas. The Sheriff's Office confirmed this morning, 19 April, 2016 that its Marine Unit was dispatched at around 9:00 a.m. to the San Jacinto River Bridge and Interstate 10 East. The tugboat had a crew of five people when it became submerged underwater. The sheriff's office said the reason for the



tugboat becoming submerged is unknown. Marine personal safely rescued four people from the river, but a fifth crew member was unaccounted for. His body was located a short time later, and a Coast Guard boat assisted in recovering that victim. The U.S. Coast Guard has launched an investigation into the accident. The incident as the region was hit by unprecedented rainfall, with more than a foot of rain reported in Houston. Flooding has been blamed for at least five

deaths. *(Source: gCaptain; Photo: Matt Morrow)*

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OFFSHORE TUG HARD AGROUND OFF ARRECIFE

The "**Palo de Tinte**" ran aground off Arrecife on the Alacranes reefs, north of Yucatan in the Gulf of Mexico on Apr 13, 2016, east of the island Pérez, while performing seismic studies. Inspectors of the delegation of the Federal Attorney for Environmental Protection (Profepa) and National Commission of Natural Protected Areas (CONANP) conducted



inspections to determine the environmental damage caused by the hull. The tug "**Dabhol**" of the Equimar Cpompany was dispatched for salvage work. Until Apr 17 several attempts to refloat the vessel have failed, and a larger and more powerful tug was contracted for further salvage work this week. *(Source: Vesseltracker)*

CAR CARRIER OCEAN TANGO GROUNDING, BUSAN



Car carrier **Ocean Tango** was grounded by a storm which battered Busan, Korea, on Apr 17. Vessel was docked at Yeong-gu area, reportedly fuel tanks were damaged with ensuing fuel leak. Present condition of vessel unknown. *(Source: Fleetmon)*

EXPLOSION ABOARD TANKER KILLS ONE



An explosion aboard a Korean-registered vessel **Heung-A Pioneer** killed one person and injured five others during its voyage down the the Tanjung Dawai coast, Malacca Strait, Malaysia near Kedah waters last night. The explosion was preceded by a fire, which broke out in the middle of the ship's deck. The deceased has been identified as Myanmar national Tha Tun while the victims are aged between 28 and 58. Penang Port received the ship's mayday call and informed the relevant authorities, including the fire and rescue department and the police station, of the incident. Paramedics were deployed to the scene, but one seafarer died straight away after the explosion. Once the vessel arrived at the port, the injured personnel were hospitalized for treatment. "The captain of the ship revealed that the fire started from the middle of the ship's deck which in turn caused the explosion," a local official from Penang port said. Acting chief executive officer of Penang Port Sdn Bhd (PPSB) Rosihan Adi Baharuddin said: "As soon as we received the call, we alerted the relevant authorities, namely the Fire and Rescue Department, the Seberang Jaya Hospital, the Butterworth Police Station and the Civil Defence Department (JPAM) to assemble and be on standby to await the arrival of the ship which was still about 45 minutes away." Rosihan said the cause of the fire is being investigated by the authorities and there were no disruptions on the port's operations. *(Source: Maritime Professional)*

OFFSHORE NEWS

VOS STAR JOINS VROON FLEET

We are delighted to announce that we have taken delivery of a new addition to the Vroon Offshore Services fleet, **VOS Star**. The vessel was handed over to the company in a short ceremony held at Fujian Southeast Shipbuilding in China on Wednesday 13 April 2016. **VOS Star**, a DP2, SPS-coded, 68-metre subsea-support vessel (SSV), is the second of two newbuilding SSVs that have been constructed at Fujian. Sister vessel, **VOS Sugar**, was delivered to Vroon earlier this year and will be christened in a ceremony



to be held later this week in IJmuiden, the Netherlands. Both of these modern vessels feature an active heave-compensated crane, plus a retractable and a super-silent tunnel bow thruster, enhancing DP performance, fuel efficiency and crew/client wellbeing. In addition, an independent, high-speed client communication system - including internet connectivity and hotel-type comfort - ensures optimum on-board facilities for client personnel. **VOS Sugar** and **VOS Star** form an important part of the expansion of Vroon's SSV fleet, enabling provision of advanced, efficient and versatile options in a variety of offshore sub-segments, including windfarm support, walk-to-work and IRM operations. The VOS SSV portfolio is based on vessel designs developed by Vroon's Performance and Engineering Department and reflecting both client specifications, market requirements and substantial in-house offshore experience. **VOS Star** left the shipyard yesterday afternoon, Sunday 17 April, at the start of her journey to the North Sea. After arrival in Europe, she will be further outfitted and available during this year's subsea season. She will be operated by Vroon Offshore Services Den Helder. We wish the vessel and all crew members safe and successful operations. *(Source: Vroon)*

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<p>NAVEXPO International AFLOAT MARITIME TRADE FAIR 10 11 12 PORT OF LORIENT MAY 2016 FRANCE</p>	<p>WORK BOAT BUILDING & REPAIR</p> <ul style="list-style-type: none"> • EXHIBITION STANDS • VESSELS AFLOAT • VISITS ONBOARD & SEA TRIALS • BUSINESS MEETINGS...
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PGS COVERS DANISH NORTH SEA PLAYS

PGS, a Norwegian marine geophysical company, has informed that its initial data volumes covering



the North Sea plays relevant for the seventh Danish Licensing Round will be available in May and August 2016. Earlier in April, Denmark awarded sixteen new offshore licenses to twelve oil and gas exploration companies. The 7th Licensing Round was opened on April 24 2014, and the application period ended in October 2014. By the time the deadline ended, 25 applications had been submitted by 15 oil

companies. According to PGS, this pre-funded MultiClient acquisition extends the company's dual-sensor coverage to 3 450 sq. km in this sector. Coverage includes parts of the Danish Central Graben, the Tail End Graben, the Coffee Soil Fault, and a section of the Ringkøbing-Fyn High. The company said that trapping potential was seen in the Jurassic sandstone layers, as well as in the Cretaceous and Paleocene chalk and sandstones. A Permian-Carboniferous sub-basin is now clearly exposed east of the Coffee Soil Fault, the geophysical company noted. The project is acquired in two parts. Ramform Vanguard started Phase 2 in mid-March using a configuration of 10 x 8 km streamers, towed at 20 m depth with 75 m streamer separation. Data acquisition is now complete and a poststack time migrated volume after initial demultiple (3D SRME) will be available in August, PGS stated. The company also said that fast-track data from Phase 1, acquired in 2015, would be available in early May 2016. *(Source: Offshore Energy Today)*

NERC SHIP NAME POLL CLOSES, BOATY McBOATFACE LANDSLIDE FAVORITE

The UK's Natural Environment Research Council (NERC) has closed its online poll to name the UK's next world-class polar research ship that sprung one of the quirkiest names a vessel might be given, the **Boaty McBoatface**. The proposal has been given a major support from the social media and the name remains on top of the most loved entries so far with



124,109 votes. The Name Our Ship online poll closed at midnight, on Saturday, 16 April with around 7,000 suggestions. Other top five proposals include **Poppy-Mai**, **Henry Worsley**, **David Attenborough**, and Its **Bloody Cold Here**, all with far less number of supporters. NERC said it would now review all of the suggested names and the final decision for the name will be announced in due course, but chances for the ship being named **RRS Boaty McBoatface** are far-fetched as the council

wanted the name to be “inspirational and exemplify the work it will do.” “The ship could be named after a local historical figure, movement, or landmark – or a famous polar explorer or scientist,” the council said announcing the poll earlier this year. Set to set sail in 2019, and backed by £200m of government funding, the polar research ship will be built at the Cammell Laird shipyard on Merseyside. According to NERC, the ship will provide the UK with the most advanced floating research fleet in the world and will help put the UK at the forefront of ocean research for years to come. *(Source: World Maritime News)*

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SEACOR HOLDINGS NAMES WILLIAM C. (BILL) LONG EXECUTIVE VICE PRESIDENT, CHIEF LEGAL OFFICER AND CORPORATE SECRETARY



Seacor Holdings Inc. today, 18 April 2016, announced that William C. (Bill) Long has been appointed the Company's Executive Vice President, Chief Legal Officer, and Corporate Secretary effective immediately. He will report directly to Mr. Charles Fabrikant, SEACOR's Executive Chairman and Chief Executive Officer. Mr. Long joins

Seacor with over 20 years of business and legal experience with publicly-traded companies. Prior to joining the Company, Mr. Long served as Senior Vice President, General Counsel and Secretary of GulfMark Offshore, Inc. Before joining GulfMark Offshore, Mr. Long spent more than 17 years with Diamond Offshore Drilling, Inc., where he was Senior Vice President, General Counsel and Secretary. Mr. Fabrikant stated, "We are pleased that Bill has joined our leadership team. He brings extensive business and legal experience and strengthens our management group." Mr. Long holds a Juris Doctorate degree, a Masters of Business Administration, and a Bachelor of Business Administration from the University of Houston. He is a member of the State Bar of Texas. Seacor and its subsidiaries are in the business of owning, operating, investing in and marketing equipment, primarily in the offshore oil and gas, shipping and logistics industries. Seacor offers customers a diversified suite of services and equipment, including offshore marine, inland river storage and handling, distribution of petroleum, chemical and agricultural commodities, and shipping. Seacor is dedicated to building innovative, modern, "next generation," efficient marine equipment while providing highly responsive service with the highest safety standards and dedicated professional employees. *(Press Release)*

ANOTHER CHARTER TERMINATION FOR HAVILA IN BRAZIL

Brazilian oil company Petrobras has terminated yet another offshore supply vessel contract. This time for Havila Shipping's **Havila Fortress** supply vessel. According to the Norwegian shipowner, the contract was blocked by local tonnage and the Certificate needed for operation in Brazil was not renewed. The terminated contract was valid until July 2016. According to Marine Traffic, the **Havila Fortress** has already embarked on a trans-Atlantic voyage from



Brazil, and is expected to reach Fosnavag, Norway on May 10, 2015. To remind, Petrobras in February terminated the contract for the 1998-built **Havila Faith** multi-purpose vessel on the same grounds – local tonnage. That contract was originally due to expire in August 2017. Also, Havila lost the Petrobras contract for the **Havila Princess** vessel in January. It is not only Havila that is affected by the local tonnage in Brazil, as Petrobras has recently terminated contracts with World Wide Supply for its platform supply vessels, with Siem Offshore for the PSV **Siem Carrier**, and also with Ultrapetrol for three non-Brazilian flagged offshore vessels. Of the offshore shipping company affected, only World Wide Supply said it considered the termination unlawful “as the employment has not been conveyed to the Brazilian-flagged vessel.” *(Press Release)*

LA COLLECTIVITÉ TERRITORIALE DE ST. PIERRE ET MIQUELON SELECTS DAMEN FOR TWO FAST FERRIES



New RoPax vessels will open geographical and economical access, improving inter-island passenger and cargo movement. In 2015 Collectivité de Saint Pierre et Miquelon launched a tender for two new Mixt Ferries to operate between the two Islands and Fortune (Canada). The same year the contract was awarded to the Damen Shipyards Group and, in January 2016, the Loan agreement with Rabobank was signed. The project was

launched on 11 March at an event in Paris and the vessels will be delivered at the end of 2017. In close cooperation with the client, Damen designed the **Fast RoPax 5510**, 55 m long, 11 m wide, with a capacity for 192 passengers and crew, 3 trucks or 18 cars, motorcycles and cargo. Collectivité de Saint Pierre et Miquelon is a new customer for Damen. The client required full redundancy for the

vessels; the French islands being situated some 25 miles from Fortune. The high speed capability of the RoPax5510 ensures a crossing in a little over one hour. A representative of the Collectivité said: “The construction of the ferries for the Collectivité has been subject to a European tendering procedure. Damen has been chosen at the final outcome for a number of reasons, including the technical capacity to meet the requirements of the Collectivité. These consist of building capacity, compliance with the specifications, understanding of the project, and capability to execute the mission. Additionally, Damen’s financial capacity makes possible the completion of such deal along with the offering of all necessary warranties. Also important were Damen’s willingness and ability to provide answers and information during the tendering process, the company’s quality certification and, of course, tendering in line with the project financing capacities. “Since the signing of the contract and the administrative orders, we have been delighted with the choice we have made because of the warm welcome we received, and the quality of the follow up of the project.” Reinier van Herel, Damen’s Regional Director France, comments: “This design combines a passenger ferry and a fast supply boat. The vessels have the renowned Damen Axe Bow. This first of the ‘5510 Series’ is actually based on more than 150 Axe Bow vessels – a proven design – but it has been lengthened and widened for cargo and cars. This pioneering design is a result of a very close cooperation between Damen’s Ferry and High-Speed Craft departments, as well as with the client.” It is expected that the arrival of the ferries will make the islands much more accessible, encouraging, amongst other things, an increased level of tourism in the region. The sister vessels will be operated by Régie des Transport Maritimes. They will sail to Saint Pierre et Miquelon under their own keel from Damen Shipyards Galati in Romania. The ferries will be customised to withstand the severe weather conditions common to the area and will be built under the regulations of Marine Marchande and registered under the French Flag State. Additionally, given the pristine environment in which the ferries will operate, it was important that emissions be minimised. The new ferries are IMO, EPA, MARPOL and Transport Canada compliant. *(Press Release)*



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Normand Vision sailing from Rosenberg Verft Stavanger heading for the Gina Grog oilfield west of Stavanger. The Normand Vision is a OSCV 06L design with a length of 156.70 mtrs and a summer draft of 8.50 mtrs. Class definition: 1A1 SPS BIS Clean(Design) COMF(C-3,V-3) Crane(N) DK(+) DYNPOS(AUTRO) E0 HELDK(H,S) Ice(C) NAUT(AW) Recyclable SF TMON VIBR. built VARD Group AS; Norway.
(Photo: Øyvind Håland)

WINDFARM NEWS - RENEWABLES

TURBINE TRANSFERS CONTINUES ITS ROBIN RIGG GIG

E.ON has awarded Turbine Transfers with a contract for three vessels to be deployed at the Robin Rigg offshore wind farm in the Irish Sea. The UK wind farm service and support vessel operator has been working at the site for the previous few years, and was now chosen to continue the work for a further extension. The three vessels – **Aberdaron Bay**,



Porth Diana and **Rhoscolyn Head** – will be based in the Port of Whitehaven. The 180MW offshore wind farm, located in the Solway Firth, comprises 60 turbines installed across two sites: Robin Rigg East and Robin Rigg West. The wind farm has been operational since 2010. (Source: *Offshore Wind*)

NORDSEE ONE FOUNDATIONS INSTALLATION COMPLETE

GeoSea, a part of DEME Group, has completed installation of all 54 foundations, including monopiles and transition pieces, for the 332 MW Nordsee One offshore wind project located in the North Sea. According to, Northland Power, one of the owners of the project with 85% interest, the foundations are up to 70 meters tall, and each one weighs approximately 900 tons. Installation was performed by GeoSea's jack-up vessel **Innovation**, and the foundations were manufactured by Ambau. Installation of the inter-array cables and the offshore substation will begin in the coming months with the wind turbine installation anticipated in early 2017. Once commissioned in 2017, the wind farm is expected to produce an annual output of more than 1,300 gigawatt-hours of



electrical energy, enough to supply the equivalent of approximately 400,000 German households. “Completion of the foundation installation is an important project milestone, and I’m pleased to report that the project remains on time and on budget,” said John Brace, CEO of Northland. “I would like to acknowledge the collective efforts of the project team and contractors, and our

partner RWE; we look forward to continued collaboration over the coming months.” (Source: *Subsea World News*)

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BLUE WATER SHIPPING TAKING CARE OF WIKINGER JACKETS AND PILES

Danish shipping company Blue Water Shipping (BWS) has won a contract to handle and transport jackets and piles constructed for the 350MW Wikingen offshore wind farm in the German sector of the Baltic Sea. The wind farm comprises 70 turbines with four-legged jackets fastened to the seabed with four piles. 41 of the jackets were produced at Lindo and the piles were made in Aalborg. These jackets and piles will be transported to Sassnitz-Mukran, the project’s base port located on the island of Rügen. The remaining 29 jackets were constructed in Spain. Blue Water has made an agreement for port



handling, stevedoring and agency in both Lindo and Aalborg. “At Lindo, we will be handling the foundations while Aalborg handles the piles which are produced by Bladt Industries. Both the piles and foundations are transported by barge and we will perform all the preparation of jackets, sea-fastening operations and handling of the barges. Agency for both barges and tugs are also our responsibility,” said Kim Thygesen from Blue Water Lindo. The turbines are to be installed by Offshore Windforce, a joint venture of Boskalis and Volker Wessels. Wikinger is Iberdrola’s EUR 1.4 billion project scheduled to be operational by the end of 2017. The offshore construction works at the site were kicked off in March 2016. *(Source: Offshore Wind)*

YARD NEWS

HIGH PERFORMANCE MARINE BATTERIES & STORED ENERGY WORKSHOP – SOUTHAMPTON – 28 APRIL 2016



This unique event brings together an international group of experts armed with the latest knowledge to highlight the potential use of high performance marine battery systems and stored energy. 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, military craft and unmanned vessels. Attendees

include commercial and military end-user organisations, boat builders, engine manufacturers, mechanical and electrical engineers, naval architects and legislators. This fast moving knowledge and networking event focuses on the latest onboard energy solutions for vessels of all sizes. Workshop organiser, John Haynes, said, ‘We focus on viable innovation and using people’s time effectively. Next Generation events are dynamic and relevant, with focus on long breaks to encourage networking. We know that having the right people onboard is essential and there is no substitute for meeting the experts face to face when asking the hard questions.’ Workshop 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. Hybrid sessions focus on simple and viable business cases for next generation vessels of all sizes including The Hour Of Power concept. 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. Lead supporters of the event are Southampton Marine & Maritime Institute, British Marine, BAE Systems HybriDrive and US lithium ion battery manufacturer XALT Energy. Robert Young, Marine Technical Lead of XALT Energy, will show the viability of fast emerging technologies in a session titled, ‘The footprint, weight and cost benefits of marine Lithium-ion battery systems.’ Boat builders 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 these workshop sessions will help to shape long term decisions that lead to improvements for in-service systems and procurement of next generation vessels. The one day Workshop is being held at the Grand Harbour Hotel, Southampton on 28 April. The cost to attend, including lunch and refreshments, is £195 per person or £165 for SSA, British Marine and RINA members. High Performance Marine Batteries & Stored Energy Workshop www.hybridmarine-

power.com Event Manager - Julie Arthur +44 (0)7449 000228 info@hybridmarine-power.com High Performance Marine Energy topics include: - Next generation power and energy storage; - Lithium Ion and high energy battery systems; - Naval architecture and systems integration; - Safety and electrical engineering standards; - Maritime battery system guidance and rules; - Hybrid for leisure and professional vessels; - Learning from hybrid automotive and aviation; - Developing The Hour Of Power concept. *(Press Release)*

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LAKE ASSAULT BOATS NOW LISTED ON GSA SCHEDULE

Fire and rescue boat manufacturer Lake Assault Boats, part of Fraser Shipyards, Superior, WI, reports that its boats are now listed on the U.S. government's General Services Administration (GSA) Schedule.

Government agencies, including most municipal fire departments and law enforcement organizations, can use GSA Schedule contracts – which contain pre-negotiated prices, delivery terms, warranties, and other terms and conditions – to



streamline the purchase process and leverage the buying power of the federal government. "Being listed on the GSA Schedule simplifies the purchase process and enables our customers to purchase a Lake Assault craft at what are, in effect, pre-negotiated terms and conditions that represent an excellent value," said Chad DuMars, Lake Assault Boats vice president of operations. "Moreover, we've listed a wide selection of sizes, styles, and pre-configured options and power packages that give customers lots to choose from." Lake Assault fire and patrol boats available on the GSA Schedule include 32 distinct configurations. They include a traditional V-hull or the company's signature landing craft style hull with a hydraulically-operated bow door and integrated ladder; full-width or walk-around pilot house; fire pump options; a wide range of electronics; scene and emergency lighting packages; and a choice of engine options from a variety of manufacturers. "Specifying a custom, mission-ready craft doesn't need to be a long or burdensome process," said Mr. DuMars. "We've developed a wide selection of 32 fully outfitted boats, with groups of popular

equipment packages, to meet the needs of our customers." *(Source: MarineLog)*

NETWAVE SIGNS 36-VESSEL VDR FLEET AGREEMENTS



Zoetermeer, Netherlands, based voyage data recorder specialist NetWave Systems B.V. reports that it has received orders from Abhu Dhabi headquartered Mutawa Marine Works LLC and another UAE offshore services company for fleet agreements that will see 36 vessels equipped with VDR. The vessels operate in the Middle East and Netwave's preferred supplier in Dubai, Zener Electronics, will perform the installations. NetWave says that the vessels involved do not normally have to comply with the official

international VDR regulations, however the owners have decided to install the VDRs as the operation environment is normally within the range where vessel above 3,000 GT operate, and contractors are requesting that VDRs to be part of the navigation equipment in order to always have data on hand in case of emergency. "With the possibility to have Remote Monitoring of the VDRs, which enables the manager to receive heart beats, check on event logs and if needed, arrange complete downloads in case of emergency, the Netwave solution provides a management tool for the owners to always have access to the recorded data," says Mark van Ede, Sales Director NetWave Systems B.V. The NetWave VDRs are supported by a VDR Service Network with offices in over 65 countries, in more than 160 ports, and more than 1,100 engineers offering local APT and service support. *(Source: MarinLog)*

ABB'S AZIPOD D PROPULSION SCOOPS EUROPEAN MARINE ENGINEERING AWARD

ABB, the leading power and automation technology group, has won a European Marine Engineering Award, acknowledging the innovation behind the new Azipod D electric propulsion solution, launched in 2015. The prestigious 2016 Award for Auxiliary Machinery category honors auxiliary systems that demonstrate innovative and original development that improves a ship's operational efficiency or reduces risk to personnel. Introduced in 2015, Azipod D propulsion was brought to market to allow a wider range of vessel types to benefit from the proven reliability and flexibility that have made Azipod the leading propulsion system across numerous ship types. "This award follows on from the remarkable uptake by the market of Azipod D propulsion since its launch in the first quarter of 2015," says Juha Koskela, Managing



Director of ABB's Marine and Ports business. "The Azipod D requires up to 25 percent less installed power than comparable units, partly due its completely new hybrid cooling which increases the performance of the electric motor by up to 45 percent." Available in power ranges from 1.6 megawatts to 7 megawatts (MW) per unit, ABB's Azipod D propulsion units give designers and ship builders greater flexibility to accommodate a wide variety of hull forms and propeller sizes, as well as simplicity of installation. The market has already responded to the benefits of the new Azipod D, orders for various ship types have gone into the order books since it was launched. ABB has so far received orders for 12 Azipod D units for 5 vessels. ABB's gearless Azipod propulsion system is already the preferred choice of cruise vessels, **icebreakers**, ice-going cargo vessels and **offshore accommodation ships**. With the Azipod D, shipping segments such as offshore drilling, construction and support vessels and ferries have even more choices to benefit from the higher flexibility, reliability and energy efficiency provided by Azipod propulsion technology. *(Press Release)*

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SCALDIS NAMES HEAVY LIFTER



Antwerp-based Scaldis Salvage & Marine Contractors N.V. has chosen the name of **Gulliver** for its heavy lift, DP2 vessel currently under construction in China. **Gulliver**, formerly known as **RAMBIZ 4000** due to its lifting capacity, got its name following the keel laying ceremony held at the Hong Qiang shipyard near Shanghai on 27 February. The ship is ordered to further support and expand Scaldis' services, including the installation of offshore infrastructures and decommissioning-deconstruction activities for the oil and gas industry

as well as the installation of offshore wind farms. **Gulliver** has two Huisman cranes each with a lifting capacity of 2,000 tons. The ship also has extra carrying capacity of 3,000 tons. The cranes can be moved by 25 metres on the ship, allowing the deck to be used to transport and then relocate cargo at a later stage. The ship and the cranes are an integrated design which allows the maximum load to be hoisted in wave heights of up to 1.5 metres. In these circumstances, the freeboard is not less than 3 metres anywhere on the vessel. In standby or transport modes, significant wave height can be as much as 7 metres. The maximum load can be lifted in water depths of around 5 metres.

The four azimuth thrusters and the DP II system allow installation work to be conducted in deeper water without the use of anchors. The crane ship is also equipped with 4 main working anchors and winches and 4 secondary devices. The ship will be equipped with a so-called 'moonpool' for the purposes of operating a separate ROV (Remotely Operated Vehicle) for inspecting and supervising installation work on the seabed. Gulliver also comes equipped with a helipad and room to accommodate 78 people. The delivery is scheduled for spring 2017 in Europe. (*Source: Offshore Wind*)

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Last week there have been new updates posted:

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

- [Damen delivers modular solution to Van Oord](#)
- [PIRIOU delivers two tugs to BOLUDA France](#)
- [Kotug and Boskalis start joint European harbour towage operations](#)
- [Four Damen tractor tugs for Svitzer](#)
- [Designs for New Pushboats and Barges for Cargill Transportation's Amazon River Service](#)

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