

ugs owing & Offshore Newsletter



17th Volume, No. 36 *1963 – “52 years tugboatman” - 2015* Dated 04 May 2016
Buying, Sales, New building, Renaming and other Tugs Towing & Offshore Industry News

MIDWEEK-EDITION

TUGS & TOWING NEWS

GULF SPRAY BACK AT WORK



Tugfax © Mac Mackay

The opening of the cruise season in Halifax also means the start of the busy season for the tug **Gulf Spray**. The small tug handles scows that remove waste from cruise ships and will be kept occupied until the end of October. Gulf Spray was built in 1959 by Ferguson's Industries Ltd in Pictou for shipyard work. Brought to Halifax and rebuilt in

2007, it was badly damaged in a storm in 2014 and partially rebuilt. *(Source & Photo: Mac Mackay-Tugfax)*

Advertisement



XEROPOINT HYBRID MARINE POWER

Leading the hybrid revolution with proven systems for the Tug and OSV fleet.

AKA's patented XeroPoint Hybrid propulsion technology has been proven in service around the world. Does hybrid make sense for your next vessel?

Contact us to find out.
+1.506.467.5715 | sales@aka-group.com
www.aka-group.com



We match the right propulsion solution to your operational and business needs.

ENGLISHMAN: 11TH HUMBER TUG BEARS THE NAME

Humber tugboat operator SMS Towage has drawn on an old name for the latest addition to its fleet. The new **Englishman** is the 11th Humber tug to bear the title, in a tradition stretching back to the 19th century. Built at the Sanmar yard on the edge of Istanbul to a Canadian design, she produces 3,500 bhp and can bring in 270m long ships of more than 170,000 metric tons dead weight. The 25m £3.5m vessel is capable of 13 knots and is among the most maneuverable on the estuary. She is one of 13 owned by Hull-based SMS Towage, which has grown into the largest privately owned towing company in the UK. It has three tugs operating in the Bristol Channel from the South Wales ports of Cardiff, Newport and Barry and two in Belfast Harbour. Three other boats in the Humber fleet, with the two in Northern Ireland, are sister boats to the new **Englishman**, which will be deployed in

guiding bulk carriers, tankers and wind turbine supply vessels safely into and out of Hull and Immingham docks and riverside berths. The previous **Englishman** now plies her trade with the Portland Port Authority in Dorset as the **Rufus Castle**. SMS joint managing director Gareth Escreet said that the sale of that vessel had helped to fund the latest **Englishman** as part of the company's ongoing investment program. "Throughout our



short history, we have continually strived to provide a competitive, efficient and customer-friendly service," he said. The new addition to our fleet is another large investment for us and shows once again the strength of the Humber's economy." In a traditional launch of the **Englishman**, Sue Lyon, wife of managing director Patrick Lyon, smashed a bottle of champagne against the bows and the Rev Canon Neal Barnes of Holy Trinity Church, Hull, gave the blessing. SMS chairman Paul Escreet said, "The first vessel to bear the name **Englishman** was a steam tug built by Cook, Welton and Gemmell of Beverley in 1889, which ended her days in 1935 being operated by the Imperial Japanese Navy." Escreet added, "Another name holder was sunk by the Luftwaffe off the Irish coast during the Second World War." *(Source: MarineLink)*

LEGO REPLICA ISKES TRITON



Last week, Master Lego Shipbuilder Edwin Korstanje has delivered a new Lego® model Robert Allen design RAmpart 3200/65 **Triton** to Iskes Towage and Salvage – IJmuiden; Netherlands. The replica is built on scale 1/62 and consist of almost 6,000 parts. An open visible engine room with the two ABC engines and two Scania generators. Independent working winches a folding crane and a firefighting installation. Fifty five led's and many other details.

After the delivery of the **Brent** and **Ginger** on scale 1/87 for Iskes, she is the third in a row for this towing company. Due to the bigger scale of the **Triton** a more detailed replica could be constructed. The original **Triton** (Imo 9451537) was built by Dearsan Gemi Insaat ve Sanayi Koll. Sti. – Tuzla; Turkey under number 2043 and as Pinard. After delivery the name was changes in Trition. She has a length of 32.00 mtrs a beam of 11.60 mtrs and a depth of 5.30 mtrs. This tug has a free sailing speed of 13 knots and a bollard pull of 65 tons. *(Source: Master Lego® shipbuilder-Edwin Korstanje)*

Advertisement



GLOBAL SHIP DELIVERY
WITH IMS, YOU ARE IN SAFE HANDS

IMS
SHIP DELIVERY • MANAGEMENT • TRAINING

AUSTRALIA HEAD OFFICE
P +61 8 9331 2566
commercial@inationalmaritime.com

EUROPE P +371 66011066
eu@inationalmaritime.com
www.inationalmaritime.com

GL
GL Systems Certification

SS FURIE DECKPLANK FOR THE NATIONAL TUGBOAT MUSEUM (MAASSLUIS, THE NETHERLANDS).

Over a year ago I asked my fellow volunteers of the museum, for their attention and cooperation in behave of a fundraising for the SS **Furie**. This fundraising was set up because the bridgedeck of the ss **Furie** was in desperate need of renovation, and the foundation Hollands Glorie (Dutch Glory) wanted to have it fixed before the 100th anniversary of the ship in 2016. As a group of volunteers for the Nationaal Sleepboot Museum (National Tugboat Museum) we managed



to collect enough money, to make us listed as one of the sponsors for the bridgedeck renovation. As a thank you for supporting, the sponsors would receive a piece of the old deck planks. On Monday



April 25, 2016, we were pleasantly surprised by a visit from Mr. Leo Vermaas (from the Foundation Hollands Glorie) who came to bring that piece of deck plank (see the attached photos) and handed it over to me. As part of the sponsorship, a number of sponsors will be chosen at random, which will then be offered a short cruise on the SS **Furie**. This cruise will take place on Sunday, September 4th, 2016. We were also told by Mr. Leo Vermaas that we were also chosen at random, and we can

enclose 2 people with the cruise. It's my honor and pleasure to then determine who can join. Last year we had the opportunity, as a group of volunteers, on May 31, 2015, to sail on the SS **Furie**, and I think that it can be called a very successful day (despite the bad weather). For that day, one of us had to cancel at the last moment, due to personal circumstances. It seemed to me, that it would be nice to offer the cruise on September 4, 2016, to him. So I invited Mr. Joop Post (and partner of choice) to keep that day free in his diary. The piece of old deck plank we received will undoubtedly find a place in our museum. *(Source: Kees Noevers-Dutch National Tugboat Museum).*

HIGMAN MARINE SELECTS ELECTRONIC TIER 3 CUMMINS

Delivered recently, the new pushboat M/V **Capt. David Carriere** is nearly identical to a series that Higman Barge Lines, Inc, of Houston, Texas has had built at Hope Services of Dulac Louisiana. The new 78 by 34-foot boat has a molded depth of ten feet. As with others in this series the towboat is built to a design by the well-known Houma, Louisiana naval architect firm Entech & Associates Inc. Propulsion for the **Capt. David Carriere** is provided by a pair of Cummins QSK38 each of which



produce 1000 HP at 1800 RPM. The selection of this engine pair represents Higman's transition from Cummins K38-M2 EPA Tier 2 mechanical engines (<http://www.haigbrown.com/hotips/?p=1001>) to the QSK38 Tier 3, electronic engines for their fleet. Employing the same V-12 cylinder base engine, the QSK38-M featured electronic injection with modular common rail fuel system. This, along with a number of other modifications, provides for a cleaner fuel burn and results in lower emissions. Michael Aufdermauer, Marine Sales and Engineering for Cummins Mid-South, explains the significance of these QSK38 engines, "Higman has had many years of success with the legendary K38



and we are excited to continue working with them on these new boats as they transition to the new electronic QSK38 product." The engines turn 73-inch diameter four blade Sound props with 58-inch pitch. These props are mounted on six-inch diameter 18-foot 11 7/8-inch long shafts with Twin Disc 5321 gears having 6:1 reduction. Tankage includes 27,768 US gallons of fuel, 6,700 gallons of potable water and 259-gallons each for gear, engine and hydraulic oil. A sister ship with the same propulsion package, M/V **Capt. Calvin Hatfield**, was

delivered in December 2015 from the Southwest Shipyard LP, in Houston, Texas. A blessing ceremony was held at dock side in Houston TX on January 22, 2016. *(Source: Alan Haig-Brown; Photo: Capt. David Carriere Photo courtesy of Hope Services, Photo: Capt. Calvin Hatfield photos by Dave Einsel courtesy of Higman Marine Service)*

Advertisement



- ▶ Fast transport of personnel, tools and equipment
- ▶ Marine geophysical and hydrographic survey
- ▶ Dive support and guard vessels
- ▶ German Bight Tender Service with SAR type vessel
- ▶ Maritime and technical consultancy
- ▶ Ship management
- ▶ Brokerage

SEAZIP
OFFSHORE SERVICE

Harlingen
The Netherlands
info@seazip.com
www.seazip.com

ISLAMIC MILITANTS FREE INDONESIAN SAILORS

Ten Indonesian tugboat crewmen held by the Abu Sayyaf terror gang in the southern Philippines were freed unharmed Sunday. The sailors arrived in Jakarta late on Sunday night, hours after they were released from captivity. They arrived at Halim Perdanakusuma Airport, East Jakarta, at 11:30 p.m. on Sunday using Jet Victoria News aircraft. Indonesia paid



no ransom to free the sailors taken hostage, with efforts relying on negotiations, the lead Indonesian negotiator claimed on Monday. They were welcomed by Foreign Minister Retno Marsudi and the National Armed Forces Chief General Gatot Nurmantyo. "All crew members will be taken to hospital for medical examination," Retno said Sunday, May 1, 2016 before adding that the victims would be returned to their family after the examination. The Indonesians said their captors hadn't harmed them and believed that they had been released because of stepped-up pressure being applied by the Philippine military. The militant group had demanded a ransom of \$1 million from the Indonesian government in exchange for releasing the 10 seamen held captive since March 26, setting an initial deadline of April 8. However, the government paid no money to the terror group, according to retired army general Kivlan Zein, who led the Indonesian team of negotiators in the release efforts. President Joko Widodo of Indonesia said during a televised address in his country on Sunday night that the sailors were in good condition and would be flown to Jakarta immediately. He thanked the Philippine government and said that Jakarta would continue working for the release of four other Indonesian mariners seized in a separate incident. *(Source: MarineLink)*

SCHLEPPER-REEDEREI SENDET NOTSIGNALLE



Bei URAG stehen sich Kapitäne und Betriebsratsmitglieder spinnfeind der Geschäftsführung gegenüber. Es brodelt an allen Ecken in der Unterweser Reederei GmbH. In Bremens letzter Traditionsreederei mit dem Gründungsjahr 1890 stehen sich Kapitäne sowie andere Betriebsratsmitglieder und die erst seit August amtierende neue Geschäftsführung spinnfeind

gegenüber. Die Kaufleute wollen gar den Betriebsrat auflösen lassen. Der wittert über seinen Anwalt und den zuständigen Verdi-Vertreter, dass die neue Führung alles für einen Verkauf des Unternehmens in einer Insolvenz vorbereitet. Die zerstrittenen Parteien treffen sich immer häufiger vor Gericht: Erst am Mittwoch lehnte das Arbeitsgericht den Antrag des Betriebsrates auf eine Einigungsstelle ab. Meic Barth, Anwalt des Betriebsrates, hoffte über eine solche Einigungsstelle schriftlich für seine Mandanten Auskunft über die wirtschaftliche Lage der Schlepperreederei zu bekommen. Barth: „Vieles ist bei uns nur Vermutung. Aber wir wissen, dass die Schlepper nur bei vier bis fünf Jobs am Tag eine schwarze Null einfahren. Tatsächlich fahren die Besatzungen im Schnitt 1,2 bis 1,4 Aufträge am Tag.“ Torsten Gerdes betreut als Schifffahrtssekretär der Gewerkschaft Verdi erst seit Anfang des Jahres das Unternehmen URAG. Man könnte also eine gewisse Unvoreingenommenheit vermuten. Sein erster Eindruck: „Die neue Geschäftsführung ist angetreten, neue Geschäftsfelder für das Unternehmen zu erschließen. Es wurden viele Gespräche mit potenziellen Kunden geführt.“ Zeitgleich arbeitete man gemeinsam an einem neuen Wachsystem, das die 19 Schiffe der Flotte effizienter einsetzen sollte: Sieben Tage fahren, sieben Tage frei, lautete demnach die Grundformel für die Besatzungen. Als aber die neuen Aufträge ausblieben, erklärte der Betriebsrat auch diese Betriebsvereinbarung für null und nichtig, sehr zum Zorn der Geschäftsführung. Die URAG-Geschäftsführer Carsten Rohrßen und Gerhard Woerheide beharren in einer schriftlichen Stellungnahme auf dem Verhandlungsergebnis: „Die Betriebsvereinbarung zum Wachsystem ist vereinbart worden. Der Betriebsratsvorsitzende hat die Unterschrift zugesagt. Trotz mehrfacher Nachfrage ist die Unterschrift allerdings nie erfolgt.“ Hin oder her – die Geschäftsführung will weiterhin das sogenannte „7/7“-Wachsystem. Sie verweist bei der Frage nach Geschäftszahlen darauf, dass im Jahr 2015 ein positives Betriebsergebnis erzielt worden sei. Tatsächlich verkaufte man zwei der besten Schlepper an den Mutterkonzern, die Linnhoff-Gruppe. Von langsamem Ausbluten ist im Unternehmen die Rede. Nun stellt die Geschäftsführung überraschend in Aussicht: „Im Jahr 2016 wird ein zumindest ausgeglichenes Ergebnis erwartet.“ Man könne diese Einschätzung nicht beurteilen, weil der Betriebsrat von der Geschäftsführung keine Einsicht in die Zahlen bekomme, klagt Anwalt Barth. Im gesamten Unternehmen mit seinen 19 Schiffen und etwa 125 Beschäftigten hat sich aber herumgesprochen, dass der Mutterkonzern hinter der URAG, die Linnhoff-Gruppe, momentan eine halbe Million Euro in die URAG zuschießen muss, damit die Geschäfte weiterlaufen – nicht im Jahr, im Monat. Das Auslaufen einer sogenannten Patronatserklärung von Linnhoff zum 1. August 2016 sei auch in den Bilanzbewertungen der Buchprüfer von Fides als „bestandsgefährdend“ benannt worden, so Barth. Den hält die Geschäftsführung offen nicht für „ausreichend informiert“, um über die Unternehmensinterna Auskunft zu erteilen, selbst wenn die in veröffentlichten Bilanzunterlagen zu finden sind. Indirekt wird das Damoklesschwert Patronatserklärung aber doch bestätigt: „Richtig ist,

dass die Patronatserklärung der Muttergesellschaft, wie üblich, nur befristet erteilt worden ist. Richtig ist aber auch, dass die Geschäftsführung der URAG sich gegenwärtig, wie es ebenso der Regel entspricht, in Gesprächen über die Verlängerung der Patronatserklärung mit der Muttergesellschaft befindet.“ Nach der Kündigung von drei Betriebsratsmitgliedern, der Kündigung des Tarifvertrages und einem Antrag auf Absetzung des Betriebsrates glauben in der Belegschaft laut Verdi aber nur noch wenige an die guten Absichten der neuen Männer an der Spitze des Unternehmens. Verdi-Sekretär Gerdes: „Da laufen jetzt viele vollkommen unnötige Gefechte anstatt Arbeitsplätze zu sichern: Da wurde der Rahmentarifvertrag gekündigt und der Heuertarifvertrag ohne das irgendwelche Forderungen gestellt worden sind.“ Er habe jetzt schon wiederholt selbst nachgefragt, worum es der URAG eigentlich gehe. Inzwischen komme bei vielen der Eindruck auf, dass das Unternehmen „hübsch“ gemacht werde für eine Übernahme. Da sehe es gut aus, wenn es keinen Tarifvertrag und keinen Betriebsrat mehr gebe. An dieser Stelle versichert die Geschäftsführung: „Mit dem Antrag auf die Auflösung des Betriebsrats soll der Weg für Neuwahlen des Gremiums geöffnet werden. Es geht der Geschäftsführung nicht darum, auf das Gremium als solches verzichten zu wollen. Die Mitbestimmungsrechte sollen also erhalten werden.“ Genau an solchen Positionen ahnt Gerdes ein grundsätzliches Missverständnis zwischen URAG-Belegschaft und der neuen Führung: „Den Geschäftsführern sind Dinge wie Tarifverträge und Vereinbarungen viel zu kompliziert. Die Sieben-Tage-Regelung hätte nur noch mehr Geld verbrannt.“ Man wolle aber Arbeitnehmervertreter, die schlicht die Interessen der Geschäftsführung in der Belegschaft durchsetzen. Torsten Gerdes: „Und die anderen werden schlicht über fristlose Kündigungen und Amtsenthebungen entsorgt. Ich habe selten eine Geschäftsführung mit so wenig Ahnung über die deutsche Gesetzgebung zur Betriebsverfassung erlebt.“ (Source: Weser-Kurier)

Advertisement




L-Bow Offshore Access Solutions. Walk to work.

TEL +31 (0) 10 313 4779 EMAIL info@L-bow.nl WEB www.L-bow.nl

GROUNDING TUG 'MT LOTUS' MOVED FROM AROSSIM BEACH

Arihant Ship Breakers finally succeeded in moving the grounded tug 'MT **Lotus**' from Arossim beach on Monday. The salvage operation in order to tow the grounded pontoon '*Bhageerath*' is likely to start by the next couple of days with the help of MT **Lotus** and another tug which has been summoned by Arihant Ship Breakers from Mumbai. Arihant Ship Breakers have utilised the services of two JCB machines and an excavator for the purpose of excavating the sand surrounded by the grounded tug. It may be recalled that 'MT **Lotus**' tug was grounded at Arossim beach on April 24 after it was making an attempt to tow away the grounded pontoon '*Bhageerath*'. Arossim villagers and the traditional fishermen have protested against the grounded tug and the pontoon, demanding immediate arrest of the Cansaulim-Arossim-Cuelim Village Panchayat secretary, sarpanch and the hotel management who were responsible for organising a wedding ceremony onboard the floating pontoon. The operation on removing the grounded tug came following a meeting chaired by the South Goa collector Dr Sachin Shinde who is also the chairman of South Goa Disaster Management

Authority. Dr Shinde inspected the site last Saturday and was personally monitoring the situation. When contacted the Mormugao Port Trust chairman I Jeyakumar said that Arihant Ship Breakers have started working on removing the sand around the grounded pontoon. “Once all the sand and water is removed, the workers engaged in salvaging the pontoon would seal the cracks developed on the wind tanks. The pontoon will be



removed with the help of two tugs” stated Jeyakumar. He however opined that the operation on towing away the pontoon would commence in another couple of days. *(Source: The Navhind Times)*

MULTRATUG 29 TOWED TUG



Last week the 2015 built Dutch registered with call sign PBVV tug **Multratug 29** (Imo 9695470) arrived from Brest with in tow the French Navy tug **Rari** (A634) at Terneuzen; Netherlands bound for the breakers in Gent; Belgium. Assistance during the transport from Terneuzen to Gent was given by the tug **Multrasalvor 3**. The

Rari was built in 1985 by Chantiers Breheret - Ingrandes-Couéron; France and delivered to the French Navy and stationed at Mururoa nuclear test center. *(Source & Photo: Richard Wisse)*

ACCIDENTS – SALVAGE NEWS

GROUNDING CONTAINER SHIP BLOCKS SUEZ CANAL

The container vessel **MSC Fabiola** went aground Thursday at the southern end of the Suez Canal, reportedly blocking traffic. "For the ship to run aground at such an unfortunate place is rare," said Jacob Guldager of Leth Agencies, speaking to ShippingWatch. Media reports suggest that shipping is blocked while salvors attempt to refloat the **Fabiola**. 47 vessels passed through the Canal on Thursday, and the **Fabiola** was the largest southbound ship, the Canal Authority told Egyptian media. It made no mention of the grounding in its Thursday announcement, and as of Friday, the Authority had not updated its online daily vessel count to reflect recent traffic. Vessel tracking data from MarineTraffic showed the **Fabiola** against the canal's western bank, midway between Great Bitter Lake and Suez, a single lane area not included in the New Suez Canal expansion project. The

expansion's parallel canals permitted traffic to continue unimpeded during a similar incident in February, when the **New Katerina** grounded just north of Ismailia. The salvage effort for the **New Katerina** took 12 days, including lightering and hull repairs. AIS tracking shows the **Fabiola** attended by the towing vessels **Mosaheb 4**, **Mosaed 4**, **Port Said**, **Baraka I**, **Mosaheb 2** and



Ezzat Adel. While estimates may not reflect vessels with AIS turned off or temporarily out of range of shoreside receivers, at least 35 commercial vessels were shown stationary or moored on the canal or on Great Bitter Lake, to the north of the **Fabiola**'s position. The 12,500 TEU **Fabiola** is known in the U.S. for her arrival in San Francisco in 2012, when she became the largest vessel ever to pass under the Golden Gate Bridge and enter the Bay. (Source: *Marex*)

Advertisement

<p>DSB OFFSHORE LIMITED Shipbrokers est.1981</p>	<p>SEA POWER</p> <p>SHIP SHAPE JACKUP</p> <p>BUILT: 1991 CLASS: GL DIMS: 91 X 21M LEGS: 4 x 32m</p> <p>CRANE: Terex GC2800 max lift 230t Self-propelled</p>	<p>SEA JACK</p> <p>JACKUP BARGE</p> <p>BUILT: 2002 CLASS: DNV-GL DIMS: 91.2 X 33M LEGS: 4 x 50m</p> <p>CRANE: M1200 Ringer max lift 800t</p>	
	<p>EXCLUSIVE BROKERS - JACKUPS for SALE - Reduced price! Tel: +44 207 384 2882 web: www.dsboffshore.com email: brokers@dsboffshore.com</p>		

HELICOPTER CRASHED OUTSIDE BERGEN



The Norwegian police have confirmed that 13 people on board the CHC helicopter on assignment for Statoil are now feared dead. The helicopter was en route from **Gullfaks B** to Bergen and crashed outside Turøy in Fjell municipality outside Bergen on Friday. "Today, we have been hit by a terrible tragedy, one of the most severe helicopter accidents in the history of the Norwegian oil industry, said Sigve Nylund, Statoil's executive vice president Development & Production Norway. "More than anything, our thoughts are now with those who have lost their loved ones, and an entire industry extends its sympathy to them. We will now do

everything we can to give them our support and assistance. The deceased were employed in different companies, but they were all on a mission for Statoil." The 11 passengers are employed in

the following companies: Halliburton, Aker Solutions, Schlumberger, Welltec, Karsten Moholt and Statoil. The two pilots are employed by CHC. One of the 13 is a Statoil employee. On Saturday, Statoil's president and CEO, Eldar Sætre, and executive vice president Development & Production Norway, Arne Sigve Nylund, will visit a center set up for next of kin in Bergen. Production at **Gullfaks B** has been temporarily shut down, and emergency personnel have been sent out to assist those on board. Statoil has temporarily grounded all equivalent traffic helicopters. *(Source: Marex)*

FISHING BOAT AND TUG COLLIDE, THREE RESCUED

The Coast Guard rescued three men Thursday following a collision five nm east of Cape May, New Jersey. The USCG received a request for assistance from the 42-foot fishing boat **Last Stand**, reporting that she was sinking following a collision with the 78-foot pusher tug **Dean Reinauer**. Coast Guard spokesman PA3 David Micallef said that the fishing vessel struck the **Dean Reinauer**. An investigation into the cause of the incident continues. A response boat crew from Coast Guard Station Cape May launched to assist the **Last Stand**. As the



response boat arrived quickly on scene, the responders determined that the best way to rescue the crew would be to take them aboard the launch, rather than having the **Dean Reinauer** act as the rescue vessel. The tug stood by in event that additional assistance was required, Micallef said. "The crew of the fishing vessel **Last Stand** was extremely prepared and knowledgeable on their safety equipment and procedures," said Petty Officer 2nd Class James Pappas of Station Cape May. "Their readiness allowed them to abandon ship within 10 minutes of the collision, including scrambling into their survival suits and then into their life raft. They saved their own lives." The **Last Stand** sank following the collision. No injuries were reported. The names of the three men rescued from the fishing boat could not be released at present, Micallef said. The **Dean Reinauer**, operated by Reinauer Transportation, is a 200 gt ATB pusher tug. A spokesman for Reinauer Transportation declined to comment, citing the ongoing investigation. *(Source: Marex; Photo: Will van Dorp)*

OFFSHORE NEWS

LERWICK HARBOR SEES OFFSHORE SEASONAL BOOST

The opening of the offshore season in northern waters has seen specialist oil industry vessels return to Lerwick Harbor during April to support subsea development projects. Lerwick Port Authority Chief Executive, Sandra Laurensen, commented: "The positive signs are encouraging, after a fall in traffic during the first quarter. We expect the harbor to be busy servicing field developments west of Shetland through to September, albeit in a continuing depressed market. Offshore-related activity includes continuing support for BP's Quad 204 development with the planned installation of the Floating Production, Storage and Offloading (FPSO) vessel, Glen Lyon, and of the Clair Ridge



topsides this summer. Reduced operations in the oil industry generally and fewer cargo vessels and tankers impacted on traffic in the first three months, with arrivals down 2.4% at 996, and the tonnage of shipping lower by 13% at 1.9 million gross tonnes, compared to the same period in 2015. Cargo handled also fell by 13%, to 203,139 tonnes. *(Source: MarineLink)*

Advertisement



Design of Tugboats & Offshore Vessels



Cintraval-Defcar
CND DESIGN

www.cintraval-defcar.com +34 944 631 600 info@cintraval-defcar.com

DAMEN'S VERSATILE FCS 2610 SHOWS ITS CREDENTIALS IN THE OIL & GAS MARKETS

The Damen Shipyards Group's **Fast Crew Supplier (FCS) 2610** is proving to be every bit as effective in the oil and gas sector as it is in the offshore wind industry. The application of the renowned design in this arena is a response to a move in offshore O&G towards the high-intensity use of flexible, multi-purpose vessels wherever possible so as to minimise costs. As a twin-hulled



vessel, the **FCS 2610** combines high speed and stability with substantial deck space for equipment and components. And, with Damen's philosophy of building in series, the **FCS 2610** is available on stock for extra fast delivery. Over 40 vessels of this model have been built to date, the majority for the support of wind farm operations, making it a well-proven support vessel in the challenging waters of the North Sea as well as other locations. With its Twin Axe hull design, it provides a stable

platform with plenty of deck space, ideal for duties such as crew and cargo supply. Feedback and initial orders from companies in the offshore oil and gas sector have demonstrated the FCS 2610 has a role to play in their search for the most economical ways to undertake maintenance and service work. Near the top of their lists are fast, flexible vessels capable of operating in a wide range of weather conditions and carrying quantities of both men and equipment. The **FCS 2610** fits these criteria well as a high quality, multi-purpose workhorse. Damen **FCS 2610** hulls are in stock ready for outfitting to meet the specific needs of individual customers. Options include a multi-purpose deck crane, flexible accommodation capacity, davits for FRC, the fitting of containers for specific roles and safety standby adaptations. Other customisations are readily available on request. The Twin Axe hull design is a stable and fuel efficient platform for accessing offshore platforms, and, as such, is a valuable member of Damen's marine access portfolio. This portfolio anticipates the need for cost reduction and logistics improvement, alongside increased safety, in the current oil and gas climate. Furthermore, the advancement of minimal facility platforms also drives the need for efficient and safe marine access solutions in place of traditional offshore crew transfer solutions. *(Press Release)*

OLYMPIC WINS TECHNIP EXTENSION



Norwegian shipping company Olympic has been awarded a contract extension for one of its vessels from the French engineering and construction company, Technip. The shipping company said on Friday that the contract for the subsea/offshore construction vessel **Olympic Challenger** was extended with two months until October 2016. Technip declared their second annual option for

the **Olympic Challenger** in March 2015 which gave the vessel firm work until August 2016. The **Olympic Challenger** is an ROV support vessel of an Aker ROV 02 CD design built in 2008. According to Olympic, the vessel is environmental friendly with focus on low fuel consumption. In addition to the extension with Technip, Olympic has contracted its inspection, maintenance and repair vessel Olympic Delta to an international client to be employed within renewable energy. The contract will start in August with a fixed period of 120 days plus options potentially extending the period to more than 200 days. *(Source: Offshore Energy Today)*

SUBSEA 7 STACKS TWO MORE VESSELS

Oil services company, Subsea 7 has recorded a net income of \$147 million in the Q1 2016 compared to \$151 million in the Q1 2015. During the quarter Subsea 7 released one chartered vessel and stacked two owned vessels, including **Seven Waves** which returned to Europe for extensive repairs following damage to the lay-tower. As at March 31, 2016 there were 38 vessels in the total fleet, which comprised 27 active vessels, seven stacked vessels and four vessels under construction. The vessels under construction include **Seven Sun** and **Seven Cruzeiro**, due to start operations for Petrobras in Q2 and Q4 2016. Other two vessels include **Seven Arctic** and **Seven Kestrel** due to begin operations in Q2 2016. Subsea 7 reported revenue of \$746 million in the first quarter, 37% lower

than the prior year period, due to the reduction of SURF project activity worldwide. Adjusted EBITDA was \$284 million with an Adjusted EBITDA margin of 38%, which was significantly higher than 2015 despite the lower revenues. “The outlook remains challenging and the timing of new contract awards is still uncertain as clients continue to postpone capital investment decisions in the current market environment,” said Jean



Cahuzac, CEO of Subsea 7. “Full year 2016 revenue is expected to be significantly lower than in 2015 and Adjusted EBITDA percentage margin is expected to be lower compared to 2015. In this context, additional cost reduction measures will be implemented during the year,” he added. *(Source: Subsea World News)*

Advertisement

EDDY TUG

“DYNAMIC SIMPLICITY”

WWW.EDDYTUG.COM



<http://www.youtube.com/watch?v=CJsJrZc1BNM&feature=youtu.be>

PETROBRAS EXTENSION FOR DOF SUBSEA



DOF Subsea has received a contract extension for one of its vessels from the Brazilian oil company Petrobras. DOF Subsea said on Monday that Petrobras extended the RSV contract for the vessel Geograph for 18 months. The vessel has been operating for Petrobras on a five-year contract since March 2011, and the extension is a direct continuation of the current

contract. Mons S. Aase, CEO, stated, “I am very pleased with the contract extension, securing utilization in a challenging market and maintaining our strong position in the Brazilian market.” The Geograph, built in 2007, is a multi-purpose survey vessel designed for offshore operations. It is of a Sawicon design and classified as a construction support vessel. *(Source: Offshore Energy Today)*

OLYMPIC SHIPPING IN DISPUTE WITH BOA OVER EARLY REDELIVERY OF VESSEL

Norwegian offshore shipowner Olympic Shipping on Friday said its client Boa Marine Services had made an early redelivery of the **Olympic Boa** offshore construction vessel. The vessel had been under the contract with Boa Marine since mid-2014, and should have stayed with Boa for three years. In a statement on Friday, Olympic Shipping said it was in dispute with Boa Marine Services Inc. on settlement for



the remaining contract period. However, Olympic said the vessel was already under the contract with a new client, and under the new name, **Olympic Athene**. The vessel has been used in support of offshore operations in the U.S. Gulf of Mexico, and according to Marine Traffic, it is currently moored in Brazos Harbor, Freeport, Texas. *(Source: Offshore Energy Today)*

SEISMIC DUO TEAMS UP FOR SURVEY OFFSHORE EASTERN CANADA




Two seismic players, TGS and PGS, have teamed up to acquire more than 36,000 km of 2D seismic data offshore Eastern Canada utilizing two vessels during the 2016 acquisition season. According to TGS' Oslo Stock Exchange filing on Monday, the M/V **Sanco Spirit** and M/V **Atlantic Explorer**, utilizing the PGS GeoStreamer technology, will acquire seismic and gravity data in the Labrador Sea, Newfoundland Orphan-

Flemish Pass basins and Grand Banks areas. The company said that data acquisition would start during late May 2016. Pre-processing of the initial GeoStreamer signal will be performed by PGS following which TGS will perform data processing with final data available to clients in 3Q 2017, TGS said. Further, the company noted, this new data would complement the existing TGS-PGS joint


venture library which already comprises over 112,000 km of modern 2D data and 9,172 km² of 3D data in addition to 83,700 km of TGS vintage data. Kristian Johansen, CEO for TGS. This project is supported by industry funding, commented: “Offshore Newfoundland and Labrador has been an area of high interest from exploration companies in an otherwise challenging market as evidenced by the successful licensing round in November 2015. This will be our sixth consecutive season acquiring data in partnership with PGS in this highly prospective region, targeting expected Areas of Interest (AOIs) to be released under the scheduled land tenure system.” *(Source: Offshore Energy Today)*

Advertisement



**GLOBAL
RENEWABLES
SHIPBROKERS**

**FIND US ON
GRS-OFFSHORE.COM**



ANY BARGE ANYTIME

TODAY FOR EXAMPLE:
A Barge for transporting your large / heavy offshore structures!

Your benefits:

- Flexible Locks and Lashings
- Ballastable
- Reinforced Deck

WIND | WAVE | TIDAL ENERGY

T +49 40 411 60 68 0

SEABIRD FINDS SOURCE WORK IN NORTH SEA

Seismic services provider SeaBird Exploration has signed an agreement to supply one source vessel for an upcoming survey in North West Europe. According to the company, the North Sea survey will be done during this coming summer season. The project is due to start during the second quarter of 2016, and will run for approximately two months, the company said on Monday.



SeaBird stated it would be using the 1985-built [Osprey Explorer](#) for the work. [Osprey Explorer](#) joined SeaBird's fleet in August 2006 after being converted to 2D Long offset/source vessel in Poland. The company did not provide any details regarding the value of the agreement, nor its client. *(Source: Offshore Energy Today)*

MCDERMOTT COMPLETES OTIS SUBSEA TIEBACK FOR LLOG

McDermott International has completed the deepwater subsea tieback from the Otis well to the Delta House floating production system in the Gulf of Mexico. McDermott's [Lay Vessel North Ocean 105](#) (LV 105) completed the work, on behalf of LLOG Exploration Offshore, in Mississippi Canyon 79 in water depths ranging from 3,861 feet to 4,420 feet. The scope of work consisted of project management, engineering, and installation of 70,000 feet of insulated rigid flowline and insulated steel catenary riser as well as a control umbilical, PLEM jumper and associated flying leads. The



flowline and riser were fabricated at McDermott's new spoolbase and marine facility in Gulfport, Mississippi. "This marks an important milestone for the McDermott organization as the first project executed in its Gulfport Spoolbase and the first installation of a steel catenary riser by the **LV 105**," said Scott Munro, McDermott VP for Americas, Europe and Africa. "The execution of the Otis project

has positioned McDermott for success on our other 2016 reel lay projects, including Anadarko Caesar Tonga Phase II. This project demonstrates our commitment to adding value to the subsea tieback market and is the foundation for McDermott to establish itself as the reel lay contractor of choice for our customers in the Gulf of Mexico." *(Source: Subsea World News)*

SIEM NAMES NEW CABLE LAYING VESSEL

Siem Offshore's new cable laying vessel, **Siem Aimery**, was named on Wednesday at the Remontowa Shipyard in Gdansk, Poland. The godmother and sponsor of the vessel was Karin Muck, wife of Lars Muck, business area manager of Siem Offshore Contractors. The vessel, designed by VARD, is 95.3 meters long and 21.5 meters wide. It can accommodate up to 60 people onboard. According to Siem Offshore, the **Siem**



Aimery will work alongside **Siem Moxie** on the installation of the inner array grid and export cable systems for the Nordsee One offshore wind farm in the coming months. Thereafter the vessel will continue with the winter installation campaign of the inner array grid cable system of the Veja Mate offshore wind farm in the German Bight. *(Source: Subsea World News)*

OLYMPIC DELTA SECURES WORK IN RENEWABLE SECTOR

Olympic Shipping has secured a contract for **Olympic Delta**, an inspection, maintenance and repair (IMR) vessel, with an international client. The vessel, with the length of 92.55 meters, will be employed in the renewable energy sector. According to the company, the contract will start in



August and has a fixed period of 120 days plus options to extend to more than 200 days. Stig Remøy, CEO of Olympic, said: “For many years we have focused on offering our environmental friendly operations also within the renewable energy market. We have had a number of vessels employed in this segment and this contract confirms that the Olympic

fleet of vessels is attractive in several markets.” In addition, the company informed that the **Olympic Challenger** contract with Technip has been extended for two months, from August until October 2016. *(Source: Subsea World News)*

Advertisement



PGS SINKS DEEPER IN FIRST QUARTER

Norwegian marine geophysical company Petroleum Geo-Services (PGS) saw its net loss deepen in the first quarter of 2016 while its revenues dropped compared to the same period last year. The geophysical company posted a net loss of \$57.1 million in the first quarter 2016, compared to \$19.5 million in the corresponding period last year. PGS' revenues for the quarter were \$203.1 million, a 19% drop compared to \$251.1 million in



1Q 2015. The company explained that the reduction was mainly driven by a 31% decline in MultiClient pre-funding revenues and 14% lower marine contract revenues, although the absolute pre-funding level remained at 124%. Jon Erik Reinhardsen, President and Chief Executive Officer,

said: “We cold- stacked four 3D vessels last year and with a smaller and more productive fleet we are now delivering significantly improved utilization.” Reinhardsen also added: “We are on track to deliver further cost savings in 2016 of \$80 million.” As the low oil price and reduction in oil companies’ spending continue to impact seismic demand, PGS stated it expects market uncertainty and low earnings visibility to continue through 2016. The company’s MultiClient cash investments are expected to be approximately \$230 million, with a pre-funding level of approximately 100%. Further, capital expenditures are expected to be approximately \$225 million, of which approximately \$165 million is for the new builds **Ramform Tethys** and **Ramform Hyperion**. The company has initiated a process to increase headroom under the maintenance covenant for its revolving credit facility. The order book totalled \$204 million at March 31, 2016 (including \$104 million relating to MultiClient), compared to \$240 million at December 31, 2015 and \$394 million at March 31, 2015. *(Source: Offshore Energy Today)*

DOF’S AHTS STARTS FOUR-YEAR CONTRACT WITH PETROBRAS



DOF, an owner and operator of a fleet of offshore/subsea vessels, has informed that one of its AHTS vessels has started a contract with Petrobras in Brazil. **Skandi Paraty**, owned by DOF’s Brazilian subsidiary Norskan Offshore, has now been delivered from the yard and went on-hire on a four-year contract with Petrobras yesterday night local time Brazil, DOF informed on

Tuesday. Norskan was awarded two four-year charter contracts by Petrobras in February 2014 for AHTS vessels **Skandi Copacabana** and **Skandi Paraty**. **Skandi Paraty** is an anchor handling tug and supply vessel (AHTS) of a Vard AH11 design. The vessel is the last vessel in a series of three, all built at Vard Niteroi in Brazil. It was designed for field installation operations across a wide range of water depths and environmental conditions. The other two vessels from the series of three are **Skandi Urca** and **Skandi Angra**. Mons S. Aase, CEO, stated, “I am very pleased that **Skandi Paraty** is onhire, and this contract confirms our strategy and maintain our strong position in the Brazilian market.” DOF Subsea also recently said that Petrobras extended the RSV contract for the vessel **Geograph** for 18 months. *(Source: Offshore Energy Today)*

ERIN ENERGY RESTARTS OYO-8 WELL FOLLOWING WELL INTERVENTION

Independent oil company Erin Energy Corporation informed on Tuesday that the **Island Constructor** light well intervention (LWI) vessel has completed work on the Oyo-8 well, offshore Nigeria, and the company has resumed production from the well. To remind, the Island Offshore-owned vessel departed Norway heading for the Oyo field, offshore Nigeria, at the end of March. After the arrival, the vessel performed LWI service on the Oyo-8 well, to open the sub-surface controlled sub-surface safety valve (SCSSV), which failed to re-open following a planned production curtailment in the Oyo field. Erin Energy stated it would now begin a ramp up of production from the well over the next few days to pre-shut in levels of approximately 7,000 barrels of oil per day. “We are pleased to

have Oyo-8 back on production with the work completed on time and within budget,” said Segun Omidele, Chief Operating Officer.” 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)*



WINDFARM NEWS - RENEWABLES

Advertisement

 +31 10 8208905



MARINE STEEL
WORKS & SUPPLY BV - ROTTERDAM

 info@marinesteel.nl



FERROUS & NON FERROUS WHOLESALER

We can offer hydraulic pipes and fittings in stainless steel and steel etc.

Also for tailor made products, according to your drawing.

WWW.MARINESTEEL.NL



CONSTRUCTION STARTS AT NORDERGRÜNDE OFFSHORE WIND SITE



Offshore construction of the Nordergründe wind farm is kicking off this week, with the **MPI Enterprise** vessel already loading monopiles and transition pieces in Cuxhaven, according to German media. After being contacted by Offshore WIND, wpd, the developer of the offshore wind project, confirmed the construction start without revealing any further details. Bilfinger Marine & Offshore Systems has been

contracted to carry out the installation works, scheduled to be completed in fall this year. The **MPI Enterprise** jack-up vessel will transport and install three sets of foundations at a time. The transition pieces and monopiles for Nordergründe offshore wind farm are built by Ambau, which is also

supplying wind turbine towers, thus manufacturing the complete steel structure below the nacelle. The offshore wind farm is being constructed at a water depth of 10m, approximately 15km north-east of the island of Wangerooge. The 110MW wind farm will feature 18 Senvion's 6.15MW turbines. *(Source: Offshore Wind)*

JAN DE NUL NAMES 'VOLE AU VENT'

In the port of Ostend, Her Majesty the Queen of Belgium christened the new offshore installation vessel of the Jan De Nul Group today. The vessel was given the catchy name **Vole au vent**. Her Majesty the Queen wished the vessel and her crew a safe journey. The ceremony took place in the Port of Ostend, which is the base camp for Jan de Nul Group's project team for the Bligh Bank Phase 2 project, better known as the Nobelwind project. The **Vole au vent**,



which is 140 metres long and has an impressive Liebherr crane on deck, was christened by the Queen of Belgium amid great interest and in the presence of the family and employees of the Jan De Nul Group and their guests, including Parkwind, the client of the Nobelwind project, worldwide partners from the industry, as well as national and international politicians. After the christening ceremony, Her Majesty the Queen paid a visit to the bridge and crew of the vessel together with the Jan De Nul family, Carl Decaluwé, Governor of West Flanders, Johan Vande Lanotte, Mayor of Ostend, and Bart Tommelein, Secretary of State. After the delegation had left the vessel, the **Vole au vent** immediately returned to a nearby quay in the port to resume the activities for the Nobelwind project. *Acquisition of Vole au Vent* In 2015 the Jan De Nul group consciously invested in the remarkable vessel aiming to be a quality partner in the offshore wind energy industry. The company continues to push the boundaries and strives for perfection in their trade markets. Constantly building upon its core business, from civil engineering contractor to dredger and from environmental expert to specialist in high-tech offshore projects. Worldwide, the Jan De Nul Group executes overall projects for offshore clients. Today vast projects are preferably coordinated by one contractor, from design to installation. The company was already well equipped for the installation of cables and gravity-based foundations and for executing rock dumping works around these foundations – yet they still missed a workhorse for installing the wind turbines. The opportunity to take over the **Vole au vent** presented itself mid-2015. It is one of the largest vessels of its kind in the world. The large clear deck space, high loading capacity and the lifting capacity of 1,400 tonnes allows them to install the heaviest foundations and components of offshore wind farms in a fast and safe manner. The vessel is equipped with four spud poles so that it can be jacked up above water and work safely and unaffected by wave impact. The **Vole au vent** can install all types of foundation and the latest generation of wind turbines at sea up to a water depth of 50 metres. The vessel has been specifically built for the execution of offshore wind projects, but is also deployable for other offshore industries such as oil & gas. *(Source: Jan De Nul)*.

YARD NEWS

Advertisement



**Imprinted
on our DNA...**

uzmar.com

a philosophy that
continues to set
new standards in
tug building



DAMEN AND EXPEDITION VOYAGE CONSULTANTS TEAM UP TO DEVELOP GLOBALLY CAPABLE EXPEDITION SHIP



In response to interest from clients in the fast-growing expedition cruise market, Damen has teamed up with Expedition Voyage Consultants Ltd. to develop a specialist Damen cruise ship, with capacity for around 100 passengers. The cruise ship combines Expedition Voyage Consultants' unmatched operational experience with Damen's shipbuilding

excellence, providing unforgettable experiences in luxury travel to destinations from Polynesia to the Northwest Passage. Henk Grunstra, Damen Product Director says: "This expedition ship will be a significant advance in the market, making it possible for expedition companies to deliver their customers the best expedition experience. This ship will be able to offer innovative and exciting itineraries with a higher level of safety, economy and comfort. Capable of visiting virtually any destination, the design will offer cruise lines the option of including activities such as helicopter operations and submersible diving alongside traditional small boat landings and watersports. Innovative design features for smooth operations and an immersive guest experience will be incorporated from the experience of Expedition Voyage Consultants." The move is driven by the fast growing expedition cruise sector, which has seen unprecedented expansion into remote destinations. Mr. Grunstra explains, "Expedition cruising requires small, comfortable and highly capable vessels that customers can be confident in, no matter if they are cruising Polynesia or the Northwest Passage. With the existing tonnage aging and environmental regulations tightening, it is important that operators have vessels they can rely on well into the future." This partnership follows a successful cooperation with Expedition Voyage Consultants' sister company, EYOS Expeditions, which resulted in Damen developing the world's first Polar Code compliant expedition yacht – the SeaXplorer. Ben Lyons, Chief Executive Officer of Expedition Voyage Consultants Ltd. and EYOS Expeditions says: "This vessel will be capable of taking expedition cruise passengers beyond the usual

range in terms of both geography and experience. The vessel's high ice capability and endurance make her globally capable, and she will be equally at home in the tropics or polar waters. She is designed to be a multi-functional platform equipped with all of the tools an operator might need." Expedition Voyage Consultants Ltd. will infuse the design with the lessons learned during their team's collective 100+ years of experience in the expedition cruise business. During that time, the team has sailed aboard a wide range of commercial expedition vessels ranging from icebreakers to luxury cruise ships. *Capability matters* "An expedition vessel should be able to reach remote destinations safely and deliver a super experience in often challenging conditions. Because the ship's design affects the experience of the guests, whether that be how quickly they can reach shore or how safely operations can be run in all types of weather, capability matters." "We'll take our collective experience, gained from a wide variety of vessels, and apply the best features we've seen to this design. Combining that operational knowledge with Damen's expertise will create a highly functional and reliable vessel purpose built for expedition cruising, and it is very exciting to be able to incorporate these operational elements into the design from the first line," explains Mr. Lyons. Mr. Grunstra adds, "This partnership brings two industry leaders together; Damen has unparalleled experience from building over 5500 vessels, including complex vessels such as passenger ships, offshore patrol vessels, sail training vessels and superyachts. EVC has decades of expedition knowledge operating voyages from the polar regions to the remotest tropical islands. Combining this will create an exceptional product." The final design will be unveiled in the Autumn. *(Press Release)*

ULSTEIN UNVEILS NEW CABLE LAYER

Norwegian ship designer and shipbuilder Ulstein has introduced a new design for a cable laying vessel featuring an in-house developed Cable Arch system. The **LX109** vessel combines the Ulstein Cable Arch system with open top vessel design, resulting in a total of 12,500 tonnes of power cable that can be laid as one single piece, the company said in a statement. This capacity was made possible by positioning the turntables into the hull instead of



their conventional location on deck, which also improves the vessel's stability, Ulstein said. Locating the asymmetrical bridge aft, with the cable passing underneath, is expected to provide clear and unobstructed views on the cable lay work deck and cable stingers aft and the turntables forward. The vessel also features a large hangar with ROV moonpool and workboat storage, as well as the X-BOW and X-STERNTM hull features. "With this design we like to bring the cable lay market to the next level," says Edwin van Leeuwen, Product Management Leader at Ulstein Design & Solutions. "Using the ship and equipment knowledge available in the Ulstein Group, resulted in a revolutionary, truly integrated design, based on existing technologies. By focusing on a dedicated vessel for cable lay projects, we have been able to dramatically improve on project economy, seakeeping behaviour and fuel economy." *(Source: Offshore Wind)*

Advertisement



**WATERWORKS
OFFSHORE
SERVICES**

SPECIALIZED OFFSHORE SHIPBROKER

-  Chartering
-  Renewables
-  Sales & Purchase
-  Towage & Transport

chartering @ waterworks-offshore.com
sandp @ waterworks-offshore.com

+49 40 524 772 050

www.waterworks-offshore.com



ITALIAN CREWBOAT: EXCELLENCE IN DESIGN, QUALITY IN CONSTRUCTION



There is something about Italian products, from consumer goods to industrial objects, that carries a stylistic flair. This is well represented in the cruise ships of the Fincantieri Shipyard, such as the 2015-delivered Britannia. More recently this flair for design and quality construction is evident in the 2016-delivered fast supply vessel **Blue Brother** from Cantiere Navale Vittoria SPA

of Adria, on the Canal Bianco which connects to the Po River in the province of Rovigo, Italy. Tecnonavi SRL of Ancona, Italy designed the 51.75 by 9.2-meter vessel. (www.tecnonavi.it) The aluminum hull, with a depth of 2.2 meters, is painted a bright red with a white superstructure. The well-fendered bow and stern allows for personnel transfers both fore and aft. The forward mounted accommodation has seating for 71 passengers and accommodations for up to 14 crewmembers. A crane-launched rescue craft is located on the upper deck, aft of the wheelhouse. The vessel is fitted with a Dynamic Positioning 2 system from Kongsberg that includes two bow thrusters as a part of the required redundancy. Main propulsion power for the vessel is four Cummins KTA50-M2 diesels, each rated for 1342 kW (1800 HP) each at 1900 RPM. The engines each turn a fixed propeller through ZF 5050 A gearboxes with 2.962:1 reduction. The four engines deliver a total of 5,372 kW (7200 HP) to give the Blue Brother a top speed of 28 knots. Capacities include 120 cu. meters of fuel, 115 CM of water and 1.5 CM of lube oil. While remaining under the ownership of the shipyard group, the boat will join the fleet of Bambini SRL (<http://www.bambinisrl.it>) under charter. (Source: Alan Haig-Brown; Photo: Cantiere Navale Vittoria)

A NEW TOTAL SOLUTION JACK-UP WAS INTRODUCED AT OTC HOUSTON. DG JACK IS THE RESULT OF A COLLABORATION BETWEEN DAMEN AND GUSTOMSC

At this year's OTC in Houston the Damen Shipyards Group and GustoMSC announced the forming

of a collaboration in order to produce a range of self-propelled and non-self-propelled jack-up platforms for the offshore industries – the DG JACK range. The collaboration will be based on GustoMSC's strong track record in the design of jack-ups and provision of jacking systems, combined with Damen's extensive experience in shipbuilding and vessel optimisation, financing and worldwide after-sales services. GustoMSC Managing Director



Nils van Nood said of the collaboration: “We are very pleased to team-up with Damen to provide their clients proven and reliable jack-up solutions. These jack-ups form an expansion of the Damen portfolio targeting the offshore markets in oil & gas, renewables like offshore wind, and civil construction. The jack-ups will be based on GustoMSC's proven designs and will include GustoMSC's proven jacking systems. “As a result of this collaboration the joint Damen and GustoMSC team is fully aligned to provide an optimised solution covering the complete lifecycle of the units, including the design, the construction and delivery as well as the services during operational life. The future owners of these jack-ups will enjoy a product of combined Damen and GustoMSC quality and they will experience first class global services.” This arrangement provides the market with a total solution, drawing on the extensive experience of both companies, and on the wealth of knowledge within the Dutch maritime industry. Working together in this way, GustoMSC and Damen will be able to offer total control over the entire process, covering everything from basic design, through construction, to after-sales care – anywhere in the world. Damen Chief Commercial Officer Arnout Damen explained: “The collaboration between Damen and GustoMSC represents a considered response to the needs of the entire offshore industry. It provides operators with a reliable, effective solution, combining GustoMSC's expertise in design and engineering with Damen's knowledge of construction, quality, outfitting, after sales service and finance options. “We are looking forward to working with GustoMSC on the development of this range. The DG JACK will provide a bridge between the offshore energy sectors and offer the versatility to carry out multiple and varied tasks, safely, efficiently and at competitive rates, in line with market expectations” The decision to partner up and produce the DG JACK range is based upon feedback from the offshore markets. DG JACKs will operate across the offshore spectrum, in both renewable and non-renewable sectors. Damen Head of Business Development Peter Robert explained: “In the oil & gas markets, the demand for self-elevating service vessels such as the DG JACK range is driven largely by operation and maintenance (O&M) requirements. Age significantly increases the amount of topside repair, maintenance and refurbishment the operator must undertake for the platform to remain serviceable and compliant. In such circumstances the DG JACK represents an extremely cost-effective solution. “At the same time, shallow water offshore fields remain a major source of production. With enhanced technology and recovery, combined with the relatively low cost of production compared to deep and ultra-deep water locations, such sites will ensure a continuing demand for the DG JACK range, particularly at this time of low oil prices.” Mr Robert also stated that trends in the offshore wind industry gave the DG JACK range an assured welcome: “Wind turbine capacity has grown 41.1% from 2010 to 2015. In 2015, the average capacity of new wind

turbines installed was 4.2 MW, a significant increase from 3.0 MW in 2010, reflecting a period of continuous development in turbine technology to increase energy yields at sea. The deployment of 4-6 MW turbines seen in 2015 will be followed by the gradual introduction of 6-8 MW turbines closer towards 2018.” Operational experience to date has shown that jack-up vessel intervention has been required at operational windfarms to correct failures in relation to main components, both for isolated defects and to introduce design improvements. Most of the interventions have been in relation to early operational life and there is currently only a limited experience from offshore wind turbines on longer-term wear out rates and the typical length of life for critical main components, including blades, generators, transformers and gearboxes. Consents granted to forthcoming projects indicate that this trend of scaling up is set to continue in the long term. Also, the fact that wind farms are placed farther offshore and in deeper water, means different capabilities are required than those seen in the current fleet of jack-ups operating in offshore wind. And, with the design life of offshore wind farms being between 20 and 25 years, routine operation and maintenance tasks are assured to ensure performance optimisation. *(Press Release)*

Advertisement

Landfall Marine Contractors bv
Specialized in ocean going towages, time charters, anchorhandling, full ship management, heavy lift shipping, ship-delivery, marine-sales, and pontoons/barges.
info@landfall.nl / (+31) 0180 - 769033





REMØY STAFFING ABB'S NEW CABLE-LAYER



Remøy Management AS applied to fill several positions on ABB's new cable-laying vessel, to be delivered next year, and advertised job vacancies. Deemed the world's most modern cable-layer, the vessel is under construction at Kleven shipyard in Norway, with delivery expected in the first half of 2017. ABB's new vessel will be built according to **SALT 306 CLV design**, and will measure approximately 140 by 30 meters with accommodation

for 100 persons. The vessel will be under NIS flag and manned by 50-60 people from Scandinavia/Europe on each shift. The maritime crew will consist of approximately 22 members on each shift and will be integrated with the project crew. The vessel base will be in Karlskrona, Sweden, and operate mainly in Scandinavian and European waters. Remøy Management has a recruitment system for handling and processing of applications, and will employ the following

positions for the vessel: Master x 2; Chief Officer x 2; Chief Engineer x 2; 2nd Engineer x 2; Electrician x 2; Chief Steward x 2; Remaining positions will be hired from crewing agencies. Some of the positions will sign on to participate in the site team in due time prior to delivery. (*Source: Offshore Wind*)

DAMEN OPENS OFFICE IN THE US



Damen Shipyards Group has announced the opening of a new branch office in Houston, Texas. This expansion, under the name of Damen North America, meets the increasing demand for Damen's unique shipbuilding concepts and repair and conversion services. The branch office – representing the Damen Shipyards Newbuild, and Damen Shiprepair & Conversion businesses across North America and Canada – has decided to open offices in the heart of the Energy Corridor of Houston, to ensure it can accommodate customers in the best possible way. Arnout Damen, Chief Commercial Officer, said: “In this difficult economical climate, we are of the opinion that it is important to support the oil and gas market and are thrilled to expand our business to customers across North America and Canada. I am therefore pleased that we are expanding office locations to North America and improving service and product offerings to these markets. “We seek to provide our customers the best quality, proven designs, short delivery times, low maintenance and excellent resale value and trustworthy repair & conversion solutions, combined with our commitment that we will deliver an unrivaled service to the highest safety and reliability standards.” “Establishing an office out of Houston demonstrates the power of the Damen global presence for mutually beneficial and cost effective solutions,” said Jan van Hogerwou, Manager USA & Canada for New Buildings. “I look forward to working closely together with both ship operators as well as shipyards to maximize the value of having a local presence with the use of proven designs, high quality craftsmanship and low Total Cost of Ownership. “We expect a lot from our new License to Build program in which we offer our ship designs and our construction expertise to any shipyard in the US. Our standardized shipbuilding approach, known as The Damen Standard, has become one of our fundamental core values. It gives us the ability to offer our customers well-proven, innovative vessels and/or designs for competitive prices.” “We’re incredibly excited about the potential of this new office,” said Ruud Haneveer, Market Development Executive for Damen Shiprepair & Conversion. “We are proud to work for Damen, to operate as one family and teamwork is key to our success. “The new office demonstrates our ever-expanding focus on customers’ needs. Through this local office, we are closer to our customers in the region. We value our customers’ feedback and the contribution it makes to advancing our ambition to improve our performance continuously and to set new standards in the repair and conversion of ships. The repair & conversion services represented by us are related to the group’s Shiprepair and Conversion shipyards located outside the United States of America.” (*Press Release*)

WEBSITE NEWS

[HTTP://WWW.TOWINGLINE.COM](http://www.towingline.com)

**ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER.
PLEASE VISIT THE WEBSITE [WWW.TOWINGLINE.COM](http://www.towingline.com) AND SUBSCRIBE YOURSELF FOR FREE**

Last week there have been new updates posted:

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

- [Svitzer names new tug in Felixtowe, UK](#)
- [David B launched](#)
- [Neptune delivered](#)
- [Damen delivers modular solution to Van Oord](#)
- [PIRIOU delivers two tugs to BOLUDA France](#)

[mailto: jvds@towingline.com](mailto:jvds@towingline.com)

This site is intended to be collective exchange of information. Information on this site has been pulled from many sources; we have attempted to credit these sources. But due to the multitude of sources sometimes we are unable to note all the sources. If you feel that material that is posted here is of your authorship and you have not been credited properly please alert us and I will correct the credit or remove it in accordance to the author's wishes.

DISCLAIMER

The compiler of the Tugs Towing & Offshore Newsletter disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. For more information about advertising, subscription, preferences and un-subscription visit the website: <http://www.towingline.com> The Tugs Towing & Offshore Newsletter is a ::JVDS-MARCOL:: Archive Production.
