Tugs Towing & Offshore Newsletter

LEKKO All about tugs

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

MIDWEEK–EDITION

TUGS & TOWING NEWS

PORT TOWAGE AMSTERDAM (PTA)

The Port Towage Amsterdam operated **Svitzer Amstel** and **Venus** enroute their next assignment, Port Towage Amsterdam (PTA) is a leading provider of safe and efficient port towage, and associated marine services to the international shipping- and offshore- (oil & gas, renewables) industry. The fleet of powerful, high-quality tugs is based in the vibrant ports of Amsterdam and IJmuiden and is operating from the Inner Pierheads throughout the North Sea Canal area, one of Europe's prime logistic hubs and industrial areas. *(Photo: Peter Maanders© PTA)*

AZIMUTH THRUSTERS CHANGE THE WAY OPERATORS MOVE CARGO

Azimuth thrusters have come a long way since they first debuted over 50 years ago. Over the years, the use of azimuth thruster has changed the way operators do business. The increased maneuverability and efficiency gains allow tug operators to do more with the same installed power. Added maneuverability can also play a role in improving safety during certain operations. With more than 50 years of developing and manufacturing azimuth thrusters, Rolls-Royce has learned a lot about the specific propulsion requirements of different types of ships and floating structures. Working close with the customers has been a key element of the success. Steerable azimuth thrusters have come a long way since the first one went into service in 1965. With just 80 hp of thrust it was installed on a mud hopper barge in Finland to make it self-propelled. The first azimuth units specifically designed for inland waterway applications were delivered in 1976. They powered a series of three-river push boats built in Holland and are still operating today. With the aid of modern computer-based design tools and a detailed understanding of hydrodynamics, Rolls-Royce is continuously developing and improving its thruster product range. The current product portfolio covers a power range of 300 to 14,000 hp. *The benefits of Azimuth thrusters on a towboat* With an azimuth thruster the full thrust can be applied in any direction through the full 360 degrees and significantly improve the maneuverability and braking force of the vessel. In performance tests it has been shown that the braking forces produced are nearly 1.5 times those of the conventional towboat, over the whole speed range. This increase in braking force reduces both the distance and the time needed to stop a barge train. For shallow draft operations, the normal requirement is to fit 2 azimuth units, and it is not unusual to have towboat designs with a triple azimuth thruster propulsion arrangement. Azimuth thrusters also significantly increase flanking forces, which help operators safely navigate through the most difficult bends of the river. On a conventional towboat, flanking rudders and reverse thrust are normally used to produce the necessary flanking forces. By using azimuth thrusters the transverse force can be maximized and is approximately twice the maximum side force produced by a conventional towboat at all measured speeds, plus there is the benefit of greater braking forces. Maximum flanking forces produced can be up to 4 times that of the conventional towboat with equal braking force. *How Azimuth thruster help in Brazil* Brazil is a country traversed by many rivers, the main one being the Amazon. There are 11 main inland waterways with a total length of some 39,000 miles although only approximately 8,000 miles are regularly used. These waterways are used to transport agricultural commodities such as grain and fertilizer, as well as mineral goods to the coast. Amaggi Navegação a subsidiary of Amaggi Exportação e Importação Ltda. is one of the operators working in the region who has moved to azimuth thrusters to propel their vessels. They have been operating on these waterways for over 20 years and now have over 30 tugs equipped with azimuth thruster propulsion. Units in their fleet include a range of Rolls-Royce thrusters from our smaller US 105 model to our larger US 255's. Amaggi Navegacao operate on the Madeira and Amazones rivers where they are involved in the transportation of grain and soya to and from local processing plants. The move away from conventional towboat design has enabled them to

increase the size of barge trains, which is due to increased turning and stopping capacity at full load. Open propellers are used for the majority of these thruster applications due to the amount of debris in the rivers. The trend outside the Amazon is to fit azimuth thrusters with nozzles and thereby maximize thrust. *The future of Azimuth thrusters* Thruster technology continues to develop. The latest is the introduction of gearless electric drive through the application of permanent magnet (PM) rim drive technology, where the motor surrounds the propeller as a slim ring. The rotor is integral with the propeller and carries a series of permanent magnets. As the magnetic fields interact, the propeller turns. Tunnel thrusters and azimuth thrusters utilizing this technology are now available from Rolls-Royce. The compact and efficient tunnel thruster unit is easy to install and power output is increased by around 25% for the same propeller size. It is a good example of the possibilities that lie ahead. This technology has now been applied to the azimuth thruster by Rolls-Royce, and the first PM development thrusters rated at 670 hp were installed on the research vessel R/V Gunnerus in March 2015. Nozzle shape can be selected to suit individual applications, but since Gunnerus requires pull for towing trawl and other gear, the nozzle is optimized for bollard pull and speed to match the vessel's requirements. The installation is compact with only the slip ring unit and the variable frequency steering motors inside the hull. Before the installation, the vessel had a conventional diesel electric propulsion system consisting of frequency converters, induction motors, gears and shaft with nozzle propeller. Testing to date has demonstrated an improvement in propulsive efficiency and bollard pull with a reduction of air and structure borne noise and vibration. *(By Erik W. Larsen, General Manager-Merchant, Rolls-Royce Marine North America ((Extended coverage of Marine Log's June 2016 issue))*

NEW SUBCHAPTER M TOWING VESSEL REGULATIONS TAKE EFFECT

The U.S. Coast Guard announced Monday new towing vessel regulations establishing new requirements for the design, construction, onboard equipment and operation of towing vessels. These regulations, which were developed over time with input from the Towing Safety Advisory Committee (TSAC) and the towing vessel industry, will be incorporated into Title 46 of the Code of Federal Regulations as the new Subchapter M. The Maritime Transportation Act of 2004 reclassified towing vessels as vessels subject to inspection and authorized the Secretary of the Department of Homeland Security to establish requirements for a safety management system appropriate for the characteristics, methods of operation and the unique nature of towing vessels. These requirements make up Subchapter M. These regulations become effective July 20, 2016. As provided in these regulations, certain regulations are phased-in over time and existing towing vessels will have an additional two years before having to comply with most of the requirements. With certain exceptions, these regulations apply to U.S.-flag towing vessels 26 feet or more in length and those less than 26 feet moving barges carrying oil or hazardous material in bulk. The rule lays out new

compliance options as well as new equipment, construction and operational requirements for towing vessels. To provide flexibility, vessel operators will have the choice of two inspection options: the traditional Coast Guard inspection option and the new Towing Safety Management System (TSMS) option. Under the TSMS option, routine audits and surveys of towing vessels will primarily be performed by Coast Guard-approved third-party organizations (TPOs), including certain classification societies, and this rule creates framework for oversight and audits of such TPOs by the Coast Guard. *(Source: MarineLink)*

PARROTT TO TAKE THE HELM AS FOSS MARITIME PRESIDENT

John Parrott, chief operating officer at Foss Maritime Company, has been named president of the company effective August 1, 2016. The company's current president and CEO, Paul Stevens, will retain the title of CEO through the end of 2016. Stevens will then move to Foss' parent company, Saltchuk, to serve as senior vice president and managing director. Parrott joined Foss as COO in January 2016, transitioning from sister company TOTE Maritime. He has more than 28 years of maritime experience both at sea and ashore, Foss said in a statement announcing the changes. "Foss is an incredibly dynamic company," Parrott said. "We are building on more than 125 years of safe, innovative service, and we have an exciting road ahead. I'm honored to be part of this iconic company." "I'm happy to

turn over the company to someone with an extensive maritime background and who has earned the respect of our owner group at Saltchuk through his contributions at TOTE Maritime," Stevens said. In his new role at Saltchuk, Stevens will support various strategic initiatives and will support Saltchuk's growth activities. "Paul has led Foss through an incredible period of growth and has served as an adept leader

within our company for more than 13 years," said Tim Engle, president of Saltchuk. "We are grateful that we will continue to have Paul's leadership and expertise serving the entire Saltchuk family of companies." *(Source: Workboat)*

ZUIDERZEE – A873 DEPARTED GALATI - ROMANI

On Thursday 16 June the last Dutch Navy tug **Zuiderzee-A873** departed from the Damen Shipyard Galati bound for her home port Den Helder. The **Zuiderzee** is the last in a series of three with the first one **Noordzee** (A871) and second **Waddenzee** (A872) and belong to the **Noordzee** class tug. The tug is a ASD2810 hybrid design. She has a length of 28.67 mtrs a beam of 10.43 mtrs and a depth of 4.90 mtrs. The max free sailing speed is 13.4 knots and the bollard pull 60.2 tons. She has an accommodation for seven (7) persons. *(Photo: Arie Boer)*

ZHAN GANG TUO 505 ASD TUGBOAT SUCCESSFULLY DELIVERED

On the afternoon of June 12th, 2016, the 5,000 hp ASD tugboat "**Zhan Gang Tuo 505**" was delivered by Jiangsu Zhenjiang Shipyard to Zhanjiang Port (Group) Co.,Ltd successfully, starting its sail smoothly. *(Source: Jiangsu Zhenjiang Shipyard)*

SECOND SHOALBUSTER 3009 FOR SMIT AMANDLA MARINE

Naming ceremony held at Damen Shipyards Cape Town. The second of two Damen Shoalbuster 3009 multi-purpose workboats for SMIT Amandla Marine has been named in a ceremony at Damen Shipyards Cape Town, South Africa. With De Beers Group Services the end client, the Lady Sponsor for the occasion was Mrs Adri Nelson, Supply Chain Centre Manager for De Beers Group Services in Port Nolloth. Mrs Nelson has been integral to the newbuild programme in her role of managing the Northern Cape based supply chain centre for De Beers. Named the **Aogatoa**, the vessel is the second of two Shoalbusters 3009 ordered by SMIT Amandla Marine for the De Beers contract and built at Damen Shipyards Cape Town (DSCT). The first, the Aukwatowa, was delivered in December 2015. Throughout both builds, DSCT has had the full cooperation of Damen Shipyards Hardinxveld, the yard behind the development of this class. The Dutch yard has transferred the necessary technology and provided full support to ensure a top quality end result. The Shoalbuster range of multi-purpose, shallow draught workboats is designed for all types of operations in inland and coastal waters. The 30-metre 3009S has a bollard pull of 24.5 tonnes and is fitted with a crane with a lifting capacity of up to 1.7 tonnes, making it suitable for towage, buoy-laying, pushing and all-round support duties. These new vessels will carry out supply and support work for the De Beers Group's offshore diamond mining activities out of Port Nolloth in the Northern Cape. With the shallow waters of the port making it accessible only to vessels with draughts of 2.8 metres or less, the minimal draught of the Shoalbuster was an important factor in SMIT Amandla selecting the class. During their time at the yard the

construction of the two vessels made a significant contribution to the local economy with 180 employees employed locally working on the projects and with many of the materials also sourced locally. In addition, 13 apprentices both male and female also played an important part in the build, between them accumulating over 30,000 hours of on the job training as a result. This was delivered by DSCT's acclaimed merSETA-accredited training school. In expressing appreciation to the De Beers Group and Smit Amandla, Sam Montsi, Chairman of DSCT, said: "I am confident that the delivery of this, the second of the two shoalbusters, will conclusively demonstrate to the regional shipping industry that, given the opportunity, DSCT can build and deliver quality vessels at a fair price." *(Press Release Damen)*

SUBCHAPTER M: USCG ANSWERS FAQ'S

Following the publication of subchapter M, Inspection of Towing Vessels, the Coast Guard has published a selection of frequently asked questions about the new requirements received by its Towing Vessel National Center of Expertise (TVNCOE).

Here are a few of them. *Am I covered by this Rule?* You are covered by this rule if you operate a commercial towing vessel meeting the applicability provisions in section 136.105 of title 46 of the Code of Federal Regulations, 46 CFR 136.105. This rule is applicable to all U.S.-flag towing vessels as defined in § 136.110 engaged in pushing, pulling, or hauling alongside, except: * A vessel less than 26 feet (7.92 meters) in length measured from end to end over the deck (excluding the sheer), unless that vessel is pushing, pulling, or hauling a barge that is carrying oil or hazardous material in bulk; * A vessel engaged in one or more of the following: Assistance towing as defined in § 136.110;Towing recreational vessels for salvage; or Transporting or assisting the navigation of recreational vessels within and between marinas and marina facilities, within a limited geographic area, as determined by the local Captain of the Port (COTP); * A workboat operating exclusively within a worksite and performing intermittent towing within the worksite; * A seagoing towing vessel of 300 gross tons or more subject to the provisions of subchapter I of this chapter; * A vessel inspected under other subchapters of this chapter that may perform occasional towing;A public vessel as defined in 46 U.S.C. 2101; * A vessel that has surrendered its COI and is laid up, dismantled, or otherwise out of service; and * A propulsion unit used for the purpose of propelling or controlling the direction of a barge where the unit is controlled from the barge, is not normally manned, and is not utilized as an independent vessel. *How can my company become a third-party organization?* An organization,

which may include a business entity or an association, desiring to be approved as a TPO under 46 CFR part 139 must submit a written request to the Towing Vessel National Center of Expertise. The organization must provide the following information: * A description of the organization, including the ownership, structure, and organizational components;A general description of the clients being served or intended to be served; * A description of the types of work performed by the organization or by the principals of the organization in the past, noting the amount and extent of such work performed within the previous three years; * Objective evidence of an internal quality system based on American National Standards Institute/International Organization for Standardization/American Society of Quality Control Q9001-2000 or an equivalent quality standard;Organization procedures and supporting documentation that describe processes used to perform an audit and records to show system effectiveness; * Copies of checklists, forms, or other tools to be used as guides or for recording the results of audits and/or surveys;Organization procedures for appeals and grievances;The organization's code of ethics applicable to the organization and its auditors and/or surveyors; * A list of the organization's auditors and/or surveyors who meet the requirements of § 139.130 of subchapter M. This list must include the experience, background, and qualifications for each auditor and/or surveyor; * A description of the organization's means of assuring continued competence of its personnel; The organization's procedures for terminating or removing auditors and/or surveyors; * A description of the organization's means of assuring the availability of its personnel to meet the needs of the towing companies for conducting audits and surveys within the intervals established in subchapter M; * A description of the organization's apprentice or associate program for auditors and/or surveyors; * A statement that the Coast Guard may inspect the organization's facilities and records and may accompany auditors and/or surveyors in the performance of duties related to the requested approval; * Disclosure of any potential conflicts of interest;A statement that the organization, its managers, and employees engaged in audits and/or surveys are not, and will not be involved in any activities which could result in a conflict of interest or otherwise limit the independent judgment of the auditor, surveyor, or organization; and * Any additional information that the applicant deems pertinent. *Now that this rule is published, will the Towing Vessel Bridging Program decal become invalid?* Not right away. With the exception of some deferred items, all vessels must be in compliance with the applicable regulations in Subchapter M two years and 30 days after the final rule is published. As operations permit, the Coast Guard will continue to issue decals that will be valid until two years and 30 days after the final rule is published. *What is the advantage of using the Towing Safety Management System (TSMS) option? *Under Subchapter M, companies that employ the TSMS option are afforded greater flexibility when to comes to the execution of surveys and audits and the timeliness for resolving incidents that might otherwise delay a towing vessel that relies exclusively on the Coast Guard option and therefore must wait on the availability of a Coast Guard marine inspector. * Use of a safety management system promotes continuous regulatory compliance, provides early warning of problems or deficiencies that could lead to accidents, and prevents accidents caused by equipment failure by ensuring continuous attention to routine vessel maintenance. * A safety management

system continually monitors operations and collects appropriate data to identify emerging and developing safety problems before they result in death, injury, or significant property damage. Having identified these risks, these systems then devise interventions and evaluate how well these interventions perform at successfully mitigating risk.F * or additional questions, please view the Subchapter M tab on the TVNCOE's website. The site will be updated to include new, and the most pertinent, frequently asked questions as they are received. *(Source: MarineLog)*

ACCIDENTS – SALVAGE NEWS

NTSB ISSUES REPORT RE COLLISION BETWEEN TOWING VESSELS IN TEXAS

The National Transportation Safety Board has published a Marine Accident Report on the Collision between the Tows of Towing Vessels **Capt. Shorty C** and **Jackie**. On July 20, 2015, at 0102 central daylight time, the lead barge of the uninspected towing vessel **Capt. Shorty C** collided with the tow of the uninspected towing vessel **Jackie** at the entrance to the Gulf Intracoastal Waterway at Port Bolivar, Texas, causing a fire on the aft barge of the **Jackie's** tow. Neither towboat was damaged, but three barges sustained an estimated total of $608,000 in damages. No pollution or injuries were reported. After the accident, a diver inspected the **Capt. Shorty C** and reported that the lower 60 percent of the starboard rudder (about 4 feet by 7 feet) was missing at the "breakaway immediately under [the] rudder strut." Both propellers had some damage: the port propeller had two bent flukes, and the starboard propeller had one bent fluke. The following day, the **Capt. Shorty C** was drydocked and the propellers along with the starboard rudder were replaced. Investigators learned during interviews that there had been two "touch and go" incidents of the **Capt. Shorty C** grounding within two weeks of the accident. Just days before, the pilot and the captain were trying to ascertain the possibility of damage underneath the vessel as a result of these incidents. The pilot acknowledged that the **Capt. Shorty C** had been operating normally in open deep water, but in shallow water it was handling a little sluggishly. Based on crew testimony, the **Capt. Shorty C** had also been experiencing

intermittent engine failures for the last two years after major overhauls were completed on the engines. The failures typically occurred when the engine was shifted quickly from ahead to astern. The issues were reported to the company; repair components were ordered but had yet to be received. An inspection of the starboard engine was conducted a day after the accident by a manufacturer's representative. The service report indicated that the governor—a device used to control the speed of an engine—did not respond; the company was advised to have it sent to a specialist for repair. The governors from both engines were removed, disassembled, and inspected for worn and/or broken parts at a manufacturer's recommended shoreside facility. The specialist found that both governors had damaged seals in their driveshafts, worn main pilot valves, and visible external oil leaks from worn or hardened seals and O-rings. The governor from the starboard engine also had an air bellows and air bellows cup that were corroded. *Cause* The National Transportation Safety Board determines that the probable cause of the collision between the **Capt. Shorty C** and the **Jackie** was the operators' attempt to meet in a location known for strong currents and shoaling, which was contrary to published guidance for that waterway. Further details may be found by reading the report HERE *(Source: Safety4Sea)*

ATTEMPTED MUTINY LEADS TO GROUNDING

On Thursday, the geared bulker **Benita** went hard aground on reefs near the small city of Mahebourg, Mauritius – reportedly due to an attempted mutiny and a brawl among her 23 Taiwanese and Filipino crew. Armed members of the Mauritius National Coast Guard responded to reports of a violent fight and attempted to board the grounded vessel via helicopter. Mauritius' Defi Media reports that the helicopter operations were hindered at first by citizen-operated drones. "The police helicopter has great difficulty because there are drones flying over the area . . . the police appeal to people who run these drones to avoid flying [them]," said a police press officer in a local radio address. Once aboard, the coast guard team entered the engine room, which had been barricaded, and arrested the chief engineer, who was the suspected leader of the fight aboard the ship. He was evacuated for medical treatment; local reports indicate that he had been shot. The remainder of the crew are safe. Investigators are still looking into the exact cause of the fight and the grounding. Five Oceans Salvage has been contracted to remove the vessel from the rocks. One towing vessel, the Five Oceans anchor handling tug supply ship **Ionian Sea Fos**, attended the 45,000 dwt **Benita** as of Friday evening. The **Fos**, stationed in Port Louis, Mauritius, has a 100 ton bollard pull, and is equipped with salvage pumps, fenders, welding machines, pollution control supplies, and a full set of diving equipment for two. The **Benita** was empty at the time of the grounding, and has 145 tonnes fuel oil and 30 tons diesel aboard. No pollution has been observed. *(Source: Marex) Update: Grounded bulker suffered water ingress* The "**Ionian Fos**" which was called from Port Louis to refloat the "**Benita**" failed to do so on June 17 as the strong waves have made the operation difficult. About 6 p.m. the water inside the cargo holds was four meters high. Parts of the 125 tons of fuel oil and 39 tons of diesel started leaking into the sea. Locals found oil on the beach in Le Bouchon. A barrier of 300 meters length was installed at sea around the ship to contain new

leaks. 16 crew members were airlifted and brought to shore, while four others remained on the ship to facilitate towing operations. The ship is stable. The "*Rescuer*" of the Coastguard had to turn around after leaving Port Louis due to the severe weather. In the early evening, a police helicopter landed on the the "**Benita**" to recover Taton Omar Palmes, the sailor who was locked in the engine room. He was taken to the police station for questioning. The other 22 sailors remained on board until further notice. The suspect stated that the others wanted to throw him into the sea. The suspect Omar Taton Palmes barely spoke English. He confessed the aggression of a crew member and was locked in the engine room before turning everything off. The police waited an interpreter to record his statement. He appeared in court on June 18 and a provisional charge was lodged against him. Two sailors were involved in the dispute in the night of June 16. The Coastguard could not detect the ship approaching the coast because all electronics were turned off. However, the captain was able to send an SOS call for medical help on June 17 at 1 a.m. The rescue operation began at 6 a.m. The helicopter comes out as first light expecting a medevac. On June 17 at 6 a.m. passersby had spotted the vessel in trouble. They informed the Fisheries Department which, in turn, alerted the National Coast Guard (NCG). The police helicopter took off around 8 a.m. The commander of the NCG, Saurabh Thakur, made the helicopter trip to see the situation. A first commando NCG boarded to ensure control of the ship. Thereafter, the engineer Alvin Maderse, who was severely injured, was

evacuated by helicopter and transported to the Rose-Belle Hospital. His condition was considered as very serious and he underwent surgery about midnight on June 17. (Source: Vesseltracker)

FERRY'S BOW TRAPPED UNDER PIER, PASSENGERS SAFE

On Thursday afternoon, the hydrofoil ferry **Masaccio** struck its dock in the harbor of Stromboli, the Aeolian Islands, and got its bow trapped beneath the pier. 49 passengers and plus crew were onboard and were safely rescued with assistance from local police and citizens. The stern of the vessel was near the beach, allowing rescuers on shore to hold an inflatable raft steady for passengers to safely hop from the ferry to the raft; others swam. A coast guard helicopter also responded to monitor the scene. Heavy wind and waves were cited as a contributing factor in the incident. The vessel's operator has already replaced her in the service with the hydrofoil **Antiochus**, ensuring

uninterrupted transit between Milazzo, Stromboi and Lipari. The coast guard and police are still investigating the cause of the incident; the extent of damages to the vessel and the salvage plan have not yet been determined. The vessel's operator issued a statement thanking the local residents who helped evacuate passengers from the damaged ferry. "Libertylines thanks all those who have lent their relief work, help and assistance, and apologizes to passengers for the inconvenience caused by force majeure events," the firm said. A full selection of photos of the incident may be found HERE *(Source: Marex)*

FIRE ON PUSHER TUG

In the night of June 18, 2016, a fire broke out in the engine room and engulfed the superstructure of the "**Ursa Major**", which was pushing a barge loaded from Taranto to the port of Genova with general cargo off Gioia Tauro. The ships were 16 miles off the Calabrian coast. The 13 crew members saved themselves onto barge. The patrol boat "*CP827*" of the Coast Guard Bagnara Calabra rescued the crew. The tug was boarded by a team of firefighters with two units, and the fire was extinguished. The helicopter Nemo 11-05 of the Coast Guard took off from the 2º Nucleo of the Catania Air Force and circled overhead. *(Source: Vesseltracker)*

MV BELLE ROSE MOVED SLIGHTLY AWAY FROM SHOAL

The Panamanian vessel MV **Belle Rose** which ran aground off Monad Shoal in Daanbantayan has moved 85 meters backward, an official of the Malayan Towage and Salvaging Corp. and the Philippine Coast Guard-Cebu station confirmed yesterday. “The movement (backward) was due to high tide and the discharge of water from the forward section of the vessel,” Noel Kimmayong, marine superintendent of the Malayan Towage and Salvaging Corp., said. PCG-Cebu station commander Agapito Bibat also confirmed to Cebu Daily News that three more portable pumps were used yesterday to discharge water. The initial plan was to discharge 500 tons of water from the vessel for a 10 centimeter rise. The salvaging operation continued at 9 a.m. yesterday. Two tugboats were used to pull the vessel backward while one remained at the front section to maintain the balance. The operation stopped at 11:30 a.m. yesterday because of the low tide. Yesterday’s tide was at 1.7 meters. After the operation yesterday, a follow-up dive was conducted. Baltazar Tribunalo,

chief of the Provincial Disaster Risk Reduction Management Office (PDRRMO), also confirmed the backward movement of the vessel. He said the first option to pull the vessel backward while discharging some water from the vessel will continue. The salvaging operation resumes today with an expected tide measuring 1.8 to 1.9 meters. The salvor company initially tried to remove the vessel last Saturday but it failed because of low tide and the vessel's front section was heavy. Bibat said a joint assessment is needed to evaluate the cost of damage at Monad Shoal. "As of now we cannot determine yet because we haven't finished recovering the vessel," he said. William Villaver, Coastal Resource Management Officer, said the Monad Shoal is composed of acropora (fast-growing) and non acropora (slow-growing) coral reefs. There are diverse corals in the Monad Shoal that include encrusting corals, submassive, massive corals, foliose (branching corals) and digitate. (Source: Cebu Daily News) *Update: Belle Rose in deep water*. The "**Belle Rose**" was refloated off Malapascua Island, Daanbantayan town in Cebu, day past 10 a.m. on June 20, after two days of slowly pulling it back to deeper waters, by the Malayan Towage and Salvaging Corp. The bulkcarrier was floating on waters with a depth of 100 to 200 meters after tugs were able to pull it almost 100 meters. The salvor company deployed three tugboats in pulling the vessel, which ran aground in Monad Shoal while enroute to San Fernando town, southern Cebu. Aside from pulling back the vessel, they also discharged water from the forward section to lighten the vessel. The initial plan was to discharge 500 tons of water. *(Source: Vesseltracker)*

DRIFTING TUG BOAT, BARGE SINK AN EXPRESS BOAT, HALF SUBMERGE ANOTHER

An express boat sank in Igan River while another was half submerged after both were dragged by a drifting tug boat and a timber-laden barge on Sunday. In the 11.30pm incident, the barge and the tug boat broke down mid-stream, near Lanang Road, when a rope got entangled to the propellers of

the tug boat. Both boats were left drifting in the strong current to Kampung Hilir, where they nearly rammed stilted wooden houses on the riverbanks. Luckily there were four timber poles jutting out from the river to prevent any untoward incident. Seven boat crewmen then tied their drifting boat and barge to two express boats berthed at the village in an effort to stop their boats from drifting further. But their decision upended as the weight of the logs and the strong current dragged the two express boats downstream, too. One express boat sank shortly while the other continued to drift with the barge and tug boat. The three only came to a halt when they hit the riverbank at Ding Lik Kwong Road. Express boat owner Jacky Ning said he rushed to the scene at Ding Lik Kwong Road yesterday morning to find his boat half submerged in the river. He said his workers scrambled to pump water out to save it. The other boat, however, had sunk. He claimed to have bought each boat for RM300,000. Ning said his two boats were berthed at Kampung Hilir near the house of their caretaker, whom he identified as Bujang. *(Source: The Borneo Post)*

OFFSHORE NEWS

BANKS SEEK GOL OFFSHORE FLEET SELL-OFF

Compounding a miserable week for GOL Offshore after two of its ships were impounded in the UK over unpaid salaries, a bank has now been granted the right to sell six of the firm's ships. A court in Mumbai has given DVB the go ahead to sell six OSVs controlled by GOL Offshore, formerly known as Great Offshore Ltd, in a bid to recover outstanding loans. Two state-run lenders—Exim Bank of India and Punjab National Bank (PNB)—have filed separate winding-up petitions in the Bombay high court seeking to liquidate the company's assets to recover loans. GOL Offshore was formed when the offshore division of Great Eastern

Shipping was spun off into a separate company in October 2006. Earlier this week a pair of its ships were detained in the UK over unpaid salaries to crews, something that sparked a British trade union official to decry the conditions onboard as "modern day slavery". *(Source: Splash24/7)*

RESEARCH VESSEL RUNS ON BIOFUEL

Harnessing the University of California's leadership in sustainability and pledge to become carbon neutral by 2025, Scripps Institution of Oceanography Associate Director Bruce Appelgate had a bright idea: What if Scripps Oceanography at UC San Diego began using 100 percent renewable diesel fuel, or biofuel, to power its research vessels? Renewable biofuel is nearly carbon-neutral and produces cleaner emissions, thus decreasing greenhouse gas emissions and improving air quality relative to fuels derived from petroleum. cripps operates one of the most capable research fleets in the world, which includes three research vessels and one floating research platform. These seagoing vessels, powered by diesel fuel, venture worldwide as the scientists and students on board conduct important research to understand and protect the planet. A noble experiment with biofuel marked the start of a new chapter in sustainability for the Scripps fleet. "Part of the Scripps mission is to protect the environment, and one of the most significant changes that we could make in our ship operations involved moving toward the use of cleaner, renewable fuels," said Appelgate, head of Scripps Ship Operations and Marine Technical Support. "As scientists, we know we need to develop sustainable means of powering our ships to address pollution concerns as well as to mitigate future increases in fossil fuel costs." *More than 14,400 nautical miles on biofuel alone* Though other varieties of biodiesel require modifications of the ship's engine in order to be used, the HDRD used to power R/V **Robert Gordon Sproul** did not require any such adjustments. HDRD biofuel is hydrotreated, meaning all oxygen has been removed, so it's left with a chemical composition nearly identical to the kind of marine diesel fuel typically used in California. Over the course of the biofuel experiment, which began in September 2014 and ran through December 2015, R/V **Robert Gordon Sproul** conducted 39 regular oceanographic research and education missions, spanning 89 operational days at sea, covering more than 14,400 nautical miles, and involving 527 scientists and students. In the

process, the vessel used a total of 52,500 gallons of 100-percent renewable diesel. All the while, Russell and her team used instruments installed on board to continuously measure pollutants such as carbon monoxide (CO) and nitrogen oxides (NOx), organic and black carbon aerosols, and engine performance to characterize differences between conventional and renewable fuels. During two separate five-day research cruises aboard the ship, Scripps postdoctoral scholars Raghu Betha and Derek Price—both with the Climate, Atmospheric Science and Physical Oceanography (CASPO) division at Scripps—collected data for studies that focused on the air quality-related emissions from biofuel in comparison to the emissions from ultra-low sulfur diesel. Two separate tanks on R/V Robert Gordon Sproul held biofuel and diesel, and the researchers could run the ship's engine from either source, switching back and forth as needed to collect different emission samples. Betha's research focused mainly on the direct emissions coming from the ship's stack (the exhaust piping at the top of the ship) and the criteria of pollutants for air quality. An inlet from the ship stack led directly to an air-sampling trailer, which housed instruments to measure the emitted particles and gases such as CO2 and NOx. He found that the amount of NOX emissions were about 13 percent lower for biofuel, especially when the ship was running at lower speeds (700 and 1,000 revolutions per minute). The particle emissions, however, were 35 percent higher for biofuel, especially when the engine was running at higher speeds (1,600 revolutions per minute). Black carbon or soot counts were also slightly higher for biofuel. *Particle emissions vs. CO2 emissions* Betha believes that the benefit of having a decrease in CO2 emissions could outweigh the negative of higher particle emissions, since CO2 is a bigger problem for climate. Further, the decrease in NOx was a welcome surprise, since many other types of biofuel have shown increased NOX emissions, said Betha. *Providing biofuel proof of concept* Price found that the emissions from both biofuel and diesel plumes were actually quite similar and mostly composed of hydrocarbon compounds—long carbon chains of alkanes. These large alkane hydrocarbons were then oxidized, changing into more oxygenated compounds due to aging (photochemical reactions) in the atmosphere. "We were able to show that our existing ship ran as well if not better on biofuel," said Russell. "The hope is that the price of biofuel will come down as the manufacturing process gets better understood, and as people test it and start adopting it. Now that there's proof of concept, it should be easy to keep doing it." R/V **Robert Gordon Sproul** is once again running on diesel as its biofuel supply ran out in December 2015. Biofuel has proven itself to be an ideal renewable fuel source for an academic research vessel, but there's one slight hitch: it costs about 10 percent more than fossil fuel, and ship costs must be kept as low as possible in order to ensure that Scripps students and the next generation of scientists are given shipboard access. This puts biofuel out of reach for the Scripps fleet—at least for the time being—but that could change with the help of private support or other sources of funding. *(Source: Green4Sea)*

AUSTAL LAUNCHES OFFSHORE CREW TRANSFER VESSEL

Austal Australia has launched Hull 392, a 70-meter offshore crew transfer vessel for Caspian Marine Services Limited (CMS) of Azerbaijan, at the company's Henderson shipyard in Western Australia. Following the contract award in June 2015, construction began in October 2015. In parallel with the forward hull module fabricated at Austal Philippines in Balamban, Cebu, the stern hull module and superstructure were constructed at Austal Australia. In March 2016 the forward hull was transported to Henderson where the superstructure and stern were connected. In March 2016 the forward hull was transported to Henderson where the superstructure and stern were connected. The 30 knot, 150 passenger catamaran features a 400sqm cargo deck and is configured to allow 'walk to work' crew transfers between vessel and offshore installations, via an Ampelmann platform. At the vessel launch, Austal Chief Executive Officer David Singleton said: "The on-time launch of this impressive

ship further demonstrates Austal's proven, export – competitive shipbuilding capabilities into international markets and the successful integration of a global supply chain across our Philippines and Australian operations." Based on a design by Incat Crowther, the Austal Large Crew Transfer 70 – named **Rashid Behbudov** – is on schedule for delivery to CMS in the third quarter of 2016, following final fit-out and completion of sea trials. *(Source: Offshore Energy Today)*

DOF NETS NEW DEAL WITH PETROBRAS IN BRAZIL

Offshore vessel operator DOF has won a contract for its Brazilian-built pipe-laying support vessel (PLSV) **Skandi Niterói** from the oil company Petrobras. DOF said on Monday that the contract is for approximately 8 months firm, and with 8 months options. The company added that the contract will start immediately. Mons S. Aase, CEO, stated, "I am very pleased with the contract award, securing utilization in a challenging market and maintaining our strong position in the Brazilian market." Back in 2011, a joint venture between DOF and Technip was awarded a flexible pipelay contract by Petrobras for the **Skandi Niterói** vessel. The vessel was awarded a four and a half year contract for flexible pipelines installation and retrieval offshore Brazil. **Skandi Niterói** is an ROV construction support vessel of a STX OSCV 06 design built in 2011.

The vessel is designed for pipelay, subsea construction, installation and maintenance work and can operate in water depths reaching 2,300 m. *(Source: Offshore Energy Today)*

EZRA BAGS $300M IN NEW DEEPWATER PROJECT WINS

Ezra Holdings, a provider of integrated offshore solutions to the oil and gas industry, has received the awards for several new deepwater projects from international oil companies valued at approximately $300 million. Ezra said on Monday that these contracts will be executed in various offshore oil producing regions in the Gulf of Mexico, Southeast Asia and West Africa. Furthermore, Ezra said, the awards include the group's largest project win to-date in West Africa. The scope of work for these new projects include project management, engineering, procurement, fabrication, construction as well as transport and installation of flexibles, umbilicals, flowlines, flowline-end terminals, flying leads and other equipment. Further to this, the Group will also undertake hook-up of pre-laid mooring systems. Lionel Lee, Ezra's Group CEO and Managing Director, said, "We are delighted to have been selected for these projects. Over the years, we have successfully developed a proven track record for completing the most technically demanding projects. Against the backdrop of such challenging and competitive industry conditions, these latest contract awards stand as exceptionally strong testaments to the market's confidence in our team and our offerings." The company also added that project management and engineering work for the projects have already started. *(Source: Offshore Energy Today)*

EC OKS BOSKALIS' ACQUISITION OF VOLKERWESSELS' OFFSHORE BUSINESSES

The European Commission has approved the acquisition of VolkerWessels Offshore by Boskalis. The Commission concluded that the proposed acquisition would raise no competition concerns, because it would not significantly change the market structure. A Letter of Intent (LoI) to acquire offshore activities from

VolkerWessels was announced in March this year. VolkerWessels Offshore comprises three businesses, namely Stemat Holding, Volker Stevin International Holding, and VBMS Holding. VBMS is a 50/50 Boskalis – VolkerWessels joint venture. As a consequence of this transaction, Boskalis will acquire the remaining 50% share in VBMS. Stemat offers specialized vessels including a cable laying vessel and multi-purpose vessels. Late 2014 and mid-2015, Boskalis and VSI in joint venture acquired two offshore wind park projects, Wikinger and Veja Mate respectively. As a consequence of this transaction, Boskalis will execute these two projects on a 100% basis. *(Subsea World News)*

VOS STONE LAUNCHED IN CHINA

We are pleased to announce that **VOS Stone** was launched last weekend at Fujian Southeast Shipbuilding Co. Ltd. in China. **VOS Stone**, and her sister vessel **VOS Start**, are DP2 subsea-support walk-to-work (W2W) vessels, constructed to a new design and commissioned by Vroon to meet the increased demand for offshore accommodation and transfer solutions. **VOS Stone** and **VOS Start** can carry a total of 87 persons, offering accommodation and work space for up to 60 client personnel. The vessels can be fitted with a W2W system and offshore crane, enabling the provision of services such as offshore-wind-turbine, substation-support and mothership duties for crew-transfer vessels (CTV). The vessels can also be fitted with a davit-launched daughter craft. This new generation of vessel is based on a KCM design and complies with latest SPS-code regulations. Special attention has been devoted to motion characteristics. VOS Start and VOS Stone are scheduled for delivery to the Company later this year and will be operated by Vroon Offshore Services. More information about these exciting new vessels can be found in a recent VOS promotional film. Click HERE *(Press Release Vroon)*

THE 3RD 85M PLATFORM SUPPORT VESSEL WAS SUCCESSFULLY DELIVERED WITHIN ONE MONTH

In the morning of 15th June 2016, another 85m Maintenance Work Vessel named **Crest Centurion 2** which is representing international advanced level in the world market had been conducted the delivery and acceptance ceremony in Zhenjiang Shipyard. This is the 3rd unit of 85m platform support vessel which was successfully delivered within one month. So far, Zhenjiang Shipyard had been successfully delivered all the series and various ocean engineering vessels since the Financial Crisis Broke Out at 2008. *(Source: Jiangsu Zhenjiang Shipyard)*

SEA TRUCK'S OFFSHORE ACCOMMODATION FOR SHELL'S MALIKAI

Sea Trucks, a company offering offshore support services to the oil & gas industry, will be providing flotel to Shell in Malaysia. The company has received the contract from Sabah Shell Petroleum Company Limited to provide offshore accommodation services for the Malikai deep-water development project, located 100 kilometers off Sabah, Malaysia, at a water depth of around 500 meters. The platform is located within the area of the Block G Production Sharing Contract in the South China Sea. Set Trucks will be providing accommodation support services for 200 construction personnel. The contract will be for a period of 2 months, with options to extend. Sea Trucks nominated **Jascon 34**, a DP3 Accommodation Pipelay Construction vessel, for this project. The vessel features accommodation facilities for max. 335 persons and will be connected to the Malikai Tension Leg Platform via its active heave compensated telescopic gangway. Offshore activities are scheduled to begin in mid-2016. Shell recently concluded the onshore fabrication and commissioning of the Malikai deep-water platform. *(Source: Offshore Energy Today)*

ARCTICABORG AND ANTARCTICABORG TO FILANOSKY

Recently the icebreaking support and supply vessels (IBSV) **Arcticaborg** and **Antarcticaborg** left the port of Bautino (Kazakhstan) to assist Bumi Armada at the Filanovsky oilfield in the Russian part of the Caspian Sea. The specialism of Wagenborg Kazakhstan is to carry out logistic projects and marine support in the Caspian Sea. Wagenborg has extensive experience in shallow water transport and ice navigation and knowledge of all oil- and gas related transport disciplines. At the Filanovsky oilfield both IBSVs will perform several tows with the barges ARK 11 and OMS 504. Also the IBSV **Arcticaborg** will be acting anchor handling tug and accommodate eight people of the client. *(Press Release)*

REACH SUBSEA SECURES MORE WORK FOR NORMAND REACH

Norwegian offshore player Reach Subsea said it has won contracts for the construction and ROV support vessel **Normand Reach**. According to the company, the deals are covering approximately half of the remaining committed period of the vessel for 2016. The terms of the contract have remained confidential between the parties, Reach informed on Tuesday through its Oslo Stock Exchange filing. The 121-meter **Normand Reach**, with accommodation for up to 100 people, is on a long-term charter from Solstad Offshore. *(Source: Subsea World News)*

WORLD`S FIRST RIG SPOTTING TRIP

Edda Accommodation is proud to announce a brand new travelling concept. For the first time in history it is now possible to witness the giants of the North Sea, live from our flotel **Edda Fides**. We have named it Edda Adventures. Edda Adventures first arranged tour will be RIG-spotting. On these tours you will get to see some massive oil rigs, rigs that have made the Norwegian oil and gas business a success story and that has enabled the worlds most advanced welfare system. The RIG-spotting adventure also allows you to travel with the flotel **Edda Fides**, which in itself is a unique experience. Never before have regular passengers been given the opportunity to live onboard such a vessel and to firsthand experience how offshore workers live and work. *The vessel* **Edda Fides** is a state of the art flotel built in 2011 at Asterillos Barreras yard in Spain. The ship is specially designed for the oil and gas segment and is well known for its excellent performance. Advanced technology and engineering has made this vessel a success and you are now able to get to know all her features firsthand. *General information:* Built: 2011; Length: 130 m; Breadth: 27 m; Gross tonnage: 20 323 GT *(Press Release)*

WINDFARM NEWS - RENEWABLES

NEW CONTRACTS FOR CHEVALIER FLOTELS

Chevalier Floatels a Dutch owner of accommodation vessel has secured a series of contracts in the renewable sector. After some crew change contracts in the spring due to the helicopter outages in the oil and gas sector, Chevalier Floatels has now returned its fleet to the renewable sector. **DP GEZINA** has secured contracts in met mast maintenance and converter station works. **DP GALYNA** has also secured work on converter stations and will also be delivering support with cable installation. All works will be executed in the North Sea and Irish sea. In all jobs the vessels will be using the vessels's Ampelmann systems to give safe access to the platform. The work has been secured thanks to the efficient cost structure and the owners flexible approach in finding the right solutions for the customer. Chevalier Floatels is a company active with the floating accommodation vessels. Beside offshore support vessel the **DP GEZINA** and **DP GALYNA** with heave compensated

gangway, the company also owns several accommodation barges that support contractors with large scale construction projects. *(Press Release)*

WIND FARM VESSELS RESPOND TO MAYDAY CALL OFF COLWYN BAY

Tidal Transit's crew transfer vessel **Kitty Petra** and North Sea Logistics' **Excalibur** responded to a mayday call yesterday, after a jet ski capsized and threw a man and two children into the sea off Colwyn Bay. Following an alert by people ashore, Holyhead Coastguard broadcast a Mayday Relay to the vessels in the area, called out Llandudno RNLI inshore lifeboat, and accepted an offer of help from Colwyn Bay Jet ski Club. In response to the broadcast, the wind farm vessels **Excalibur** and **Kitty Petra** set off for the scene at full speed, whilst the lifeboat launched from Rhos-on-Sea at 1.45pm, and club jet skis set off for the casualties. The three were quickly recovered from the water and landed ashore in a joint effort by fellow jet skiers and a safety boat from Porth Eirias, with the lifeboat in attendance until all were landed safely ashore, according to RNLI. Fortunately, neither the man nor the two children needed medical attention. **Kitty Petra** has been working at the Gwynt y Mor Offshore Wind Farm since May 2015, and her charter contract has been recently extended for a further 6 months. *(Source: Offshore Wind)*

YARD NEWS

NEW MC VESSEL JOINS BIGROLL FLEET

COSCO Dalian Shipyard has handed over the second module carrier (MC) vessel, the **BigRoll Bering**,

to Dutch heavy marine transportation provider BigRoll Shipping. The vessel will immediately begin module transportation work for an LNG project in Russia. The vessel measures 173 meters in LOA, 42 meters in breadth and 10.5 meters in depth. BigRoll said on Friday that the BigRoll Bering will enter into a multi-year contract with Yamgaz immediately upon delivery. Yamgaz is a consortium consisting of Technip, JGC Corporation, and Chiyoda. The contract entails module transportation work for the Yamal LNG project in Sabetta, Russia. BigRoll also stated that its first MC vessel, the **BigRoll Barentz**, delivered in April this year, has already completed its first voyage for the Yamgaz consortium. The company added that during its maiden voyage, the BigRoll Barentz transported Yamal LNG modules directly from the fabrication yard in China to the Yamal project site. BigRoll is building additional two MC vessels, the BigRoll Baffin, and BigRoll Beaufort which should follow with delivery in the second half of 2016 and early 2017. The Finnish-Swedish 1A Ice Class MC vessels are specifically designed for the marine transportation of major modules and equipment for large energy projects both on and offshore, to some of the most remote and inaccessible areas on the planet. *(Source: Offshore Energy Today)*

ROSNEFT AND FINCANTIERI AGREED TO COOPERATE ON DESIGN AND ENGINEERING FOR A NEW TYPE OF VESSEL TO BE BUILT AT THE ZVEZDA SHIPBUILDING COMPLEX

Rosneft and Fincantieri, during the XX St. Petersburg International Economic Forum, signed a Heads of Agreement for the formation of a joint venture focused on design and engineering of a new type of vessel to be built at the Zvezda shipbuilding complex, says Rosneft. The document was signed in the presence of the Russian President Vladimir Putin and Italian Prime Minister Matteo Renzi. The parties will also explore the possible development of those professional competences required to support the shipbuilding phase of the above mentioned project. Coopertation with Fincantieri will enable to enhance the technical potential of Zvezda Shipbuilding Cluster and lay the basis for creation of innovative equipment . The above mentioned cooperation will be carried out in compliance and subject to, the applicable EU, US international trade rules. Commenting on the agreement signed, Rosneft CEO Igor Sechin said: “Partnership with the largest shipbuilding enterprise in Europe, with significant experience in ships and special equipment design and construction globally fully complies with Rosneft’strategy of creating an advanced shipbuilding cluster in the Russian Far East. We are pleased to notice that the cooperation with the Italian partner provides for designing of the specific models of equipment for Zvezda shipbuilding center, having no counterparts on the Russian market”. Fincantieri is one of the world’s largest shipbuilding groups and number one by diversification and innovation. It is leader in cruise ship design and construction and a reference player in all high-tech shipbuilding industry’s sectors, from high-complexity special vessels and ferries to mega-yachts, ship repairs and conversions, systems and components production and after-sales services. Headquartered in Trieste (Italy), the Group has

built more than 7,000 vessels in over 230 years of maritime history. With around 19,500 employees, of whom more than 7,800 in Italy, 21 shipyards in 4 continents, today Fincantieri is the leading Western shipbuilder. The Zvezda Shipbuilding Complex is being built by a Consortium of Rosneftegaz, Rosneft and Gazprombank on the basis of the Far Eastern Shipbuilding and Ship Repair Center. Pilot work load for the Complex is provided by Rosneft, which made an exclusive agreement with FESRC to place all orders for new marine equipment and vessels with its facilities, as well as contracts for the design, construction and delivery of two multipurpose ice-class supply vessels. The new 100 meter-long ships will be able to operate in the most severe conditions for Rosneft offshore projects in the northern seas. In addition, two more supply vessels will also be built. Rosneft active participation in the creation of the Zvezda Copmplex includes bringing the unique equipment never used in Russian shipyards before. *(Source: PortNews)*

NEW SCHOTTEL COATING SYSTEMS FOR MAXIMUM CORROSION PROTECTION

SCHOTTEL now offers its customers even more robust Rudderpropellers thanks to optimized coating processes. The result is maximum corrosion protection due to optimized resistance to abrasion and greater adhesive force in combination with thicker coats of paint. The underwater elements of the propulsion unit are coated with several layers of extremely hard, two-component epoxy resin. Compared with a conventional standard coating, this is characterized by 2.3 times greater abrasion resistance and approx. 60% greater adhesion. For the above-water sections, SCHOTTEL uses a very dense and extremely durable two-component polyurethane coating. Modern processes at the new plant In 2015, SCHOTTEL commenced operations at a new plant near the company's headquarters in Germany. Production is carried out here to the latest standards. Thanks to an optimized air-mix painting process and ideal conditions for preparation of the substrate, the propulsion systems can be protected even better for practical operation. New blasting booths form the basis for substrate preparation of the entire Rudderpropeller in accordance with the strictest cleaning standards. The coatings now used by SCHOTTEL meet the requirements of the highest corrosion protection class C5-M (Very high (marine)). *Environmentally friendly, durable and efficient* The environment also benefits from the new processes – both during production and

with regard to the vessel itself: the paints contain considerably lower quantities of volatile organic compounds and solvents. The coatings are also harmless to aquatic organisms. The very smooth surface also inhibits the adhesion of marine organisms, thereby also contributing to improved durability and efficiency. If requested by the customer, an optional, self-polishing, antifouling final coat can also be applied. The new coating systems can also be combined with paints of older generations as well as with most two-component epoxy and polyurethane coatings. *(Press Release Schottel)*

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Last week there have been new updates posted:

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

   - SAFEEN takes delivery of Damen Shoalbuster 2609 MAQTAA
   - Damen delivers two ASD Tugs 2411 to SAAM S.A., Chile
   - Second newbuild naming signals completion of successful local shipbuilding project
   - Eastern Shipbuilding Group, Inc. delivers the ZYANA K to Bay-Houston Towing Co.
   - Port of Caen/Chamber of Commerce & Industry Caen Normandy orders Damen ASD Tug 2810

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