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

TUGS & TOWING NEWS

PHOLELA AND LOTHENI



The recent weekend saw the SA Navy staging a commemoration of World Hydrographic Day alongside the renewed Durban Ports Festival. Because of limited access into the port, the proceedings were spread over two distinct areas or zones -- one being the passenger terminal on N Shed which is where the navy placed its three ships on display, and the other at the Yacht Mole near the Durban Marina. Due to

some miscommunication the festival was advertised as being at Wilson's Wharf, which is some distance away. In the event fairly large crowds took advantage of some perfect weather and went out to enjoy themselves. Also enjoying themselves were the crew of two harbour tugs, **Pholela** and **Lotheni** which were tasked with providing a water display which was visible from every vantage point. Here the two tugs head on down the Esplandade Channel towards the Maydon Channel, with water cannons going at full blast. This picture taken from Wilson's Wharf is by Ken Malcom.

(Source: Ports and Ships)

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SEAWORK MARITIME PROFESSIONAL OF THE YEAR 2016 - JOHN HAYNES

The Seawork Maritime Professional of the Year award celebrates exemplary individuals within the

maritime sector. The Maritime Professional of the Year 2016 winner is John Haynes, managing director of UK company Shock Mitigation. He was nominated by James Ellison, who said, 'John Haynes is a thought leader in the high speed craft, shock mitigation and hybrid marine power sectors with a unique ability to engage and create momentum globally. John has a passion for these sectors, rooted in his own maritime background. He has a genuine vision of improving people's lives on boats. His work with over 100 organisations is testament to this.' James Ellison added, 'John provides professional end-user organisations, boat builders and equipment manufacturers with relevant subject matter expertise plus an independent overview of how the sub IMO fast boat sector is rapidly changing worldwide. His subject matter expertise includes 30 years training, consultancy and strategic product development. He is also the founder of the RIB and High Speed Craft Directory that brings together boats, equipment and technology for the professional sector.' He has chaired technical conferences ranging from 'The Future Of Wind Farm Support Vessels' to 'Fast Interception and Riverine Operations'. He has written numerous papers on future requirements and new technology. He is known for organising workshops with high level panel discussions to help solve industry issues. In 2015 he set up a working group to assist the MCA create a Marine Guidance Note for lithium-ion and energy storage on vessels. His hybrid concept 'The Hour Of Power', combining diesel - battery - electric, has the potential to reduce fuel consumption and emissions for vessels worldwide. Commenting as the votes came in Jonathan Young of Scot Seats said, 'John is a well deserving winner of the award, over the past few years he has put so much of his time into specialist areas of the marine industry whether it be in training people on the risks of repeated shocks at sea to pushing the development of hybrid power. It is most definitely not just work for John, it his is passion.' Russell Marmon, Endurance & Offshore PWC Racing champion added, 'John is a more than worthy winner being a pioneer of new innovations and committed to see his goals through to the end for the benefit of many.' Julian Morgan of KPM Marine had the final word, 'Reagan was the great communicator, Clinton was the great explainer, John is both of these with vision. This is a well-deserved award.' *(Press Release)*



BOSKALIS TRANSPORTS AND INSTALLS THE OCEAN CLEANUP'S FIRST PROTOTYPE

This week Boskalis will transport and install The Ocean Cleanup's North Sea prototype, the first ocean cleanup system ever tested at sea, 23 km (12 NM) off the Dutch coast. The goal of the test is to see how the floating barrier design is able to cope in extreme weather at sea during a 12 month period. The Ocean Cleanup, the Dutch foundation developing advanced technologies to rid the oceans of plastic, today unveiled its North Sea prototype in the presence of the prototype main sponsors Boskalis and the government of The Netherlands. To validate the survivability of the system, a 100 meter-long segment of the floating barrier will be deployed in the North Sea. Sensors will track every motion and load in the barrier, which will provide engineers with the data to design a system that will be able to survive during the cleanup of the Great Pacific Garbage Patch. Boyan Slat, CEO and founder of The Ocean Cleanup, said: "This is a historic day on the path towards clean oceans. A successful outcome of this test should put us on track to deploy the first operational pilot



system in late 2017." Peter Berdowski, CEO of Boskalis, said: "It has been inspiring to work with The Ocean Cleanup team to optimize the engineering of the barrier. Now that everything is ready, we are looking forward to the really exciting next step, with the transportation and installation of the barrier. I wish Boyan and his team success with their journey

towards a plastics-free ocean." Sharon Dijksma, Minister for the Environment, said: "We urgently need this initiative to actually clean up the plastic from the mid-ocean gyres, where the pollution is trapped for an indefinite time, to prevent permanent damage due to degradation and fragmentation into dangerous microplastics." (*Press Release*)

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NOORDSTROOM CROSSING THE MEDITERRANEAN

After succesfull deliveries at Hamburg (Sauger III), Beverwijk (Dinopotes) and Gibraltar (Abeko Server 1) the **Noordstroom** (Imo 9771705) was heading to Croatia. This triple-srew multipurpose tug/workboat, with a total output of 2.910 bkW / 3.957 bHp / 56.0 BP (@ 2.9 mtr.) owned by Van Wijngaarden Marine Services was sailing



across The Mediterranean to her next job. The towage of the *CSD "HONDIUS"*, this dredger owned by Jan de Nul Group of Belgium, with dimensions: 86.7x19.0x2.95 mtrs. was retrieving at Pula. Final destination will be Calais in France. This order was made possible through Global Renewables Shipbrokers GmbH. (*Source: VWMS / Photo: Crew 'Noordstroom'*)

USE OF LNG TO SIGNIFICANTLY AUGMENT THE USE OF ANCHOR HANDLING TUG



According to the latest research report released by Technavio, the global anchor handling tug supply (AHTS) vessels market is expected to record a CAGR of more than 13% until 2020. This report titled 'Global AHTS Vessels Market 2016-2020', provides an in-depth analysis of the market in terms of revenue and emerging trends. The report also presents the

vendor landscape and a corresponding detailed analysis of the top six vendors in the market. To provide the ranking of the leading vendors in the market, the report considers different qualitative and quantitative parameters. "As LNG is cost-effective, the market is showing a trend of using LNG-fueled AHTS vessels instead of diesel-fueled ones. At present, rising diesel costs are leading to an increase in operational expenditures for running the AHTS fleets. In addition, LNG is a low-pressure gas, which is more suited for AHTS. LNG-fueled vessels are expected to reduce costs involved in the operation of AHTS during the forecast period," said Abhay Singh, one of Technavio's lead industry analysts for logistics. Some of the other driving forces behind the growth of the global anchor handling tug supply vessels market are as follows: - Rise in oil prices; - Increase in E&P activities; - Growing number of offshore oil rigs. *Rise in oil prices* One of the major factors for the growth of the market is the rise in, and future uncertainty of oil prices. Due to an increase in oil prices more blocks are awarded by the government for E&P. Increased oil prices encouraged both exporters and importers of oil to look for more oil in the ocean due to the escalating demand. The global oil and gas market was valued at USD 3.4 trillion in 2014 and is growing at a CAGR of 7%. The rise in demand in the oil and gas market is expected to lead to an increase in the production and extraction of oil and gas resources. Thus, it will result in the increased use of marine support vessels used for transporting oil and energy resources. In addition, the increase in production will lead to growth in the oil and gas carriers market. *Increase in E&P activities* E&P activity is an upstream process in the oil and gas industry. It includes searching for oil and petrochemical products, locating oil rigs, underwater drilling for crude oil and natural gas fields, and operating subsea vessels. Vessel operators and owners of oil and gas fields work with contractors such as engineering, procurement, and construction (EPC) contractors and oil rig companies for the procurement of underwater natural resources. An increase in the E&P expenditure of oil and gas production companies is expected to result in a robust demand for AHTS vessels. Different types of marine support vessels are used for specific drilling activities. The CAPEX for E&P activities of the top 10 oil and gas companies grew at a CAGR of 12% during the period 2010-2014. The companies involved in E&P activities have a high utilization rate of AHTS vessels. Thus, the rise in the E&P expenditure of oil and gas companies will propel the growth of the global AHTS vessels market during the forecast period. *Growing number of offshore oil rigs* Another major factor for the growth of the market is growing number of offshore oil rigs. Oil rigs are offshore oil platforms that facilitate the drilling of wells for E&P activities. The increase in drilling of offshore oil and gas reserves will lead to a rise in the demand for AHTS vessels. The maturing onshore oil reserves in the North Sea and the Gulf of Mexico will result in high

demand for AHTS vessels. In addition, the Gulf of Mexico is observing an increase in the number of oil rigs, and the number of jackup rigs in the Middle East is expected to grow at a CAGR of 11% during the forecast period. View further details about the report by clicking [HERE](#) (*Source: Technavio*)

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FIRST DAMEN TUG FOR BUGSIER

ASD 2411 joins German towage company in its 150th year of operations. Bugsier, the German towage and maritime service provider, has boosted its already extensive fleet with the addition of a Damen ASD 2411 tug. The tug represents the first purchase of a Damen vessel for Bugsier. Bugsier holds an established position in the German maritime sector: the company is celebrating its 150-year anniversary this year. This



operational knowledge brought mutual benefits to the vessel construction process. “Damen is experienced in building tugs, and we are very experienced in operating them,” comments Bugsier Business Development Manager Sven Schröder. “Therefore, we know what we want and we have ideas on how to improve things.” The **Bugsier 22** was built at Damen Shipyards Sharjah (DSSh) in the United Arab Emirates. DSSh is one of the newest additions to Damen’s worldwide network of shipyards and boasts the highest standards of modern ship construction and repair. The yard recently won the ‘Best New Build Yard’ award at the International Maritime Awards, held at the Shiptek 2016 conference. “We worked closely with Damen’s Sharjah yard in the construction of this vessel – our technical department closely monitored the entire construction process with good communication with the management team and also the site management.” Mr Schröder concludes by pointing out the advantages of working with Damen: “Short lead times, relatively short delivery times and good value for money – we are extremely pleased with the result.” The power-to-length ratio of the Damen ASD 2411 is worth a special mention: this 24-metre long vessel provides a

bollard pull of 70 tonnes. The practical advantages of this compact power can be seen when the tug is at work in a busy harbour situation such as the Port of Hamburg. “We are very proud to sell our first tug to Bugsier in this very significant celebratory year for them,” says Damen Sales Director North, West & South Europe Frank de Lange. “We look forward to continuing this business relationship well into the future.” (*Press Release*)

POINT VIM - ANOTHER VISIT



One of my old favourites, **Point Vim** (ex Foundation Vim) put in another brief appearance in Halifax and sailed today, 22nd June 2016. It first went to pier 9B with the barge NT 1032 where it loaded some steel frames. It then moved around the corner to the Fairview Cove container terminal and loaded a large transformer on a multi-wheel dolly. The steel frames it loaded yesterday will be part of a

ramp structure to unload the dolly. It got away smartly from Fairview Cove this afternoon in bright sunshine, but once into the lower harbour was soon engulfed in dense fog. Of interest, former sister tug **Molly M.1** (ex Point Vigour, Foundation Vigour) is downbound on the St.Lawrence with another barge, another multi-wheel dolly and a truck tractor. I suppose the two tugs will rendez-vous somewhere, and have a reunion. (Davis Shipping, operator of **Point Vim**, and Nadro, operators of **Molly M.1** often work together for McKeil Marine). The twins were built in 1962 and spent many years working together in Halifax harbour. I miss them. (*Source: Mac Mackay-Tugfax*)



FOSS MARITIME VESSELS RECOGNIZED WITH DEVLIN AWARDS

The Chamber of Shipping of America (CSA) has recognized 73 vessels of Foss Maritime and its subsidiaries with the 2015 Jones F. Devlin award for outstanding safety records. The Jones F. Devlin Award is one of two award programs CSA has sponsored since 1968. The award is given to self-propelled merchant vessels that have operated for two full years or more without a crew member involved in a lost-time incident. It publicly recognizes the skill and dedication of the men and women who are responsible for safe vessel operations. The 73 Foss vessels were recognized at the CSA Annual Safety Awards Luncheon held this earlier this month in New Orleans. Altogether, the Foss and subsidiary company vessels achieved the equivalent of 562 years of incident-free operation.



Sixty-one vessels had five or more years and eighteen vessels 10 to 22 years without a lost-time injury. "This year, awards were conferred on 1,522 vessels that operated 10,084 years without a lost-time incident," said Kathy Metcalf, CSA President. "This extraordinary record is directly attributable to the professionalism of our seafarers and the dedication of shore-based company personnel to safe operation. These mariners

are the front line in ensuring the safe and environmentally responsible operation of the vessels on which they serve." "Foss does not take safety lightly," said Paul Stevens, Foss president and CEO. "We carry a deep obligation to the safety of our people and the environment, and this is evident in everything we do. We're constantly improving and adding to our safety programs, training, resources and operations. We want every one of our valuable people to return home safely, and we do all that we can to make sure that happens." (Source: *MarineLog*)

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RAMPARTS 3300 AV CLASS TUGS NEW FOR SALE

Offshore Solutions Unlimited announce the sale of two Rampart 3300AV tugs. Brand new Robert Allan designed RAMPARTS 3300AV Class series high performance tugs built for harbour operations/terminal support/Escort duty/coastal towing/external FiFi 1. 4 NEW BUILD RAMPARTS 3300AV Tugs currently under construction and built to ABS class notation: +A1, (E) Towing Vessel, Escort Vessel, Fire Fighting Vessel Class 1, +AMS, Unrestricted Navigation. Configured as a twin Z-Drive ship-docking tug, main propulsion is by a pair of Caterpillar 3516C diesel engines, each rated 2682 BHP at 1600 rpm, and each driving a Rolls Royce US255FP Z-drive unit producing a guaranteed 67 TBP with 70 TBP expected. Electrical power is provided by two Cummins diesel gensets, each rated at 120 kWe. The vessel is equipped with an Escort 175T winch/windlass on the foredeck,. The aft deck features a quick-release, pivoting 70T SWL tow hook and 175T towing winch. The accommodation has been outfitted with berthing capacity for up to 10. The main deck

features cabins for the Master and Chief Engineer, along with a spacious galley and mess area. The lower deck features 2 cabins each for 8 crew.

Principal Particulars LOA: 33.00m; Breadth Moulded: 12.20m; Depth Moulded: 5.40m; Draft (Summer Load): 4.23m; GRT: 498T; Crew: 10 men; Class: ABS Notation: +A1, (E) Towing Vessel, Escort Vessel, Fire Fighting Vessel Class 1, +AMS, Unrestricted; Navigation Flag: Singapore; Builder: Zhenjiang Shipyard.

Performance Bollard Pull (ahead): 70T (Expected); 67T

(Guaranteed); Free Running Speed: 13 knots (approx). **Tank Capacities** Fuel Oil: 196m³; Fresh Water: 43m³. **FiFi System** External Fi-Fi: FiFi (FFS); Fire Pump: 1x 2860m³/h. **Machinery** Main Engine: 2x 2682BHP/1600rpm (CAT 3516C); Azimuth Thruster: 2x US255FP (Rolls-Royce); Generator: x 120ekw 415/3/50 (Cummins). **Deck Machinery** Fwd. Escort Winch/Windlass: Drum: 200m x 52mm dia. (HMPE Rope)/Brake holding 175T Gypsy: 22mm Dia. U2 Chain; Aft. Towing Winch Drum: 800m x 52mm Dia (SWR Rope); Brake Holding: 175T; Towing Hook: 70T SWL, Disc Type; Capstan: 3T x 0-15m/min; Deck Crane: 1Tx5m, Palfinger PK6500. **Navigation & Communication System** GMDSS System: Area 1+2+3; Radars: Furuno FR2117 & FR8062; Gyro Compass: Anschutz Std. 22; Magnetic Compass: Lilly & Gillie MK2000; AIS: Furuno FA 150; Autopilot: Anschutz Nautopilot NP600; Inmarsat-C: 2x Furuno Felcom-18. Two tugs ready now at unbelievable prices! email for quote today! solutions@unlimitedoffshore.com (OSU)



TUG TOWED STRICKEN YACHT WITH BODY ON BOARD TO WHANGAREI



The yacht "*Platino*" was towed to Whangarei on June 21 shortly after 9 a.m. by the "*Sea Pelican*" with Nick Saull's body on board. The father-of-four died after being hit by rigging when the yacht struck bad weather about 550 km north of New Zealand. Another man, 63-year-old Steve Forno, was still missing. Saull's wife was relieved to have her dead

husband home. (Source: *Vesseltracker*; Photo: *John Regan*)

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KAPITEIN HAVENSLEEPBOOT

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SALVIGILANT TOWING SSSR GSF GRAND BANKS



The 2007 built Singapore registered with call sign S6HA7 tug **Salvigilant** (Imo 9351842) was seen leaving Valletta, Malta on Wednesday 22nd June, 2016 towing the decommissioned sssr *GSF Grand Banks* to Aliaga, Turkey for breakers. The tug is owned by Post Terasea Pte. Ltd. – Singapore. And managed by Posh Fleett Services Pte. Ltd. – Singapore. She has a grt of 2,658 tons and a dwt of 2,809 tons. She is classed American Bureau of Shipping *.(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

BERNHARD SCHULTE OPENS ENHANCED TRAINING CENTRE

Bernhard Schulte Shipmanagement (BSM) has enhanced its training hub in Cyprus by adding new bridge and engineroom simulators. BSM has invested in a full mission bridge simulator with two separate 180-degree visualisation bridges. These are fully equipped with various bridge systems, including



ecdis, radar, VHF radio, and controls for engines and propulsion. These simulators can be used for teaching navigation and ship-handling operations and for using tugs for berthing assistance. They can also be used for anchoring and mooring operations and the use of GMDSS radio communications in emergencies. The simulators allow users to select vessels from the library of 40 different ship types, operating in 25 sea and port areas. BSM has also invested in an engineroom simulator that enables up to six students to train in ship machinery operations on individual stations. BSM expects the simulators will be used to take cadets beyond the Standards of Training, Certification and Watchkeeping requirements. Via this training, nautical and engineering officers will gain knowledge and improve the skills required to serve on board in today's technology-led shipping environment, BSM said. The simulators can also be used for external training for participants in Cyprus, and conducting tailor-made customer courses for deck and engineering officers. "Training

and the emphasis we place on career development of our sea staff is at the forefront of our philosophy,” said BSM corporate manager for training and development John Pritchett. “BSM invested in facilities in Cyprus with the addition of this new equipment, which takes the centre to another level, and further promotes our ability as the leading training provider in the region. This also aligns the centre in Cyprus with our facilities in Manila and Mumbai.” *(Source: Tug Technology & Business)*

ACCIDENTS – SALVAGE NEWS

LAVINNIY CAPSIZED AND SANK IN BUSAN



Shrimp trawler **Lavinniy** capsized and sank in Busan port, Korea, in the morning June 21. Korean workers were carrying out repairs the day before, and reportedly, cut off a pipe in engine room, with following water ingress. Vessel capsized and sank, resting by starboard on the bottom, with hull partially above the water.

Lavinniy blocked another trawler belonging to the same owner, Vulkanny (IMO 7302380), vessel can't unmoor and leave port. **Lavinniy** is to be refloated by June 23, according to the crew. No injuries reported. *(Source: FleetMon)*

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SHELL SANCTIONED AFTER BIG UK LEAK

Shell has been warned by the UK safety regulator after workers were placed in danger when they investigated a massive gas leak that had lasted for nine days at a normally-unattended installation (NUI) in the UK southern North Sea. The leak occurred at the Caravel NUI, operated by Shell's ONEgas business unit, between 20 and 29 December last year and measured 20,000 kilograms, according to improvement notices issued by the Health & Safety Executive (HSE). The watchdog is still investigating the release - likely to be in the most serious “major” category under HSE classification - and no enforcement action has yet been taken over the leak itself. In the meantime, the HSE has served one improvement notice against Shell for failing to follow procedures set out in

the Caravel facility's safety case when workers boarded from Shell's **Kroonborg** walk-to-work vessel when they investigated on 1 January. Inspectors said Shell employees and contractors were exposed to the risk of injury from fire and explosion. Shell has also been reprimanded for failing carry out a suitable risk assessment. HSE said: "On 1 January 2016



while investigating a hydrocarbon gas leak, your walk-to-work campaign employees undertook the non-routine task of venting hydrocarbon gas at a pressure of 53 bar that was contained within the wellhead of well 102, without undertaking a risk assessment ..." HSE said this risked the formation of a gas cloud within about three metres of five workers, again exposing them to the risk of injury from fire or explosion. A Shell spokesperson said: "A gas release was detected on Shell's Caravel installation on 29 December 2015, the platform was shut down and the leak was isolated. There were no injuries as a result of this incident." Shell stressed the NUI was unmanned at the time of the leak. "The matter remains under HSE investigation and we have no further comment at this stage," Shell said. Gas from Caravel, in Block 49/20, is exported via the Corvette facility to the Bacton terminal. The bespoke **Kroonborg** vessel went to work last year in the UK and Dutch sectors, where ONEgas business and the Shell-ExxonMobil joint venture NAM operate 56 gas producing platforms, 44 of them unmanned. When it started work, Shell said the vessel was unique because it combines the capabilities of a supply boat and a standby vessel while it will also cut down on helicopter flights by transporting staff to and from platforms in the relatively-benign southern North Sea waters using walk-to-work technology. The vessel can house up to 60 staff, including 40 maintenance engineers.

(Source: Upstream)

SALVORS WORK TO OFFLOAD BUNKER FUEL FROM GROUNDED MUTINY SHIP



By the end of Tuesday 30 out of the 145 tonnes of bunker fuel onboard the grounded **Benita** had been taken off the ship by salvors Five Ocean Salvage. The fuel offloading of the stricken ship which smashed into reefs off Mauritius last Friday is expected to be completed in another couple of days, although bad weather has made the operation more tricky. Some fuel has already hit the local shoreline – clean up efforts are underway. The ship grounded as a result of a fight onboard the bulker and a suspected

mutiny attempt, which led to the engines being cut off and one seafarer being gravely injured in the head, who has since been put into an induced coma at a local hospital. *(Source: Splash24/7)*

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ABU SAYYAF LINKED WITH ANOTHER TUGBOAT CAPTURE

Seven Indonesian crewmen working on a tugboat called **Charles** have been kidnapped in Philippine waters, likely by the Islamist group Abu Sayyaf. “We can confirm the kidnapping. We are coordinating with the police and military to follow up on the report,” said the Samarinda Port Authority chief Colonel Yus Kusmany on Thursday. Seven of the tugboat’s crewmen were kidnapped while six others were released. Some local reports are suggesting Abu Sayyaf has demanded a ransom of around \$5m from the owner of the tugboat, PT Rusianto Bersaudara, for the release of the hostages. The incident is the latest in a string of abductions in and around the Sulu Sea which has this week prompted Indonesia, Malaysia and the Philippines to ramp up naval patrols in the area. *(Source: Splash24/7; Photo: PR Kaltim)*



BULKER BENITA SALVAGE OPERATION IN MAURITIUS - UPDATE

Leading international salvors Five Oceans Salvage continued today with the salvage and environmental protection operation following the grounding of bulk carrier **Benita** on Jun 17, off Mahebourg, Mauritius. The latest reports indicate that a number of cargo tanks have been damaged and are flooded. However, Benita appears to be stable and remains firmly aground. Five Oceans are



working in close cooperation with the vessel's owners and the Mauritian authorities and the priority of all parties is the removal of the 145 tonnes of fuel oil on board. This oil is currently being pumped from the fuel tanks to specialized containers on the vessel that will then be removed to shore by helicopter. The operation is being conducted with environmental protection as the upmost priority. The vessel was in ballast at the time of the grounding, which means that there are no considerations

needed for cargo removal. A dedicated tug, the 10,560 bhp **Ionian Sea FOS** is presently attending Benita, in order to provide stability to the stranded vessel and afford control, as needed. The vessel carries the latest salvage and environmental equipment, which is fully deployed. **Ionian Sea FOS** is permanently stationed in Mauritius and its crew are very familiar with the local conditions and coastline. Specialized anti-pollution booms have been placed along the surrounding shoreline as a precaution and, while some small silver sheen patches have been observed close to the casualty, they appear to be dissipating in the surf. Any oil that does reach the booms will be collected and removed by dedicated teams on site. A plan to re-float and remove the vessel from the shoreline is being developed, in conjunction with the authorities, and updates will be provided in due course. The salvage operation is being led by senior salvage master Nikolaos Pappas. Mr. Pappas is a naval architect and marine engineer and has more than 20 years' experience in the industry, having worked on numerous salvage and removal operations. *(Press Release Five Oceans Salvage)*

OFFSHORE NEWS

V.SHIPS OFFSHORE TO MANAGE MILAHA LIFTBOAT

V.Ships Offshore has been awarded a new contract by Qatar's Milaha Offshore to manage self-propelled jack-up liftboat **Milaha Explorer**. V.Ships will provide, via its Bibby Ship Management office in Singapore, full technical and crew management services for the liftboat which can accommodate 300 people. Arvind Mohan, general manager V.Ships Offshore Singapore operation said: "This is the first liftboat owned by Milaha Offshore and we are pleased that our previous experience of managing these types of specialised vessels has been recognised." **Milaha Explorer** will be deployed



with an initial crew of 15 in support of field maintenance efforts. *(Source: Splash24/7)*

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DAMEN AND AMPELMANN TEAM UP FOR MARINE ACCESS DEMONSTRATION



Cooperation proves a safe and cost efficient helicopter transfer alternative. Damen Shipyards Group has teamed up with the global leader in motion compensation access solutions, Ampelmann, to conduct tests with Ampelmann's L-Type system on board a Damen Fast Crew Supplier (FCS) 5009. Damen is developing its marine access

solutions in order to guarantee increased safety, reduced costs and efficiency in the global crew transfer market. As part of this mission, Damen has recently increased its cooperation with a number of access suppliers. On this occasion, the process has resulted in a live demonstration of a combined Ampelmann and Damen solution at a North Sea gas production platform. Teaming up with Ampelmann for a number of tests was a natural route says Damen Business Development

Manager David Stibbe. "We're talking to a number of transfer specialists as we continue to develop our marine access portfolio. Ampelmann has extensive expertise in producing and operating motion compensation access systems and Damen has many years of shipbuilding experience. Working together in this way means that both parties are able to draw on the expertise of the other, leading to the favourable development of their respective solutions and successfully integrated crew change solutions. *30-50 metre crew vessels* The L-type is the smallest of Ampelmann's systems, ideally suited for smaller crew vessels ranging from 30-50m without DP. The model combines safe and efficient transfer with a capability for reliable operation up to 1.5 metre Hs. Such a profile seemed to suggest a compatibility with the Damen FCS 5009. Together, Damen and Ampelmann carried out extensive research and testing to see if the two were indeed well-matched. "We invested in a lot of research before sailing, and it transpired that the FCS 5009 and the L-type were the perfect fit." explains Mr Stibbe. "Once on the water we carried out in-depth interaction tests to demonstrate just how well the system and the vessel worked in tandem. The results were impressive." So impressive, in fact, that the FCS 5009 - L-type combination gained the confidence of a Tier 1 offshore gas production company operating in the North Sea. *Credible substitute for swing-roping and helicopter*

flights “The operator was convinced by the extensive data we were able to present and allowed us to make a landing at a working North Sea platform, thus proving the effectiveness of this solution in a real-world scenario. This represents a very promising solution for an oil and gas industry looking to address efficiency and safety concerns in personnel transportation. Our tests demonstrated that the L-type could be added to an existing vessel from the Damen portfolio to provide safe,



cost effective transport offshore – a credible substitute for swing-roping and helicopter flights.” “Ampelmann has already transferred more than 2.5 million people safely worldwide for the top oil majors, mainly supporting maintenance, hook-up, commissioning and shutdown campaigns with Walk-to-Work and floatel services. Now these clients are looking for a solution in the crew change segment to improve safety and effectiveness relative to current helicopter, swing rope, surfer or baskets transfers. However, they are not only interested in the gangway, they are in search of a proven integrated solution of vessel with gangway and that is what we have produced together with Damen”, says Ampelmann Business Development Manager Crew Change Gerbrand Marbus. As oil prices have fallen in recent times, driving processes of increased efficiency within the offshore industry, Damen has responded by developing its suite of marine access solutions. A key area is the movement of personnel on board a vessel as an alternative to helicopter transportation. A further example of this is the Damen Service Operations Vessel, the first newbuild contract for which has recently been signed with UK-based Bibby Marine Services. Watch the video [HERE](#) (*Press Release*)

DELTA SUBSEA AND BOSKALIS IN GOM SERVICES PACT



Delta Subsea and Boskalis Subsea Services have reportedly entered into a memorandum of understanding to provide integrated diving and ROV solutions in the Gulf of Mexico. The agreement follows both companies working together over the past six years on a variety of projects, and reflects their decision to increase overall service offerings

across the Gulf of Mexico. Under the agreement, Delta Subsea is said it will provide specialist ROV interventions, engineering and tooling solutions and support vessels, while Boskalis, which operates the [DSV Constructor](#), should provide air and saturation diving equipment, services, associated

project management and engineering. “Delta Subsea and Boskalis have combined their individual IRM specialism into an integrated, and highly efficient, subsea service package to our clients; something we consider as particularly cost-effective in the current market conditions. We look forward to service our clients with one-stop solutions,” Boskalis Subsea Services director Sander Korte was quoted saying. *(Source: Subsea World News)*

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SUBSEA 7 TO RETURN PLSV TO OWNER AFTER VESSEL SWITCH OFF BRAZIL

Subsea engineering, construction and services company Subsea 7 has agreed to substitute a vessel chartered from Solstad Offshore for its Pipelay Support Vessel (PLSV) in a day-rate contract with Petrobras, offshore Brazil. Petrobras and Subsea 7 have agreed to substitute the owned PLSV **Seven Mar** for the chartered PLSV Normand Seven in the existing Normand Seven contract. The substitution will be made in late June. The contract for **Seven Mar**, a 2001-built



construction / flex-lay vessel, was recently terminated earlier than expected due to Brazilian maritime law which prioritizes Brazilian-flagged ships over international vessels of a similar specification. As a consequence, the operating license for **Seven Mar** expired. There are no other significant changes to the contractual terms and conditions, the company noted on Thursday. As a consequence of this substitution, Subsea 7 will return **Normand Seven** to its owner, Solstad Offshore, at the end of its fixed-term charter agreement. Subsea 7 used the first of a total of five yearly options for Solstad's **Normand Seven** in March 2015 and the extension became effective in September 2015. To remind, Subsea 7 informed on Wednesday that up to five vessels are scheduled to leave the current active fleet by early 2017, based on stacking owned vessels and returning chartered vessels when existing contracts expire. The company also said it plans to resize its global workforce to approximately 8,000 by early 2017, down from the current level of 9,200. The 130m long Normand Seven is a construction / flexlay (horizontal) vessel fitted with a flexible pipelay system capable of operating in water depths of up to 2,000m with a top tension capacity of 300t. The vessel was delivered in 2007 by Ulstein Verft in Norway. *(Source: Offshore Energy Today)*

IXBLUE INAUGURATES NEW SURVEY VESSEL



iXblue has baptised its new survey vessel **Felix** as the latest addition to its iXSurvey fleet. The **Felix** is a 25-meter catamaran designed to conduct hydrographic, biological and oceanographic missions. The vessel is developed and built by H2X, iXBlue's shipyard in La Ciotat. Built in composite materials, its hull is lightweight and non-corrosive. The company markets **Felix** as a complete hydrographic platform, incorporating many

of iXblue's equipment, and as being suitable for the high seas or coastal areas, over long periods. It is presented as stronger, lighter and more energy efficient, with very little maintenance and a very low acoustic noise, ensuring high-quality imaging. *(Source: Subsea World News)*

SUCCESSFUL SEA TRAIL FOR ESNAAD 226

In the morning of June 10, yardnumber 475, the **Esnaad 226** departed from the Foxhol yard to Delfzijl. This vessel is the sixth Platform Supply Vessel in a series of ten ships which De Hoop is building for Abu Dhabi National Oil company. Upon arrival in Delfzijl, the vessel shall start her seatrials and soon thereafter shall be delivered to the Owner. Last week the **Esnaad 226** has successfully finished her official Sea Trails on the North Sea. The vessel will be delivered to her new owners next week. *(Press Release)*



SEABIRD BOOKS 2D WORK IN NORTH WEST EUROPE

SeaBird Exploration has signed an agreement to supply one 2D vessel for an upcoming survey in North West Europe during this coming summer season. According to a statement on Friday by the provider of marine acquisition for 2D/3D and 4D seismic data, the project is due to start early in the third quarter of 2016. While SeaBird did reveal the survey would run for approximately 2 months,



the company was hesitant in revealing any further details regarding the name of the client and the vessel and the value of the deal. SeaBird signed a similar agreement in May this year for the provision of 1985-built vessel **Osprey Explorer** for the North West Europe survey that was scheduled to start during the second quarter. SeaBird has a fleet of six 2D vessels, and one 2D/3D shallow water vessel. The company last year stacked one of its 2D survey vessels, the Munin Explorer, due to cost cuts amid weak demand for seismic services caused by a drop in oil prices. (Source: Offshore Energy Today)

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RUSSIAN NAVY RESCUE SHIP OFFSHORE MALTA

The Russian Navy Black Sea Fleet Rescue Ship Project 22870 SB-565 **Professor Nikolay Muru** commissioned on 28th December 2014 was seen offshore Malta on Thursday 23rd June, 2016 conducting tests with Autonomous Underwater Search and Rescue Vehicle (ARS-600 var 1). On the 10th June 2015 she was handed over to the Russian Navy at the Novorossiysk military naval



base. The main purpose of the towboat is rescue and firefighting operations. The ship is capable of conducting towing and refloating operations, firefighting and rendering medical assistance, executing difficult diving works at the depths of up to 60 metres. One of its particularities is the

system of dynamic position stabilization, which holds the vessel at the assigned point without anchors. These are the main characteristics of the *Professor Nikolai Muru*. Water displacement — 1 200 tons, length overall — 57 meters, width — 14 meters, hull height — 5.4 meters, draft — 3.2 meters, rate of sailing — 14 nods, independent cruise — 20 days, crew — about 30 men. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

WINDFARM NEWS - RENEWABLES

LAUNCHES AND DISPLAYS AT SEAWORK



During a busy three days at Seawork International 2016, a number of exhibitors, including James Fisher Marine Services, in partnership with SC Innovation, and C-Quip released and displayed new and innovative products. James Fisher Marine Services (JFMS) and SC Innovation demonstrated the specialist offshore support vessel, **Dart Fisher**, for the first time at Seawork 2016, to highlight

the vessel's operational capabilities and high carrying capacity. **Dart Fisher** displayed a Falcon ROV on deck, as well as a full unexploded ordnance (UXO) mitigation capability including the innovative Barracuda explosive ordnance disposal (EOD) system, along with inert mine targets on display. **Dart Fisher** is an SMV 24 multi-role vessel designed by SC Innovation and creates a new benchmark in offshore support. SC Innovation is a design and engineering services firm that specializes in developing and customizing equipment for harsh environments including the marine and energy sectors. Internationally established marine equipment company C-Quip launched a range of new marine antenna products at Seawork 2016. The Hampshire-based business chose this year's Seawork International to officially launch the new items to the UK commercial marine market. Brand new to the UK, Scout antenna are professionally made in Italy and are VHF, AIS, Wi-Fi, GPS, DVB-T, AM-FM, CB and SAR compatible. The experience, versatility, material quality, design care, technological innovation and constant attention to market requirements make Scout a trustworthy and ideal choice. Prior to Seawork, Ian Cooke, C-Quip Managing Director commented on their acquisition of the products: "C-Quip is now the main UK Distributor for these 100% waterproof marine products and I am pleased that they will be making their UK launch debut at Seawork. We will have VHF, AM-FM and Wi-Fi antennas to view at the show and going forward the main Scout lines will be available." Ocean Signal also announced at Seawork 2016 that its new M100 Maritime Survivor Locating Device (MSLD) is fully certified for use in Europe. The man overboard device with Automatic Identification System (AIS) and 121.5MHz homing beacon has now started shipping to customers and is available from Ocean Signal's European network of dealers and distributors. The latest device by the communication and safety at sea specialist is developed for the professional marine market and suitable for all offshore and lone workers. Designed to unobtrusively attach to immersion suits and inflatable life jackets, the rugged man overboard device is ready for automatic

activation on inflation of the jacket or on submersion when fitted to the suit. Once activated, the M100 will transmit an alert to all AIS receivers and AIS enabled plotters in the vicinity, as well as sending a 121.5MHz homing signal, for a minimum of 12 hours. Waterproof up to a depth of 10m, the devices are operational between temperatures of -20°C and +55°C and can be stored at temperatures between -30°C and +70°C. The M100 device is suitable for commercial use such as wind farm users, off shore workers, fishing fleets and fish farm workers, and helicopter transfers. It has been developed to withstand the harsh commercial environment and has a resilient, sturdy design to ensure ease of use and simple installation. *(Source: SeaWork)*

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MARITIME CRAFT SERVICES' NEW CTV BEGINS SEA TRIALS

Maritime Craft Services' new crew transfer vessel, a 26m Typhoon class **MCS Swath 1**, has begun sea trials, the company announced at this year's Global Offshore Wind event. The **MCS Swath 1**, the 24th vessel in the company's fleet, will carry passengers and cargo to and from offshore wind farms. Managing director Menno Kuyt said: "The addition of this 100-per-cent-SWATH vessel expands our range of CTVs to service the offshore renewables industry. All vessels are operated by our



highly experienced and STCW-certified crew." Kuyt explained: "As offshore wind farms move further offshore, the industry needs vessels that can transfer people and cargo in greater wave heights – we anticipate transfers in up to 2.5m significant wave height." The vessel, designed by Ad Hoc Marine Designs, was ordered from Taiwanese Lung Teh Shipbuilding (LTS) last year. The contract was signed for one SWATH with the option of further five vessels. *(Source: Offshore Wind)*

DELIVERS FLEXIBLE VESSEL FOR THE OFFSHORE WIND SERVICE INDUSTRY TO BS OFFSHORE

When Bernhard Schulte Offshore (BS Offshore) and their client Siemens ordered a service operation



vessel from Ulstein Verft in 2015, they saw the benefit of having the ship designer and the yard in one place. The vessel is now completed, and was delivered on 23 June 2016. “We considered several yards worldwide, but Ulstein Verft was our final choice. We saw the benefit of having the designer and the yard in one place. Ulstein has the same approach as us – always going the extra mile to delight the final customer,” says Matthias Müller, Managing Director at Bernhard Schulte Offshore GmbH. “Together, we have developed a flexible and effective ship solution for the offshore wind service market,” says Tore Ulstein, deputy CEO and Head of Market & Innovations in Ulstein Group.

“The project process has been very smooth, and the combination of expertise in our companies has led to fruitful discussions. We are happy to deliver, on schedule, this state-of-the-art SOV vessel, and are certain that she will serve BS Offshore and Siemens in a most satisfactory way.” **Silent** During sea trial, the bridge crew noted the vessel’s smooth motions and the very low levels of noise and vibrations, all these being important factors in a vessel in which one of the main tasks is to transport service technicians to the Gemini Offshore Wind Park, 85 kilometres north of the Dutch province of Groningen and a five-hour trip from shore. **Flexible** The new-developed X-STERN aft hull design has an importance when it comes to the flexibility of the vessel. At sea trial, she managed to keep up high speed forwards and also when backing, and she is easily manoeuvred both ways. **Safe transferral** The vessel is equipped with two varieties of transferral to the wind turbines, an integrated Uptime heave-compensated gangway system and a daughter craft with a capacity of 10 people. **Capacity** The load capacity is well exploited. Spare parts and equipment can be transported in containers, of which 6 can be placed on deck and 6 under deck. The vessel provides excellent workshop facilities. The SOV has accommodation for 60 in single cabins, of which 40 cabins are dedicated to the technicians. **Electric propulsion system** The BLUEDRIVE PlusC™ electric propulsion system from Siemens lowers the operational costs by cutting the engine time at the rated speed and reducing the number of electrical components required. Emissions are reduced by optimizing combustion. **X-effect** The X-STERN and the X-BOW are hull design features which increase the operability through positive effects on station keeping, wave response, comfort and safety, and with reduced power and fuel consumption while on DP. **ULSTEIN SX175** The ULSTEIN SX175 is a design developed to meet future demands within the servicing and maintenance of offshore wind installations. Significant effort has gone into the optimisation of the vessel’s movements in order to ensure the safe transfer of technicians and equipment in connection with the



operations, maintenance and servicing of wind turbines. There has been a major focus on the welfare of the technicians who will live on board. While developing the cabins and facilities, the aim has been to position these where the vessel's movements are lowest. The X-BOW, the X-STERN and the integrated DC-based common main drive system, with variable rpm control of the diesel engines for power and propulsion system, are essential design features. In addition to the

catalyst, these will fulfil the highest international environmental requirement (IMO-Tier3). **FACTS:** Vessel type: Service Operation Vessel (SOV) for offshore wind turbines Design type: ULSTEIN SX175 Construction yard: Ulstein Verft AS Design company: Ulstein Design & Solutions AS Length: 88 m Beam: 18 m Deadweight: 3,150 t Draught (max): 6.4 m Speed: 13.9 knots (bow first), 12.1 knots (stern first) Accommodation: 60 persons Cargo deck area: 380 m² Dynamic positioning: IMO Class II (DYNPOS AUTR) Main propulsion system: Two azimuth thrusters, each driven by a frequency controlled variable speed electric motor. Additional thrusters: One retractable azimuth thruster, two side thrusters forward. *(Press Release)*

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YARD NEWS

BOLLINGER DELIVERS USCGC JOSEPH TEZANOS, THE 18TH FAST RESPONSE CUTTER TO THE USCG

Bollinger Shipyards has delivered the **USCGC Joseph Tezanos**, the 18th Fast Response Cutter (FRC) to the United States Coast Guard. The announcement was made by Bollinger President & C.E.O., Ben Bordelon. “We are very pleased to announce the delivery of the latest FRC built by Bollinger Shipyards, the **USCGC Joseph Tezanos**, to the U.S. Coast Guard. The fleet of FRCs already in commission have more than proven their worth with tons of narcotics seized, thousands of illegal aliens interdicted and many lives saved. We at Bollinger Shipyards are looking forward to hearing of the heroic exploits of the **USCGC Joseph Tezanos** as it joins the Coast Guard’s operational fleet.” The 154 foot patrol craft **USCGC Joseph Tezanos** is the 18th vessel in the Coast Guard's Sentinel-

class FRC program. To build the FRC, Bollinger used a proven, in-service parent craft design based on the Damen Stan Patrol Boat 4708. It has a flank speed of 28 knots, state of the art command, control, communications and computer technology, and a stern launch system for the vessel's 26 foot cutter boat. The FRC has been described as an operational "game changer," by senior Coast Guard officials. The Coast Guard took delivery on the



22nd of June 2016 in Key West, Florida, and is scheduled to commission the vessel in Puerto Rico during the month of August 2016. Each FRC is named for an enlisted Coast Guard hero who distinguished him or herself in the line of duty. This vessel is named after Coast Guard Hero Joseph Tezanos, who was awarded the Navy and Marine Corps medal for distinguished heroism while leading the rescue of more than 40 injured service members following the explosion of a Navy LST in Pearl Harbor, Hawaii in 1944. *(Press Release)*

THE MOROCCAN ROYAL NAVY ENTRUSTED PIRIOU WITH THE BUILDING OF HYDRO-OCEANOGRAPHIC AND MULTI-MISSIONS VESSEL




PIRIOU has just recorded a new order from the Moroccan Royal Navy for a 72 m HydroOceanographic Multi-Missions vessel (BHO2M) to be delivered by mid-2018. This is the third contract awarded by the Moroccan Royal Navy (MRN) after the contract for a 50 m LCT (Landing Craft Tank) to be delivered next July and the contract for the overhaul of the OPV 64 'Rais Bargach' presently

under way in Concarneau. The BHO2M is a last generation scientific vessel equipped with the systems matching the topographic studies answering the International Hydrographic Organization (IHO) standards. She was designed from the Multi-Missions vessel (B2M) under construction in Concarneau for the French Navy. This contract is the outcome of the significant work of a tight team comprising: □ PIRIOU who ensures the vessel design, studies and building, □ The SHOM (Navy Hydrographic and Oceanographic Department) for the scientific part of the vessel and the training of the technicians of the Hydrography, Oceanography and Cartography Division (DHOC) of the MRN, □ KERSHIP for the expertise in military systems and contract management. Vincent FAUJOUR, PIRIOU General Manager declares: 'We are very pleased and honoured to build this second vessel for the Moroccan Royal Navy. Thanks in particular to a close and crucial collaboration

with the SHOM, we have designed a performing vessel with all the qualities required to become the new reference in terms of hydro-oceanographic vessel. Following on from the expedition vessel YERSIN and the Polar Logistic Vessel PLV, PIRIOU thus confirms its ability to design and build very technical vessels with scientific or exploration purposes. Besides we are developing our activities in the Law Enforcement and Defence business and now exporting, both with KERSHIP and the support and partnerships forged with the French Defence and especially the French Navy I sincerely thank'. *A hydro-oceanographic and multi-missions vessel* The BHO2M is able to fulfil long lasting operations, mainly hydrographic and oceanographic missions such as the completion of topographic studies, data acquisition and process, scientific sampling and the related analyses. She is fitted with an appendix where the acoustic bases of the scientific equipment including the two multibeam echo sounders are located. As the most performing vessel of her generation as for acoustics, the BHO2M will be able to achieve these missions as well at high speed as in a rough sea. She will also be able to answer the operational requirements of the authorities regarding patrol, humanitarian assistance, Special Forces or divers deployment, search and rescue and environment protection. *The BHO2M features:* - building at European standards; - the most recent scientific integrated equipment matching the works answering the IHO standards; - endurance, seakeeping behaviour and high performances for long lasting deep sea missions; - versatility enabling a large range of specific missions thanks to: o a wide rear deck to store containers or other equipment; o handling means to load and operate special equipment; o two VERTREP areas - dedicated facilities: sickbay, divers fittings, conveniences for scientists. (*Press Release Piriou*)

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ZOMC LAUNCHES ZHEN HUA 33

A unit of China's Shanghai Zhenhua Heavy Industry said it has "successfully launched" newbuild float-over vessel **Zhen Hua 33**, currently under construction at the company's Nantong fabrication facility. ZPMC-OTL Marine Contractor, which will market the vessel, said the launch happened on 18 June. The company claims the **Zhen Hua 33** is the "most technologically advanced and highest capacity" self-propelled float-over vessel in the world. It boasts a free deck



area of 185 metres by 43 metres, making it the longest vessel in its class. "The fully removable aft casings make the vessel an ideal choice for transportation of heavy modules and spars requiring a stern loadout," ZPMC said. The vessel is currently on schedule to be delivered in the fourth quarter of this year. ZPMC-OTL Marine Contractor (ZOMC) is a strategic joint venture between ZPMC Offshore Services Group and OffshoreTech. *(Source: Upstream)*

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Last week there have been new updates posted:

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

- [First Damen tug for Bugsier](#)
- [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.](#)

Be informed that the mobile telephone number of Towingline is: +31 6 3861 3662

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