



MIDWEEK-EDITION

TUGS & TOWING NEWS

FLAG-HOISTING ON ROSATOMFLOT'S TAMBEY TUG IN MURMANSK



An official ceremony of flag raising on board the **Tambey**, second vessel built for the Portoflot project to service the Port of Sabetta, was held today, June 23 in Murmansk, on the territory of FSUE Atomflot, Atomflot said Thursday. The multipurpose tugboat "**Tambey**" was built at Temryuk, Krasnodar Region based Craneship Shipyard LLC for the project Portoflot. Portoflot project implies the construction and operation of

three ice-class tugs, one harbour icebreaker and one icebreaking tugboat. The shipbuilding orders were placed with Craneship and Vyborg Shipyard. The tug was named after the Yuzhno-Tambeyskoye gas condensate field located northeast of Yamal Peninsula. The workboat left May 28 Novorossiysk to sail to its homeport Murmansk. The Arc 4 class has rated power 3,84 mW, speed in open water - 14,4 nm, max draft - 4.93 m, length - 30,87 m, beam - 11.2 m. Under the contract with Yamal LNG the **Tambey** will commence operation before 1 July. Another ice-class tug the Pur has started operation for Yamal LNG project. *(Source: PortNews)*

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FAMILIES OF HUDSON RIVER TUGBOAT CRASH VICTIMS FILE SUIT

The lawsuits allege the Tappan Zee Constructors, builders of the new Tappan Zee Bridge, created

the conditions for the crash and sinking. The families of the three crew members killed in March's Hudson River tugboat crash have filed separate federal lawsuits seeking a total of \$100 million — including \$30 million from Tappan Zee Constructors, the consortium building a new bridge across the river. The suits allege Tappan Zee Constructors — and Indiana-based consortium member Traylor Brothers in particular — contributed to the deaths of



Paul Amon, Timothy Conklin and Harry Hernandez in the early morning hours of March 12. The men were killed when their tugboat, the [Specialist](#), hit a Tappan Zee Constructors barge and sank while guiding a barge down the river along with two other tugs. "There's a notice to mariners, which is required by the Coast Guard, that was posted by the Tappan Zee Constructors or somebody over there that had a configuration of the barges that was inaccurate to what was actually out there," said James Forde, the attorney for Amon's family. "(It was) actually 90 degrees out of whack." Forde alleges that if the barge was aligned the way it was supposed to be, the Specialist would have been pinned against the barge, rather than getting dragged under. The lawsuits, accepted as related earlier this month, also accuse TZC and Traylor Brothers of a laundry list of other issues, including improper lighting, lacking the proper safety personnel and equipment on site and not having proper markers and signs at the work site. They also are suing New York Marine Towing, the operator and controlling company for the [Specialist](#) and one of the two other tugs on the flotilla, the [Realist](#), claiming the tugs were unseaworthy. The attorney for the [Specialist](#) and New York Marine Towing, James Mercante, was not available for comment. Amon's lawsuit is the only one that adds a fourth defendant, New Jersey-based Weeks Marine, which owned the crane barge that was being moved down the river and the third tugboat, the [Trevor](#). Each of the lawsuits seeks \$10 million in damages from each defendant. In March, Weeks had its liability for the [Trevor](#) capped by a federal court in New Jersey. Amon's lawsuit was amended earlier this month to include Weeks Marine and the barge. Weeks' attorney, Ronald Betancourt, did not return calls for comment. Sixty-three-year-old Amon, 29-year-old Conklin and 56-year-old Hernandez were towing the crane barge from Albany to Jersey City at the time of the crash. Photos and video, provided by Forde in early April, showed Amon, the [Specialist's](#) mate in charge, going back on to the [Specialist](#) to try and save Conklin and Hernandez. *(Source: Lohud-The Journal news)*

TOW OPERATORS WANT SUBCHAPTER M ANSWERS ON REPOWERING, FUELING RULES

This first week of Subchapter M towing regulations brought a flurry of online and in-person huddles among towing vessel operators, as they plowed through the final 800-page document and sought clarifications. At the moment, two top concerns expressed are how vessel engine repowerings will be interpreted under the new regulations, and what will be the qualification requirements for



workers who handle fueling, officials with the industry group American Waterways Operators said in June 24 conference call with reporters. After meeting in person with 75 to 80 industry members this week, and more than 400 others in a pair of online seminars,

AWO vice president and chief operating officer Jennifer Carpenter said concern over the implications of repowering “was most strenuously felt over the last couple of days.” With any regulatory package so massive as Subchapter M, “there will be issues, areas that have to be clarified,” said AWO president and CEO Tom Allegretti. Foremost for members are “ensuring that routine engine replacements don’t trigger major conversion determinations,” Allegretti said. As AWO officials understand, “it is not the Coast Guard’s intention that engine replacements will trigger major conversion determinations.” “That would be quite problematic for existing vessels that are doing nothing more than replacing engines to get better fuel efficiency, or to meet higher environmental standards,” Carpenter said. Major conversion findings on vessels modified after July 20, 2017 could subject them to the full package of modern newbuild requirements, she said. But given the early Coast Guard response, “we feel like we’re moving in the right direction,” Allegretti said. Another frequent question was how the rules will affect workers who oversee fueling transfers, and whether “they will need a tankerman’s endorsement or license,” Allegretti said. Coast Guard officers attended the AWO events, promised to get answers and will likely also post them as frequently asked questions on the web pages of the Coast Guard National Towing Center of Expertise, Carpenter said. “Other questions will take a little longer but we will get some good answers out there,” she added. Carpenter said there was not a lot of worry expressed by operators over their ability to make changes so vessels can meet Subchapter M, despite some predictions that shipyards might back up with that work. “I think there was a general sense there that the two-year period to come into compliance with the requirements of the rule, and then the additional period after that to get all vessel brought under a certification of inspection without a four-year period, is a reasonable and practical way to go,” she said. Much of that work can be done outside of shipyards during routine vessel servicing, she said. *(Source: Workboat)*

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MARINER FSU STARTS ITS JOURNEY TO SCOTLAND



The 255 meter long **Mariner B** is now heading home to Scotland from Samsung Heavy Industries in South Korea. Mariner floating storage unit (FSU) has a storage capacity of 850 000 barrels of oil and is built to be operated on the field for 30 years without docking. Mariner B is expected to arrive at Nigg Energy Park, north of Inverness, in early September. At Nigg a fiscal metering package will be installed on the vessel before it continues out to the field, where it will be anchored, hooked up to risers and carry out other tie-in and pre-commissioning activities. “Following last year’s successful installation of the steel jacket for the Mariner A platform, we are now getting another key component in place on the field,” said Johan A. Johansen, Statoil’s vice president for Operations on the UKCS. The Mariner field is located on the East Shetland Platform of the UK North Sea, approximately 95 miles or 150 kilometres east of Shetland. The field development concept includes a production, drilling and quarters (PDQ) platform based on a steel jacket – Mariner A – connected to a floating storage unit (FSU), Mariner B. Production is expected to commence in 2018. *(Source: Subsea World News)*

FREED CREWMEN RETURN TO SAMARINDA

Six crewmen of the **Charles 001** tugboat returned to Samarinda, East Kalimantan, on Sunday evening after being questioned by the Navy a day earlier about their kidnapping in Philippine waters last week and their subsequent and release. The six crew



members - Syahril, 33; Andi Wahyu, 21; Albertus Temu Slamet, 28; Reidgar Frederik Lahiwu, 26; Rudi Kurniawan, 37; and Agung E Saputra, 21 - arrived at Semayang Port, Balikpapan, on Saturday aboard the **Charles 001** tugboat. The sailors, accompanied by representatives of their company, were

questioned at the naval base in Balikpapan in connection with the act of piracy in waters off Sulu on June 20 in which seven sailors were abducted. "There was no pressure. They looked tired but they are all healthy. Some felt under the weather and tense, but that's normal," said Taufik Rahman, spokesman of shipping company PT Rusianto Bersaudara, the owner of the tugboat, as quoted by *kompas.com* on Sunday. After being questioned and staying overnight in Balikpapan, they were allowed to return home. The Indonesia-flagged tugboat was returning to Indonesia through Philippine waters last week when the boat was intercepted by two different armed groups in speedboats. Seven of the crew members were abducted in two stages over two hours by the two groups. This is the third act of piracy this year against Indonesia-flagged vessels by Philippine armed groups. The government issued a ban on Indonesian vessels sailing to the Philippines following last week's incident. *(Source: The Jakarta Post; Photo: Mukmin Aziz/iNews)*

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MERRY CHASE HISTORIC SEINER JOINS WESTWIND CHARTER FLEET (PART 1)



In 2013, after an extensive renovation at Tom Mac Shipyard, the 58-ft **MERRY CHASE** joined the charter fleet of Westwind Tugboat Adventures. The converted seine boat serves as the summer home for Bob and Kathy Jordan, as well as shadowing and carrying supplies for crew and 12 guests aboard the company's other wooden heritage vessel, the 85-ft **PARRY**. Vintage boats, like veteran mariners, have stories to tell. Those that have survived harsh coastal weather, emergencies and

disasters, changing regulations, assorted work and political variations are indeed survivors. The 58-foot wooden seine boat **MERRY CHASE** is one of those. A Japanese boat builder, Yasujiro Nakade of Nakade Boat Works in Steveston BC, crafted the table seiner in 1929. From 1929-1935 she was owned by Ryotara Kita of Vancouver, then passed to Nanaimo Shipyard Ltd. (Nanaimo BC) from 1936-1941. At the outbreak of World War II many Japanese-owned seiners of that era were seized

by the Canadian government and sold to major fishing companies for use by their non- Japanese fishermen. Appraised at \$11,250 the **MERRY CHASE** was one of 20 seiners added to BC's Fishermen's Reserve Service, perhaps better known as the 'Gumboot Navy', where she served as a Canadian Navy patrol and calibration vessel. In 1943 she was tender to the Navy ships **HMCS Chatham** and a year later to **HMCS GIVENCHY**. After the war the **MERRY CHASE** went back to the business of fishing, this time for the Canadian Fishing Company, and a series of owners, many of whom were of Croatian origin: • 1947-1965 Antony Kirincich of Vancouver • 1967 William Lasko of Steveston • 1968-76 Roy A. Clarke of Ladner • 1977 Tony Boroevich of Surrey • 1978-80 Ivan 'John' Uljevic of Richmond • 1982-2004 Uljevic's company Adrian Trading Co. Ltd. Over the years the **MERRY CHASE** was converted to a drum seiner, was twice re-engined, had her wheelhouse configuration changed and the hold fibreglassed for packing fish in chilled sea-water. But fishing is only part of her historic past. Early last year, as the completely refurbished **MERRY CHASE** left the Tom- Mac Shipyard docks, she also made history for her newest owners, Bob and Kathy Jordan, who were celebrating 40 years of chartering on BC coast waters. As a young man Bob spent years on seine boats, then in 1974, he and Kathy began Westwind Charter Ltd., running 60 day-trips that season in Vancouver Harbour with the **POINT HOPE**. "I didn't like that at all," Bob recalls. "My background up the coast was of no use." The following year they happily switched to larger, longer contracts primarily with the Department of Fisheries. But that work was abruptly cut short when an engine room fire destroyed the **POINT HOPE** in March 1979. Forced to chart a new course, they decided to go into fishing charters so they formed Westwind Tugboat adventures and purchased and refurbished the tug **UNION JACK** (which had operated as the **BURNABY STRAITS** with Straits Towing). In 1987, they expanded the business with the 85-ft **PARRY** ex **TALAPUS**, a former Canadian Navy tender turned tugboat, still with her original Vivian engine. For decades, the Jordans lived and worked on their converted tugboats running fishing charters all summer long out of northern Haida Gwaii, Prince Rupert and Bella Bella. Eventually they moved ashore but, after living on boats for 25 years, Bob missed being on the water. "I need that saltwater in my veins," he laughs. So, as he and Kathy nibbled at the idea of retirement, Bob began looking at ads and walking docks. "I wanted a pleasure boat this time, not a workboat, one for just the two of us. The problem was that a lot of ex fish boats already had the equipment taken off and a big cabin put on the back deck ... and their owners wanted a fortune! I wanted to do the work myself, to keep it a fish boat on the outside and make it a yacht inside." (*Source: Western Mariner by Vickie Jensen*)

MULTRASHIP'S DAMEN ASD TUGS MAKE NAMES FOR THEMSELVES

Two Damen ASD 3212 tugs for leading towage and salvage specialist Multraship have been named on 24 June at Terneuzen, the Netherlands. The state-of-the-art **Multratug 29** and **Multratug 30** were built at the Damen Song Cam Shipyard in Vietnam, and operate for Multraship as sister vessels to **Multratug 19**. The 32 m tugs, which have a bollard pull of 82 tonnes, are notable for their excellent sea-keeping behaviour, superb



manoeuvrability and outstanding towing characteristics. The **Multratug 29** and **Multratug 30** were named respectively by Mrs Rita de Ruijter- Ribbens and Mrs Els Otten- Muller. Leendert Muller, managing director of Multraship, says, “These tugs are already operating for Multraship, and proving their worth on a daily basis. They are superbly equipped to meet the growing demand for Multraship’s services in both the harbour towage and offshore energy sectors, as well as being equipped to operate as emergency response vessels.” A nice detail was that the naming ceremony was organised in such a way that it not only involved invited guests, but could also be witnessed by the general public from the pier. (*Press Release*)

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JONES ACT EASES BORDER CONTROL CHALLENGES



The Lexington Institute, a nonpartisan, nonprofit think tank, has released a study stressing the critical role that the American maritime industry and the Jones Act play in strengthening U.S. border security and helping to prevent international terrorism. The study notes that since 9/11, the Jones Act has taken on new significance for national

security, with the law playing a critical role in helping to secure the homeland from the threat of international terrorism. Were the Jones Act not in existence, the Department of Homeland Security would be confronted by the difficult and costly requirement of monitoring, regulating and overseeing foreign-controlled, foreign crewed vessels in coastal and internal U.S. waters, states the study. The current debate of enhancing U.S. border security has focused almost exclusively on illegal movement of people and drugs into the southern United States from Mexico. Yet, the southern land border is actually the smallest at 1,989 miles. The U.S. border with Canada is almost three times longer at 5,525 miles. The country’s land borders taken together are dwarfed by the 95,000 miles of national shoreline. This includes the Pacific, Atlantic and Gulf coasts as well as the Great Lakes separating the United States from Canada. Along this shoreline are many of America’s greatest cities: Los Angeles, San Francisco, Portland, Seattle, Chicago, Boston, New York, Philadelphia, Charleston, Savannah, Miami and Tampa. Virtually all of these are associated with ports through which annually pass millions of cargo containers and hundreds of thousands of passengers. The study highlights the “impossible task” of guarding the U.S. against threats from foreign ships and foreign crews operating

in the heartland of the U.S., a nation of rivers as well as the world's preeminent maritime power. For example, a ship entering the homeland through a coastal port such as New Orleans will have access to the deep interior. The inland waterways of the U.S. encompass over 25,000 miles of navigable waters, including the Intracoastal Waterway, a 3,000-mile highway that traverses the Atlantic and Gulf Coasts. This liquid highway touches most of America's major Eastern and Gulf Coast cities including Washington DC, Philadelphia, Baltimore, Chicago, New Orleans and Mobile. Inland and intracoastal waterways directly serve 38 states from the nation's heartland to the Atlantic seaboard, Gulf Coast and Pacific Northwest. "The prospect of terrorists on the inland waterways system is a particularly daunting challenge to homeland security. Via the inland waterways, a terrorist could reach America's heartland and many of its largest and most important urban centers. [These waterways] carry an enormous weight of the nation's internal commerce. ... Guarding every potential target along the inland waterways against terrorist attack is an impossible task." In addition, the study reinforces the importance of skilled American mariners to protect the U.S. marine transportation system, which encompasses 361 ports, over 3,000 facilities and more than 14,000 regulated domestic vessels. The requirement that all the officers and fully 75 percent of the crews of vessels be U.S. citizens goes a long way to reducing the risk that terrorists could get onboard or execute an attack on a U.S. target. The study also notes the continued importance of a U.S. shipbuilding, maintenance and repair industrial base to U.S. national defense. The study is available [HERE](#) (Source: *Marex*)



SEA TRAILS IN SIGHT FOR "ALP STRIKER"



Ultra-long distance towing and anchor handling vessel built for Dutch shipping company ALP Maritime Services has left the Niigata shipyard in Japan, heading to South Korea. ALP Maritime said the **ALP Striker** set off to South Korea to perform sea trials and undergo required technical adjustments. According to ALP Maritime Services, the vessel will be sailing at a speed of around 9

knots and is planned to arrive at Pohang in about four days where it will perform its bollard pull test. **ALP Striker** was launched from Niigata shipyard in October 2015 while its sister vessels, **ALP Defender** and **ALP Sweeper**, were launched in January and May this year. The last in the series of

four AHTS vessels will be the **ALP Keeper**. The vessels are based on the ULSTEIN SX157 design and are part of the ALP Future Class. They are primarily designed for long-distance towing of large structures, such as oil rigs or FPSOs. ALP Striker and its sister vessels measure 88.9 m length and 21 m in the beam and have a deadweight of approximately 4,250 t. *(Source: Offshore Energy Today)*

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PACIFIC TUGBOAT SERVICE CELEBRATES THIRD RENAMING CEREMONY BY HONORING LOCAL MILITARY HEROES

On Friday, June 10th, the Port of San Diego and Pacific Tugboat Service collaborated with local military on a vessel renaming event on Cesar Chavez Pier. About 130 eighth-graders from King Chavez Preparatory Academy in Barrio Logan were presented four profiles of local military heroes and asked to match their attributes with one of four different vessels from the Pacific Tugboat fleet. The final names of each vessel were revealed at the ceremony. Port



Commissioner Bob Nelson spoke to the students at the ceremony. “The Port thanks the 8th graders from King-Chavez Preparatory Academy for responding to Pacific Tugboat Services’ call for help to re-name some of their vessels,” he remarked. “We look forward to some of you becoming the tugboat captains, business people and military heroes who will help make San Diego Bay and the rest of our country such a great place.” This is the third activity that the Port and Pacific Tugboat Service have partnered on that has involved renaming vessels. In the past, however, 4th grade students were targeted and they had the opportunity to come up with their own names. **Logan** was chosen the first year, and **King C.** (for King Chavez Elementary) was chosen the second year. The concept to rename vessels after military individuals came from Pacific Tugboat Service, who has a working relationship with the local military community. Due to the solemn theme of the activity, eighth-graders were asked to participate this year. The biographies of three Navy SEALs and one Marine, some living and some who have passed away, along with four vessels with distinct characteristics were presented in a workbook to the students. The students had the opportunity to

learn about the different vessels in the fleet, which can be seen in their Bay, as well as the bravery of local heroes. They then had the chance to decide which profile best matched each vessel. “The names of these four genuine American heroes will be seen and heard on the waters of San Diego Bay, Los Angeles and Long Beach Harbors, San Francisco Bay and Delta and all along the coast of California and beyond,” commented Co-Owner and General Manager of Pacific Tugboat Service Steve Frailey. “Pacific Tugboat Service believes that the spirit and character of these four Americans will become a part of each of these four vessels and the crews who man them.” From its humble beginnings three decades ago – when it had just two small tugs and six employees – Pacific Tugboat Service has become a multi-million-dollar business. As a member of the Port's Green Business Network, Pacific Tug's entire fleet runs on shore power, meaning when it is docked, the ship's onboard diesel power supply is switched to shore-based electrical power. This process reduces polluting air emissions and noise levels from idling engines. The vessel renaming activity is one example of how the company not only cares about the quality of the air and water surrounding the bay, but the people of the community where it resides. *(Source: Unified Port of San Diego)*

ACCIDENTS – SALVAGE NEWS

BULKER BENITA SALVAGE OPERATION IN MAURITIUS - UPDATE 24/6/2016



Leading international salvors Five Oceans Salvage continue with the salvage and environmental protection operation following the grounding of MV **Benita** on 17th June off Mahebourg, Mauritius. The operation to remove the remaining fuel oil from the vessel's fuel tanks has made considerable progress. Of the 145 tonnes on board, 80 tonnes have now been pumped into specialised one tonne containers and 53 of these have been transported to a secure location on shore via 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. No further oil sheens have been observed. Booms and other antipollution measures remain in place as a precaution. Salvage divers have carried out a number of dive inspections in order to further assess the extent of the damage. As previously reported, a number of tanks have taken in water but the MV **Benita** appears to be stable and remains firmly aground. Planning for the eventual re-floating and removal of the vessel continue, in conjunction with the vessel's owners and the authorities. The tug **Ionian Sea FOS**, based in Mauritius, remains on site in order provide specialist salvage and antipollution equipment, and a further tug, **Coral Sea FOS**, is en route and is scheduled to arrive end of this month. *(Press Release)*

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PRODUCT TANKER BRIEFLY AGROUND OFF ALASKA

On Friday, the Coast Guard reported that the Norway-flagged chemical tanker **Champion Ebony** went aground near Nunivak Island, Alaska on the morning of June 24. Coast Guard Sector Anchorage received a report from the National Response Center at 0924 hours that the **Champion Ebony** ran aground



carrying approximately 14 million gallons of various fuel products. The crew of Champion Ebony was able to refloat the vessel and make way under her own power to deeper water at 0928 hours. She reported no signs of pollution, and is anchored to assess for damages. The captain of the product tanker reported that no pollution or injuries resulted from the incident. An Air Station Kodiak C-130 Hercules airplane crew conducted an over-flight of the tanker and reported no signs of pollution in the vicinity of the tanker. "Our primary concern is to protect the environment," said Petty Officer 2nd Class Lindsey Green of Sector Anchorage. "The Coast Guard takes tanker grounding reports seriously and we are conducting an investigation to determine the cause of the incident." The **Champion Ebony** is a 45,000 dwt double-hulled product tanker. 24 crewmembers were aboard at the time of the incident. Weather on scene is reported as calm winds, overcast with 3-foot seas. (Source: *Marex*)

TSAVLIRIS SIGNS MOU WITH ZHOUSHAN PORT FREE TRADE ZONE

On 7 June 2016 Tsavlis Salvage took part in the Zhoushan Maritime Event, hosted by the Zhoushan Municipal People's Government, China. During the event at the Athens Divani Caravel Hotel, a Memorandum of Understanding was signed between Tsavlis Salvage and Zhoushan Port Free Trade Zone Administrative Committee regarding the creation of a salvage network in Chinese waters. Mr Andreas Tsavlis verified the agreement which was signed by Mr Nicolas Tsavlis. On behalf of Tsavlis Salvage, Mr George Tsavlis said: "The relationship and cooperation between China and Greece is an extremely important one which continues to grow from strength to strength". The miraculous rise of the Zhejiang Zhoushan Archipelago New Area is focused on shipping and attracts a growing number of maritime industries to settle in Zhoushan. In the event of



Yangtze River Economic Belt. Moreover, Tsavliris are also seeking to establish, through the exclusive joint venture with its Chinese partners Kamji Marine, an international marine services online platform that will provide one-stop services for ships and shipowners around the world. On the same day, six more Greek companies signed Joint Venture Contracts with Chinese enterprises: * Hellenic Marine Equipment Manufacturing and Export Organisation (HEMEXPO) and Zhoushan Commerce Bureau. * Epirotiki-Potamianos (One Day Cruise Project in Zhoushan Archipelago) and Investment Promotion Bureau. * Palfinger AG and Zhoushan IMC-YY Shipyard. * MIRAE Industry Manufacture Co.Ltd and Yangfan Group. * HMSA and Yangfan Group. * SRH Marine Electronics SA and Zhoushan Jason Trade. *(Press Release)*

DUMPING OF 200,000 TONS SOIL AT GERMAN UBOAT WRECK COMPLETED

On June 27, 2016, the "*Stornes*" returned to Slovag after 200,000 tons of clean soil has been laid out with special Equipment at the sinking site of "*U 864*". Also the "*Siddis Mariner*" was demobilized, while the "*Siddis Mariner*" remained for the removal of sensors for the measurements that mercury was not swirled up or spread. Now the task of final analysis and completion of final reports remained.



According to preliminary environmental studies the operation was carried out without disturbance and spread of mercury. The monitoring during the process was one of the most extensive ever carried out underwater in Norway. The Company Van Oord also used newly developed equipment. The foreship of "*U-864*" is located on a slope in a geotechnical unstable area. Support of the embankment has now stabilized the area and reduced the risk of backsliding. Further work can now be implemented without imminent danger of landslides and spread of mercury contamination. Watch the video [HERE](#) *(Source: Vesseltracker)*

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COLLISION IN BALBOA



On June 26, 2016, at 10 a.m. at least eight, according to other sources 19 workers of the Panama Canal Authority were injured in a collision of the "Belén" with the boat "Mero" of the Panama Canal Authority (ACP) near the old locks in Balboa. On board were 21 employees. The injured were treated on the quay by paramedics. Four of them were taken to hospital. The tug moored at Albroom in Balboa

after the accident. (Source: Vesseltracker; Photo: R. Smera)

ABANDONED FREIGHTER IN DANGER OF CAPSIZING

Transport Canada and the Canadian Coast Guard intervened on June 24 and 25 trying to straighten and stabilize the "Kathryn Spirit" which started to list to port during the recent days in Lake St. Louis in Beauharnois. Strong winds and falling water levels have



unbalanced the ship and raised concerns it may capsize. A piling of 10 meters length which was used to stabilize the ship was torn apart. An oil boom was laid out on June 25 to contain any leakage of hydrocarbons. Helicopter patrols were carried out to notice any spills in time. A Notice to Shipping

was issued to create an exclusion zone and to minimize the transit and traffic in the area by boaters. The Canadian Coast Guard was now hard at work to try to limit the environmental damage in case of a capsizing of the ship which was too unstable to get boarded. The St-Pierre Group moored the freighter in Lake Saint-Louis in 2011 to dismantle it. When the project was rejected by the population, the St-Pierre Group sold the ship to a Mexican company that finally relinquished its ownership rights in the last few months. *(Source: Vesseltracker; Photo: ICI Radio Canada)*

WATERWAY CLOSURE ON RED RIVER

The Coast Guard has closed the Red River from mile marker 40 to mile marker 42, Sunday. A barge reportedly ran aground and is protruding into the channel near mile marker 41. The river closed to all vessels and any request to transit the river prior to re-opening shall be directed to Coast Guard Sector Lower Mississippi River on VHF-FM Channel 16 for further information. The Red River Express is en route from Texas and is expected to be on scene late in the evening June 27, 2016 to lighten the barge so it can be safely re-floated. *(Source: USCG)*

OFFSHORE NEWS

VOS CHALLENGE JOINS VROON FLEET



We are pleased to announce that **VOS Challenge** was delivered to Vroon last week. The vessel left Fujian Southeast Shipyard (FSES) in Fuzhou, China on Thursday 23 June at the start of her journey to Thailand, where she will be delivered to charterers PTTEP. **VOS Challenge**, a 65m anchor-handling tug supply (AHTS) vessel, is the first in an exciting new series of six such vessels under construction at the

Shipyard for Vroon. She is a KCM 65m vessel, designed by Khiam Chuan Marine. Vroon's Performance and Engineering Department worked closely together with KCM to enhance vessel capabilities. **VOS Challenge** boasts DP2 capabilities, 39 beds for crew and personnel, improved noise and vibration enhancements, 425m² clear deck area and anchor-handling/towing winches of 1,500m x 64mm. She is SPS2008-compliant, comes with super-silent bow thrusters and an optimised hull design for improved fuel efficiency. On arrival in Thailand, the vessel will work for PTTEP in the Arthit and Bongkot fields, where she will primarily support drilling activities. Duties will include anchor-handling, towing and supply operations. The vessel will be managed by Vroon Offshore Services Singapore. We thank the charterers for their continued support and belief in our services and wish VOS Challenge and her crew success in her maiden charter. *(Press Release)*

VIKING SUPPLY SHIPS REACHES AGREEMENT WITH BANKS, LACKS FINAL APPROVAL

Offshore vessel provider Viking Supply Ships (VSS) has finalized the in-principle agreement with the banks regarding the company's revised long-term financial platform. However, the company said, the agreement remains subject to final credit committee approval. The company also said it will continue its negotiations with its investors and remaining financial creditors with an aim to reach a final agreement with them as well. In accordance with the principle agreements



with the banks, the company will not fully pay interest, amortizations or other commitments to neither its financial creditors nor under the [Odin Viking](#) bareboat charter contract, other than where an agreement for a long-term financial platform has been reached. As a consequence of this, the company has received a notice of default from Nordic Trustee (on behalf of the bondholders). The company has for some time been engaged in a dialogue with a few core bondholders and their advisor. VSS stated that, if an acceptable solution is not reached with all relevant financial creditors, Viking Supply Ships will consider all structural and strategic alternatives. Recently, Norseman Offshore, the owner of the anchor handling tug supply (AHTS) vessel [Odin Viking](#) which is on a bareboat charter with VSS, filed an application for bankruptcy against VSS with the Maritime and Commercial High Court in Copenhagen only to withdraw it several days later. The petition was made on the basis of unpaid hire in an aggregate amount of approximately \$2.5 million. (*Source: Offshore Energy Today*)

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STANDBY SHIPS IN THE UK (PART - 1)

In May 1965 the BP drilling rig Sea Gem was towed out of Middlesbrough docks, and headed in the direction of its first location offshore. It was a barge to which the company had fitted ten retractable legs and a drilling derrick from the BP onshore field at Eakring. This unlikely combination of hardware starting drilling its first well 40 miles off the Humber estuary on 5th June 1965, and 104



days later, on 17th September, made the first discovery of hydrocarbons in the UK sector of the North Sea. However a short time later on 27th December 1965 it was preparing to move to another location a couple of miles away and was beginning to jack down. To jack down the hull of the rig was being lowered down the legs until it was floating, and then the legs would continue to be raised until they stuck

out above the hull. During this process two of the legs collapsed and the rig was tipped over into the sea. 13 men died, the remainder being rescued by a British cargo ship the Baltrover and an RAF rescue helicopter. As a result of this tragedy the government of the day passed the “Minerals Workings Act“, which among other things required that every installation be provided with an OIM, Offshore Installation Manager, and that they all be supported by a standby vessel, in case of further misfortunes of a similar nature. A number of vessels were put forward for the task, most of them trawlers from the deep sea fishing fleet. North Star, Colne Shipping, Cam Shipping, Boston Putford and one or two others had ships which were rapidly becoming surplus to requirements as their industry was throttled by international legislation. They also employed crews who would soon be out of work, and who were used to a life of extreme hardship. For the fishermen thirty days at sea followed by five in port was the norm, as were the long periods of extremely rough weather, poor food and rationed water. In the standby role they were at least saved from the wettest part of the job - hauling nets in any weather, and sorting and gutting the fish. The old trawlers were fitted with rescue boats and the crews were sent on First Aid and boat handling courses. None of these presented any particular difficulty. The courses were at the lowest level of training, for the shortest possible period of time, and the rescue boats were of flexible specification. Some other features were not improved. The ships were usually provided with hand steering, with the wheel connected by rods and chains to the rudder. They had a single engine driving a single screw and no form of secondary manoeuvring system. In rough weather they would lie athwart the seas rolling alarmingly until the situation became intolerable or they were miles away from their oil rig. They would start up the engine and steam slowly into the seas until they were well upwind of the rig, then stop again to drift for an hour or two. This was a traditional fishing vessel technique and was known as “laying and dodging”. There was little change to this situation until the enquiry into the Piper Alpha disaster was completed in 1991, when the standby vessel [Silver Pit](#) was found wanting. Inevitably the investigation into the disaster identified failings in the manner in which the rescue efforts were carried out, citing in particular the chaotic communications, the tendency for FRCs to break down and the manoeuvring difficulties suffered by the [Silver Pit](#). Witnesses to Lord Cullen’s enquiry reflected an industry view that the craft were nothing more than “a necessary evil” and “a token gesture” . The [Silver Pit](#) itself was provided with a single screw, hand steering and a temperamental bow-thruster, which failed after five minutes in operation. Lord Cullen said “I am entirely satisfied that in the above respects (manoeuvring capability) the [Silver Pit](#) was essentially unsuitable for the purpose of effecting the rescue of survivors”. The [Silver Pit](#) was found deficient in many other respects, some due to poor maintenance and some due to the inadequacy of the

regulations under which standby vessels in general were operated and equipped. By the end of the enquiry converted trawlers in general, rather than the **Silver Pit** in particular, were becoming the recipients of fairly extensive criticism. At that time 162 of the possible 187 standby vessels were former fishing vessels, and even though the enquiry itself had only considered the **Silver Pit**, Lord Cullen recommended extensive changes to the standby vessel code which effectively made most fishing vessels unsuitable for further service. Hence 1992 was the beginning of a new era for the standby vessel. In order to conform to the new voluntary standards, known as “The Green Code” an extensive improvement in manoeuvring capability was required, and while one or two of the old side trawlers were fitted with bowthrusters, the writing was on the wall for them – at least as far as the oil industry was concerned. A number were sold back into the fishing industry to resume their old trade. So, in the early 1990s ship-owners were scouring the world looking for suitable tonnage to convert, and as well as the trawler owners a number of supply ship companies also became involved. Fortunately there was a ready source of vessels due to the development of the anchor-handler and the platform supply ship. The older anchor-handlers, which made up most of the UK offshore fleet, were now too small to work in the deeper waters of the Shetland Basin and the Atlantic Margin and the early designs of platform ships did not have sufficient cargo carrying capacity to service the modern multi-platform supply requirements. But with their invariable configuration of twin engines and rudders, supported by at least one bowthruster, they were ideal for the standby fleet, and were soon being converted in large numbers. The traditional standby vessel operators purchased the most aged of the North Sea fleet, some of them having been built in the year the Sea Gem found the first hydrocarbons. These ships were now over twenty-five years old, but built to last. Their competitors, the UK based supply ship owners generally had more ships to choose from – some of their own for a start. The British arm of the Norwegian ship-owners, Farstad, purchased two former Spanish anchor-handlers and converted them on the Tees. They also carried out extensive conversion work on the **Far Earl** and **Far Baronet**, two modern supply vessels, which had been built for operations in the southern North Sea, but which had almost immediately been found to be too small. They were upgraded to 300 survivor capacity and all four vessels were provided with new high speed rescue craft to be launched and recovered by Hydralift davits. Each vessel was also to be fitted with a crane to provide a secondary means of recovering the rescue boats. *(This article was written in 2006 by Victor Gibson – Ships and oil)*

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MISUNDERSTOOD VESSEL BOARDING AGREEMENTS CAN COST YOU

The basic relationship between a vessel owner/operator and a charterer is usually controlled by a master time charter agreement. It provides the basic framework for the relationship and outlines the obligations of each party. But charterers often bring third-party contractors aboard vessels, and the master time charter may not cover the risk associated with it. What controls the relationship between the owner/operator and third-party contractor? It is common practice for owners to request

that third-party contractors execute a vessel boarding agreement (VBA, or access agreement) to manage the risks. The VBA is usually a simpler document than the master time charter. It incorporates the key risk management provisions needed to provide the owner and third-party



contractor protection and predictability in the event of personal injury or property damage on the vessel involving property or personnel belonging to either party. *The critical provisions of VBAs include:* 1) Indemnity: While an industry standard “knock for knock” is almost always preferable, some form of indemnity should be obtained in order to gain some level of predictability and insurability concerning risks posed by the presence of the third-party contractor. 2) Insurance requirements: Both the owner and third-party contractor should request and confirm that each has sufficient coverage and limits, and that the insurance be endorsed with full waivers of subrogation naming both as additional insureds on the other’s policy. 3) Possible deletion of the watercraft exclusion: The exclusion should be examined in order to determine whether a request for deletion should be made. Not all watercraft exclusions are created equal, and it can be difficult under some circumstances to obtain deletion. Failure to fully consider these provisions can have severe consequences. For example, in *Johnson v. Seacor Marine* (Fifth Circuit 2005), the defendant requested that a third-party contractor execute a VBA that included a “knock for knock” indemnity provision, required that Seacor Holdings be named as an additional insured, and included a waiver of subrogation and the deletion of the watercraft exclusion. The parties executed the VBA, and employees of the contractor were later injured and sued Seacor, who then sued the contractor and its insurance carrier seeking defense and indemnity under the VBA. On appeal, the Fifth Circuit addressed the issue of whether the insurer was obligated to provide defense and indemnity to Seacor pursuant to the VBA. While the agreement required the deletion of the watercraft exclusion, the insurance certificate provided to Seacor showed that the exclusion was never deleted. Therefore, the court found that the exclusion prohibited coverage. In an attempt to circumvent this failure, Seacor also sought recovery for negligent misrepresentation and equitable estoppel. However, the court found that Seacor could not prevail because the evidence showed that the certificates were accurate, were not reviewed by Seacor, and that Seacor had transported the third-party contractor’s employees after the revocation of the VBA (along with employees of other contractors with whom it had no executed VBA). Consequently, Seacor could not show reliance to its detriment on any misrepresentation. VBAs require more than just a passing glance and should be an integral part of an owner’s risk management structure. Failure to harmonize a VBA with the master time charter agreement and to be diligent in verifying the representations made can leave an owner/operator exposed to significant and costly risk. (*Source: Workboat*)

REM OFFSHORE SETS OUT RESTRUCTURING PATH

Norway’s Rem Offshore has detailed plans of a restructuring after months of discussions with banks, bondholders and major shareholders. The company said the restructuring will “create a financial runway” for the company through to the end of 2019, allowing for a worst case scenario in terms of vessel utilisation. The restructuring is expected improve the company’s liquidity by around NOK



3.6bn (\$420m) over the same period, and reduce interest bearing debt by around NOK 900m (\$105m). Key parts of the restructuring includes a new private placement of NOK 150m, the conversion of NOK 513.5m in senior unsecured bonds to shares, a reduction of amortisations on all bank facilities with all bank maturities extended by 42 months in addition to amended financial covenants, and the cancellation of an AHTS newbuilding with

Vard in exchange for equity. The restructuring information also reveals that Åge Remøy, the company's largest shareholder, is contemplating a reduction of shareholding in the company prior to completion of the restructuring. *(Source: Splash24/7)*

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SAPURAKENCANA IN NEW CONTRACT WINS

SapuraKencana Petroleum Berhad's wholly-owned subsidiary SapuraKencana Australia has secured multiple contracts for light well intervention and decommissioning services. The scope of the first project included provision of light well intervention services to Woodside Petroleum. SapuraKencana performed the work using the SID light well intervention system and **SapuraKencana Constructor**



vessel. The second contract for decommissioning services at the Balnaves field the company

won from Woodside Energy Julimar. According to the company, the contract is for the several phases of the Balnaves decommissioning project, located offshore North-West Australia. The contract duration is approximately six months. In addition, SapuraKencana secured another light well intervention contract on call-off basis with Shell Australia. The company will be utilizing its light well intervention system and vessel. The duration of this contract is said to be five years. *(Source: Subsea World News)*

WESTERN LINK CABLE LAYING OPS TO START IN JULY



Work on the installation of the third deep water cable of the Western HVDC Link in the Irish Sea is due to start in early July 2016 and is due for completion in September 2016, AWJ Marine informs. This installation campaign will take place over a distance of about 120km, starting to the west of the Isle of Man and finishing in the southern part of the Firth of Clyde. This cable-laying campaign will involve the laying of the cable, and a post-lay survey. The pre-lay survey and pre-lay grapnel run were carried out by the vessel [Go Pegasus](#) earlier this year. Cable laying and burial work will be carried out by the cable laying

vessel [Giulio Verne](#), accompanied by the vessel [Go Pegasus](#). During cable laying operations, the [Go Pegasus](#) will follow the [Giulio Verne](#) at a distance of approximately 500m, and will tow a cable burial plough, providing for simultaneous burial. Two sections of this campaign will be free laid and buried by post lay jetting at the end of the parallel campaign. The cable will not be buried where it crosses existing cables or pipelines, and also at locations where the seabed character has prevents cable burial. At crossing locations and other areas where the cable is exposed, guard vessels will monitor the cable until appropriate post-lay protection can be carried out. Vessels are requested to pass at a safe speed and distance from these locations and fishing vessels are advised to remain a safe distance from the areas identified to ensure the safety of the vessel and its crew. At the completion of the campaign a post-lay survey will be carried out by [Go Pegasus](#) using an ROV. The sonar markers installed at the crossing points will be removed during this survey. Guard vessels will be stationed as appropriate along the cable route during installation and burial to ensure the safety of marine users. There are presently 4 guard vessels on station along the cable route. *(Source: Subsea World News)*

WINDFARM NEWS - RENEWABLES

DALBY OFFSHORE TAKES DELIVERY OF DALBY OUSE

The 26-metre wind farm service vessel (WFSV) [Dalby Ouse](#) was delivered to Dalby Offshore at the Seawork International Exhibition in Southampton on 14 June. The aluminium catamaran has now returned to Great Yarmouth for final acceptance and delivery trials and is expected to be delivered to Dalby in the coming weeks. The Ouse is the first 26 metre South Boats IOW design to be built by Alicat Workboats in Great Yarmouth. The vessel will commence its first contract on delivery from Dalby's Trinity Quay facility in Great Yarmouth. Stuart McNiven, Managing Director of Dalby, said:

“Despite the financial challenges the industry has faced in the last year there have been many positive announcements in recent months and with the Round 3 projects now set to go ahead in 2017 and beyond, Dalby are well placed to capitalise on the opportunities and these large multi-functional



vessels like the Ouse offer greater capability and flexibility and bring a new dimension to our fleet.” The WFSV is powered by Twin MAN V12-1650 main engines coupled to Hamilton HM721 water jet propulsion. It has forward and after cargo decks capable of carrying 20 tonnes of equipment, and the capacity to carry 24 passengers, with onboard accommodation for 8 passengers plus crew.

(Source: Offshore Wind)

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CHEVALIER FLOATELS BAGS NEW OFFSHORE WIND CONTRACTS



Chevalier Floatels reported today that it had secured a series of contracts for offshore wind projects, thus returning its fleet to the renewables sector amidst a challenging period the oil and gas industry is currently going through. Even though Chevalier left the projects for which it was contracted unnamed, it revealed that its two accommodation vessels have each secured contracts for converter station works, with **DP Gezina** also being hired for met mast maintenance and **DP Galyna** for

cable installation support. The two vessels will be deployed at their respective projects in the North

and Irish Sea until the end of July. **DP Gezina** and **DP Galyna**, outfitted with an Ampelmann heave compensated gangway and crew boat landing for personnel transfer operations, have been upgraded recently and now have four new features which, according to Chevalier Floatels, enable them to meet the requirements of the offshore energy industry, and especially offshore wind. Many companies like Chevalier Floatels have been able to weather the current downturn in oil and gas industry by engaging more in the offshore wind sector. *(Source: Offshore Wind)*

ESVAGT TO LAUNCH DUDGEON SOV AHEAD OF SCHEDULE

Esvagt plans to deliver its Service Operation Vessel (SOV) for the Dudgeon offshore wind farm ahead of schedule, the company reported in its newsletter. The company has made an agreement with Havyard Ship Technology in Leirvik to speed up the process and have the vessel ready a week earlier than initially planned. Given that the shipyard has already been slightly ahead of schedule with the work, Esvagt decided to bring forward the delivery to the last week of August. In



December 2014, Dudgeon Offshore Wind Limited awarded Esvagt with a 5-year contract for the SOV. The contract includes options for extension, up to a total of 5 additional years. The 402MW Dudgeon offshore wind farm is currently under construction, with the first monopile installed at the beginning of April. Statoil is in charge of the offshore wind farm's development, commissioning and O&M phases. Co-owners in the £1.5 billion project are Statkraft and Masdar. *(Source: Offshore Wind)*

SME SETS UP ROCK ANCHORS FOR ITS PLAT-O TIDAL ENERGY PROJECT



Sustainable Marine Energy (SME) has completed installation of four subsea drilled rock anchors at its berth at the European Marine Energy Centre. The anchors will be used to moor its PLAT-O tidal energy platform which will be deployed at EMEC. The anchoring remotely operated vehicle (AROV), which was used

for the installation, has been developed in-house at SME over the past 3 years. Marine operations were performed from Leask Marine's multicat **C-Salvor**. The 3.5m length anchors have a nominal

holding capacity of 100t dependent on the type of the rock. In addition, SME said it is now working to develop a range of anchors with even greater holding capacity and suitable for a range of substrates. "This is a very exciting time for SME" said David Stoddart-Scott, head of project development. "Not only are we making great progress with the PLAT-O platform, but we are also developing subsea anchoring solutions. We will be offering these to the marine industry as a whole. Whilst we will be busy deploying anchors for our own projects, we have also had a number of enquiries from a range of companies who are looking to benefit from our innovative technology. We are in the early stages, but substantial cost savings over conventional gravity anchors are possible. We think this will be a tempting prospect to the marine energy and aquaculture industries. We expect to perform our first customer deployment for a wave energy developer later this year."

(Source: Subsea World News)

YARD NEWS

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CONRAD SHIPYARD FORMS LNG BUSINESS UNIT

Conrad Shipyard has announced the formation of a new business unit focused on LNG projects. The new business unit will be led by Conrad Vice President Brett Wolbrink. Conrad President and CEO Johnny Conrad commented on the selection of Wolbrink to lead the LNG unit: "Brett has served Conrad Shipyard in a variety of management positions, and he has in-depth knowledge of our operation from the ground up," he said. "We believe the continued development of



the LNG fuel market to be of critical importance. Not only will it provide positive change with respect to environmental emissions, but will ultimately provide significant long term positive economic results for Owners and Operators. We want Conrad to be an active participant and a leader in the development of this market." Conrad Shipyard is the builder of the first LNG bunker barge in North America and anticipates a delivery date of early 2017. Conrad continues to actively pursue other LNG opportunities, including developing designs for additional transport barges, dual-fuel powered towboats, and other research and development projects. Wolbrink commented on his new assignment: "In Conrad's 68 year history, we have had the opportunity to not only witness, but actively participate in, many historical and technologically innovative transformations in the marine

industry. We see the LNG marine fuel market as the next logical progression in this history. Conrad has the experience, the workforce, the facilities, and the leadership to not only take advantage of these opportunities, but to be actively engaged in fostering the continued development of the infrastructure necessary to expand this markets capabilities. Our team is excited and looking forward to the opportunities ahead of us." (*Press Release*)

FINCANTIERI MARINE GROUP WINS NAVSEA CONTRACTS



The U.S. Naval Sea Systems Command (NAVSEA) has awarded Fincantieri Marine Group (FMG) two contracts to provide Design Studies & Analyses Services in support of the Landing Craft-Utility (LCU), and in support of a new class of Towing, Salvage and Rescue Ship, T-ATS(X). For the LCU, the scope of work will include technical solutions for the future LCU including, identifying affordability initiatives for reducing acquisition and ownership costs; the use of existing low-risk technology

components; ensuring that the LCU is compatible with all existing amphibious ship well deck configurations; and, to ensure lowest total acquisition and ownership costs over the service life of the vessel. For ATS(X), the scope of work will include the modification of an existing commercial-vessel design to meet Navy requirements. Design modifications will place emphasis on the use of commercially available and proven technologies in order to reduce acquisition and ownership costs, and to maximize vessel reliability, maintainability and supportability. FMG has built 17 of the Navy's legacy LCU-1610 and seven legacy U.S Navy Powhatan Class Fleet Ocean Tugs (T-ATF-166-172) at its Fincantieri Marinette Marine shipyard in Marinette, WI. FMG President and CEO Francesco Valente said, "Our experience in building 17 legacy LCU vessels and seven Powhatan Class Tugs for the U.S. Navy, combined with the Fincantieri resources of more than 1,000 engineers worldwide—including over 100 in the U.S.—uniquely positions us to provide comprehensive and cost-effective solutions for each of these new platforms." (*Source: MarineLog*)

BIGLIFT ORDERS THIRD HAPPY S-TYPE VESSEL

Dutch shipping company BigLift Shipping has placed an order for the third Happy S-type vessel to be built by China's Ouhua Shipbuilding. 'Happy Sun', as the new build vessel will be named, will be identical to BigLift's 'Happy Star' vessel and is expected to be

delivered in the first quarter of 2018. Happy Sun will be 156 m long and have a 29 m deck with 18,374 m ton deadweight. The vessel will feature two 900 mt Huisman Heavy Lift Mast Cranes with high crane pedestals and lengthened jib. The vessel's length and the forward position of its superstructure will offer a single, large cargo hold and a wide, open deck area. It will be fitted with pontoon type hatch covers and a poop deck which will make the vessel's full deck area available for cargo stowage.



According to BigLift Shipping, Happy Sun's tween deck will be adjustable in height and the vessel will be allowed to sail with open weather deck hatches at a draught of up to 7.5 meters. Furthermore, it will have Finnish/Swedish 1A Ice Class notation and the service speed will be 15 kn. With Happy Sun, BigLift's fleet will comprise of 16 heavy lift vessels with lifting capacities up to 1,800 mt, the company said. *(Source: Offshore Energy Today)*

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GRONINGEN SEAPORTS FIRST IN LINE FOR DAMEN InvaSave



Ballast water treatment system will be displayed at 'DelfSail' sailing festival. The first production version of Damen's InvaSave ballast water treatment system – intended for use at Groningen Seaports – will be on display at the upcoming 'DelfSail' sailing festival between 30 June and 3 July in the city of Delfzijl. Damen's InvaSave is the world's first ballast water treatment (BWT) system intended to operate in ports and mobile operations. The fully

containerised ‘plug & play’ unit provides ship owners with a mobile and cost-effective alternative to retrofitting fixed BWT systems.

This will also give port authorities the versatility to improve the services that they can offer ship owners. InvaSave represents the close cooperation between Damen and Groningen Seaports, the port authority handling the Dutch ports of Delfzijl and Eemshaven. Other partner organisations include Van Gansewinkel and Royal Wagenborg in addition to Dutch marine research institutes Imares and MEA-nl. Another important partner was the ‘Waddenfonds’ – a Dutch foundation involved with the

preservation of the Wadden Sea – who provided significant financial support to establishing the project.

Forward thinkers Delfzijl and Eemshaven are situated on the coast of the Wadden Sea, an area containing the largest unbroken system of intertidal sand and mud



flats in the world. Due to this biological and physical distinctiveness, the area has been designated a UNESCO World Heritage Site. “We teamed up with Groningen Seaports to develop this technology. With the Wadden Sea on their doorstep, this is an important issue for them,” says Damen Green Solutions Product Manager Matthijs Schuiten. “It has been a pleasure to work with them towards their goal of a ‘green’ harbour environment. Their progressive way of thinking has played a very important role throughout the entire project.” *Ready for ratification* “Our location on the Wadden Sea means that we have a responsibility to push forward the progress of sustainable shipping,” comments Groningen Seaports Sustainability Coordinator Bart van der Kolk. “We are fully prepared for the ratification of the IMO Ballast Water Management Convention. This project wouldn’t have been possible without the effort of some frontrunners like Royal Wagenborg, Van Gansewinkel, Imares, MEA-nl and Damen.” *Advancing sustainability* Expected to attract around 600,000 visitors, DelfSail is a periodic sailing festival that takes place in Delfzijl, in the north of the Netherlands. More than 30 traditional sailing ships – including schooners, three-masters and barques – will be attending the 5-day event this year. Visitors to DelfSail will be able to view the Damen InvaSave unit at the SummerLabb, a Dutch exhibition platform dedicated to informing the public about sustainable issues. “We are very pleased to exhibit the InvaSave unit and to share it with the tens of thousands of people who will visit SummerLabb,” comments Jan Douwe Kroeske, creator of the SummerLabb. “It marks a substantial advance in the field of ballast water treatment. It is fitting that the first unit will be operational in the Wadden Sea: an area of considerable ecological importance on an international level.” Watch the video [HERE](#) (*Press Release*)

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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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