Tugs Towing & Offshore Newsletter

LEKKO All about tugs

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

MIDWEEK–EDITION

TUGS & TOWING NEWS

LAUNCHING OF THE FIRST DUAL FUEL TUG BUILT IN EUROPE

Today, 4th July 2016, at Gondan Shipyard in Figueras, at high tide, the first Dual Fuel tug ever built in Europe – and the first of a series of three currently under construction for the Norwegian shipowner Østensjø Rederi - has been successfully launched. Designed by the Canadian company Robert Allan, the new escort tug, with 40.2 meters length and 16 meter beam, will provide tug services to Norwegian state-owned energy company Statoil, at the far-north terminal located at Melkøya. Built to withstand freezing cold, the vessel is shaped specifically to grant full operational availability at temperatures of 20ºC below zero and combines environmental sustainability through the use of LNG in most of its operations, with the flexibility of diesel power to ensure a high level of operational security. For the next few months, this new vessel will be moored at the Yard´s quay while being outfitted according to the best shipbuilding standards, until completion, when she will be ready for the thorough sea trials and her following delivery in 2017. *(Press Release)*

BREXIT AND BARGES: EXPORTS WILL DROP BUT KEEP CALM

The workboat industry is no longer a mom-and-pop operation, having grown into a truly global

business. Sixty percent of U.S. farm exports move on the inland waterways to ports for shipment overseas. Coal and agricultural products are among the biggest exports, and the European Union, after Asia, is one of the biggest customers. It might seem like a remote connection, but the workboat sector should keep a close eye on the fallout from the stunning vote last Thursday in which U.K. voters decided to leave the EU. As WorkBoat reported in its July issue, the barge industry is already suffering the effects of a slowdown in the world economy — most notably in China — and Brexit will deal another blow that will likely reverberate across the Atlantic, down to the Gulf of Mexico, and up the Mississippi River. The shock to domestic barging will be felt mostly by the falling value of the British pound and euro. Weaknesses in these currencies have sent the dollar surging, and this will hurt U.S. exports. U.S. soybeans and coal, for example, will become more expensive and this will suppress demand from customers in Europe and Asia. This is not good for barging. "The strong dollar has been a challenge for some time now," Mark Knoy, president and CEO of American Commercial Lines, Jeffersonville, Ind., one of the nation's largest liquid and dry cargo barge lines, told me in an email. "I am certainly not a Brexit expert, but anything that challenges exports cannot be a good thing for us." The surging U.S. dollar is also a big concern for U.S. soybean exporters, who move a majority of their grain by barge to Gulf ports for export. "The overall strengthening of the dollar that has occurred over the past year has had a punitive effect on our exports," said Mike Steenhoek, executive director of the Iowa-based Soy Transportation Coalition. "A continuing strengthening will continue serving as a headwind for our export program." Steenhoek said there's also the larger concern that Brexit will usher in a period of sustained uncertainty in world markets. "This is not just confined to Great Britain," he said. "The discussion of remaining or exiting the EU will intensify, not abate. This uncertainty in the global economy will likely increase demand for relatively stable investment opportunities, like the U.S. dollar, which will add an obstacle to our exports." This uncertainty raises a big question of whether Brexit represents an end to the kind of globalization and liberal trade that have opened up new international markets to the workboat industry and so many other U.S. sectors over the past few decades. The Brexit vote exposed a deep skepticism about the global economic system, and has prompted other European countries to question the benefits of their continued membership in the EU, the world's largest trading bloc. But there are a few bright spots for Americans from the Brexit vote. It is expected to cause mortgage interest rates to drop to a record low in the next few weeks, so now might be a good time to refinance or buy a house. And the sliding British pound against the dollar makes that summer vacation to see the Tower of London or Buckingham Palace a lot more affordable. *(Source: Workboat)*

TUG DECISION MUST BE INFORMED BY RISK ASSESSMENT – CARMICHAEL

Northern Isles MP, Alistair Carmichael, has pressed the government again on the future of the coastguard tug, and urged the transport minister to take proper account of a comprehensive, independent risk assessment of the dangers of removing the tug. The contract for the Emergency

Towing Vessel (ETV) expires on September 30, and the transport minister, Robert Goodwill, has promised an announcement on its future soon. Commenting after an exchange in the House of Commons, Mr Carmichael said: "The Maritime and Coastguard Agency eventually asked a private sector company, LOC, to provide a risk assessment about the removal of the coastguard tug. "They did not hold back in their analysis of the dangers of there not being a permanent at sea vessel. Ministers, officials and stakeholders have all seen the report, so to ignore it now would be an act of criminal recklessness. "The tug is our ultimate insurance policy. Time and time again I have pressed the government on this matter. I have been assured by Robert Goodwill that an announcement on the ETV's future is imminent and while we await that I hope he is taking on board the widest range of views from the communities affected, including local authorities, businesses and relevant stakeholders." *(Source: The Orcadian)*

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

Bob Jordan spotted the **MERRY CHASE** for sale at a dock in Steveston where it had been sitting for five years. He called the number on the boat and owner Ivan 'John' Uljevich gave him a tour. Bob recalls, "The boat was painted all white and was looking tired and rather forlorn but I also saw a good foundation, a nice hull with a raised wheelhouse – and the price was reasonable." Bob wasn't put off by the total refit he envisioned. "It was 2007 and I had time and some money from a couple of good charter seasons, so I was rarin' to go with a new project!" A week later he arranged to see the boat out of the water. He liked what he saw and bought it then and there. Bob also liked the continuity. "My parents were Croatian and everyone in my family fished so I grew up on boats like the **MERRY CHASE**. My grandfather ended his career on a Japanese fish boat just like this. One of my uncles, Peter Veljacic, had his own boat that we'd all go out on for family picnics, and our cousins are still fishing.

So coming to a boat that a lot of Croatians had owned felt like coming home. It reminds me of my youth." That said, the next five to six years were still a period of intense work. "There was so much junk in the engine room you couldn't walk through it at first," Bob chuckles; "You could only see the yellow Cat D-334 engine." So first up was hauling stuff out, getting rid of the seine gear and then removing all the fibreglass on the wheelhouse and in the fish-hold. Cutting a doorway between the hold and the engine room created what would eventually become a generous storage area. Six very short, cramped bunks in the forecastle were ripped out and replaced by four larger berths and a head. Bob added doors to the wheelhouse and big new windows, then reconfigured the mast and boom. On the main deck, the cabin between the wheelhouse and the aft galley became the owner's suite with a double berth. "Refurbishing our other boats only took one year each; this one took five!" Bob describes. At the end of every Westwind charter season deckhands, keen for extra work, stayed on and helped out. Bob handled all the wiring, electricity, plumbing, pipe-fitting and exterior finishing. He also designed the interior and then hired Tony Jarvis, who specializes in fine yacht carpentry, to do the finishing work. "He's one very skilled craftsman, just exceptional!" says Bob. When the recession hit in 2008 the Jordans used funds from the sale of the **UNION JACK** in 2009 to finish refurbishing the **MERRY CHASE**. "We put in so much work. Now it's time to enjoy the rewards!" Bob grins. "It feels good and it turned out exactly the way I wanted, with a big aft deck and a large storage area. It's such an easy design to love; that layout was there from the beginning." The **MERRY CHASE** has had three engines. The first was a three-cylinder 90-hp Washington Estep (later just called a Washington), a very popular engine in 1929, Jordan notes. Then in 1952 owner Antony Kirincich put in a 120-hp Cat D-337. Finally in 1971 Roy Clarke installed the current Cat D-334 which John Uljevich rebuilt when he fished the boat. Initially, Bob was skeptical of the 334's 240 horsepower, having fished for so many years with more powerful engines. But he notes, "It doesn't leak and doesn't burn oil. In fact, it's pretty darn nice." In her latest reincarnation the MERRY CHASE serves as a shadow- ship to the PARRY which accommodates 12 passengers and five crew during the Westwind charter seasons. For the first time Bob and Kathy have their own live-aboard space and the converted hold carries extra supplies for chartering and replacement gear. "Before Bob had to fly up from Vancouver if there was a problem," Kathy explains. "Now he can serve as on-site mechanic and train new crew. We move daily, so it's a big job." The Jordan's team approach has been extremely effective for their charter operation. Bob readily admits to being the type who needs a project so, if he's not needed helping out with the PARRY, he's often working in the engine room of the **MERRY CHASE** while at anchor. Whether ashore or aboard Kathy runs the office and deals with rebellious computers. Last year, as they headed north for the season's first charter, she also skippered the **MERRY CHASE** on her own while Bob broke in a new skipper on the **PARRY**. "I was a bit nervous running into higher than expected seas before we got to Bella Bella," Kathy reported, "but the **MERRY CHASE** took it like a dream!" *(Source: Western Mariner by Vickie Jensen)*

KAPU TOWED SPLIT HOPPER BARGE

On the 18th June 2016 was seen the tug "**Kapu**" in Dunedin upper harbour. She is towing a 32 m split hopper barge. The tug was built in 1983 with a length of 14.46 mtrs a beam of 4.92 mrts and a draft of 2.11 mtrs. The Caterpillar engine develops an output of 520 hp. She has a grt of 55 tons. *(Photo: René van Baalen)*

FAIRPLAY 31 ON ITS WAY TO HALIFAX

The 2009 built Antigua and Barbuda registered with call sign V2GH8 tug **Fairplay-31** (Imo 9416575) was seen when arriving at Damen Galatz for towing the PSV 5000 **Atlantic Griffon** via Cadiz to Halifax. The **Fairplay-31** was built by Astilleros Armon SA –Navia; Spain under yard number 669 and delivered to Fairplay Schleppdampfschiffsreederei Richard Borchard GmbH - Hamburg. She has a length of 38,72 mtrs a beam of 12.70 mtrs and a depth of 6.90 mtrs. The two ABC type 12V-DZC diesel engines develops a total output of 5,304 kW (7,213 bhp). Her free sailing speed is 14.1 knots

and the bollard pull 90 tons ahead and 85 tons astern. *(Photo: Arie Boer)*

TUG INVESTMENT CONTINUES TO ENCOURAGE OPTIMISM

The past month has seen some notable tug contracts signed, and new vessels completed, suggesting that while some sectors of the shipping industry are suffering from an almost complete slowdown in investment, the harbour towage business is not one of them. As one example, Young Brothers Limited, Hawaii's largest inter-island cargo service provider, and Conrad Shipyard of Louisiana, have entered into a US$80 million contract to construct four new tugs, one of the biggest multiple tug contracts agreed to date this year. The new tugs will improve Young Brothers' ability to provide regular cargo services to island communities, and enhance these services through lower maintenance, less downtime, better towing speeds, greater operating efficiencies, and lower environmental impacts, the company states. The first tug will be delivered in the first quarter of 2018, and the fourth by the first quarter of 2019. The powerful 6000hp (4474kW), 123ft (37.5m) by 36.5ft (11.12m) vessels are designed to match up with Young Brothers' fleet of modern high capacity barges, delivered from 2007 to 2010. Young Brothers worked in conjunction with its parent company, Foss Maritime, and the naval architects in Foss' Technical Services Department to research various tug hull designs, engines, and towing equipment options to ensure the latest advances in safety, environmental protection and crew habitability were incorporated into the new generation tug design. The American-built vessels, to be known as the Kāpena Class, will be powered by General Electric 8L250MDC type, EPA Tier IV emissions compliant exhaust gas recirculation engines. Elsewhere, Atlantic Navigation Holdings of Singapore has signed contracts for five multi-purpose tugs and two anchor handlers from an as yet unnamed shipyard in China. Costing around US$45 million in total, these will be deployed, upon delivery in the third quarter of 2017, under firm five-year charters to support the operations of an oil company in the Middle East Gulf. In terms of deliveries, notable news has included the handing over of the second of two Damen Shoalbuster 3009 multi-purpose workboats for SMIT Amandla Marine, recently named in a ceremony at Damen Shipyards Cape Town, South Africa. With De Beers Group Services the end client, **Aogatoa** is the second of two Shoalbusters 3009 ordered by SMIT Amandla Marine. The 30m tug has a bollard pull of 24.5 tonnes and is fitted with a crane with a lifting capacity of up to 1.7 tonnes, making it suitable for towage, buoy-laying, pushing and all-round support duties. Other notable developments in recent weeks include the delivery of **Bugsier 22** to the German operator,

Bugsier, and the commissioning of two Damen ASD 3212 tugs for Multraship, **Multratug 29** and **Multratug 30**, which were built at the Damen Song Cam Shipyard in Vietnam. The 32m tugs, which have a bollard pull of 82 tonnes, are notable for their sea-keeping behaviour, manoeuvrability and towing characteristics. The tug market is by no means buoyant. But neither is it becalmed. And that must be of some comfort for yards as they face tough times in other segments. *(Source: Tug Technology & Business)*

RIMORCHIATORI AUGUSTA ORDERS DAMEN ASD TUG 2810

First new vessel for southern Italy venture. Rimorchiatori Augusta and Damen Shipyards Group have recently signed a contract for an **ASD 2810** tug for operations in the Sicilian port of Augusta. Rimorchiatori Augusta is a new venture for the Rimorchiatori Riuniti group and this will be the first new vessel for the company, demonstrating its commitment to future operations in the port. Rimorchiatori Augusta was formed following the purchase by Rimorchiatori Riuniti of Augustea Imprese Marittime and Salvataggi S.p.A. together with its fleet of 16 vessels. The company provides towage services in Augusta, Siracusa Santa Panagia, Catania and Pozzallo. The ASD Tug 2810 is its first purchase since the deal was announced, and it will operate in and around the port of Augusta. As well as managing regular cargo and passenger traffic, Augusta is one of the Mediterranean's main oil hubs, serving a number of oil refineries. With 60 tonnes of bollard pull the **ASD 2810** will bring a new level of capability. It will also be fitted with FiFi 1 fire-fighting equipment, upgraded towing hooks and have the necessary modifications required to meet Italian flag standards. One of the factors in winning the contract was Damen's ability to guarantee a quick delivery. The vessel is already in build at Damen Song Cam Shipyard in Vietnam and will be handed over to Rimorchiatori Augusta in Italy at the end of this year. The Rimorchiatori Riuniti

Group and Damen know each other well; recent orders from the Italian tug operator include a pair of ASD Tugs 2913 and before that an ASD Tug 2411. This latest acquisition will be the sixth Damen vessel to join the Rimorchiatori Riuniti fleet. The ASD 2810 one of the most popular tugs in

operation today, with over 200 active around the world. The design is continually updated to take in account customer feedback and improvements in components and technology. Each new vessel is modified to meet the exact needs of the customer. Dott. Alberto Dellepiane, Director of Rimorchiatori Riuniti S.p.A. commented: "We selected a Damen tug once again based on the quality of its vessels and its ability to deliver the right product at the right time." Andrea Trevisan, Damen Sales Manager, said, "We are very honoured by this order and that a Damen tug will be the first vessel in the fleet of Rimorchiatori Augusta. It is also a pleasure to continue to serve Rimorchiatori Riuniti, with whom we enjoy an excellent relationship." *(Press Release)*

SST CAPILANO

The 2015 built Canada registered with call sign CFN7382 tug **SST Capilano** (Imo 9744477) was seen on Wednesday 29th June 2016 outbound in Vancouver harbour bound for Squamish B.C. The tug is owned and managed by Smit Harbour Towage Vancouver. She has a grt of 294 tons. *(Photo: Robert Etchell)*

JADE IS TOWING THE SMIT BARGE 9

Last week was seen the 2000 built German registered with call sign DDUT tug **Jade** (Imo 9212278) towing the *Smit Barge 9* loaded with the Thames Alpha Reception (aka riser) platform to the Hoondert scrapyard. The tug is built by J.G. Hitzler Schiffswerft & Maschinenfabrik – Lauenburg; Germany under number 818. She has a length of 33.50 mtrs a beam of 12.50 mtrs and a depth of 5.87 mtrs. The two Krupp-MaK diesel engines develops a total output of

5,000 kW (6,800 bhp). Her free sailing speed is 13 knots and the bollard pull is 81 tons. *(Source & Photo: Wim Kosten-maritimephoto.com)*

ACCIDENTS – SALVAGE NEWS

PUSHBOAT SWAMPED, NO INJURIES AT TAPPAN ZEE BRIDGE

A pusher tug moving a barge at the Tappan Zee bridge construction site in New York apparently got caught in a mooring cable and partially sunk Thursday. The two crewmen escaped safely, police said. The 48'x18', 800-hp **Potomac** operated by the Tappan Zee Constructors (TZC) consortium sank in shallow water near the west side of the Hudson River just after noon. TZC deployed containment booms around the vessel and no pollution was reported. The Coast Guard is investigating the incident. On March 12, the 84' tug **Realist** sank in an allision with a construction barge near the main channel, killing three crewmen. Their families recently filed lawsuits seeking $100 million in damages from tug operator New York Marine Towing, TZC and others. Two weeks after the **Realist** sinking, the captain of TZC's 52' pusher tug **Pilgrim** died after collapsing in the wheelhouse of an apparent cardiac arrest. *(Source: Workboat)*

SALVORS START PREPARING MV BENITA FOR REFLOATING

The salvage operation on the heavily grounded bulk carrier MV **Benita**, which ran into trouble on June 17 when it hit the coast of Mauritius, has entered the second phase and preparations for the refloating of the ship are underway. The Greek company Five Oceans Salvage is exploring the possibility of using explosives on the rocks underneath the vessel as part of the salvage efforts. Furthermore, the operation to remove the 145 tonnes of fuel oil on board "is making good progress," according to Five Oceans Salvage, with all the oil being moved ashore by helicopter. The lubrication oil, stored is drums in the engine room is also being removed from the vessel. No further oil residue or pollution has been observed around the 1998-built ship and specialised anti-pollution booms remain in place along the surrounding shoreline. According to the salvors, MV **Benita** remains

aground in a stable condition with a number of tanks flooded. The deck and side plates of the vessel do not appear to be showing signs of stress. The salvage team managed to relocate within the engine room and preserve and repair in situ one of the starting air compressors of the vessel that had previously been flooded, filled up the air receivers and started one of the auxiliary engines, restoring auxiliary power onboard the ship. The salvage company said that the vessel's cranes and windlasses are now operational, while a team of 25 welders, fitters and assistants working onboard are preparing the double bottom tanks and cargo holds for pressurization for the refloating attempt. The 44,183 dwt bulker ran aground in the morning hours of June 17 as a result of a fight which broke out between the vessel's crewmembers the night before. At the time of the incident, the Liberian-flagged ship, crewed by 23 seafarers, was on its way from the Indian port of Paradip to the port of Durban, South Africa. *(Source: World Maritime News)*

ALASKA TUG DECKHAND KILLED IN BARGE ACCIDENT

On Wednesday, 29 June 2016, tug deckhand Spencer Brewer lost his life in an accident on the Naknek River, near Bristol Bay, Alaska. Brewer, 20, was working on repairing a barge mooring line which had fouled on a buoy, said Bristol Bay Borough Police Chief Stan Swetzof, speaking to NPR affiliate KDLG. Brewer had climbed onto the buoy, but the tide was moving the barge towards the buoy and he was knocked off. The current pulled him under the barge, and he resurfaced between two of the three barges in the group. The barges were moving together, and Brewer tried to escape by climbing the pigeon holes, but he could not make it in time. His crewmates called to him to dive below the surface, but his life jacket prevented him from diving back down, said Swetzof. Brewer was crushed between the hulls. His body was recovered by his crewmates. Authorities with OSHA and with the U.S. Coast Guard are investigating the incident. *(Source: Marex)*

SMIT TASKED TO REFLOAT CRUISE SHIP

More than four days after water began to leak into the "**Qing**" at Vasco, authorities have finally managed to access the stricken vessel and have begun preparations to refloat it. Given that the ship

is stable and the fuel bunker intact, authorities have put plans to pump out the 350 tonnes oil on the back burner. Mobilization operations have begun, and the process to refloat the ship should start on July 3. Following a late-night meeting with chief minister Laxmikant Parsekar, Western India Shipyard Limited (WISL) union, which had stymied access to the ship, allowed the charterer and authorities to assess the situation onboard. Mormugao Port Trust and the Indian Coast Guard officials started operation on July 3. During the inspection, they noticed an increase in the sludge oil spill surrounding the vessel and decided to use booming methods to clear the spill. The Singapore-based salvage Company *SMIT International* has been roped in to ensure the vessel is safely refloated. Until the evening of July 2 only machinery had been taken to the site. Salvage work was expected to start on July 4. *(Source: Vesseltracker)*

WRECK OF FLINTERSTAR ARRIVE IN TERNEUZEN

On Friday afternoon the 1st July the Dutch registered with call sign PBSS tug **Sea Golf** (Imo 9405382) arrived with the barge UR-3 in Terneuzen from Zeebrugge. On deck of the *UR-3* was seen the fore and mid-body of the wreck of the Flinterstar. The Sea Golf is built by Damen Shipyards – Hardinxveld under number 571573 as **Bever**. She is owned by Sea Golf BV – Middelburg and managed by Sea Contractors BV - Middelburg. She has a length of

23.84 mtrs a beam of 9.10 mtrs and a draught of 3.20 mtrs. *(Source & Photo: Wim Kosten-maritimephoto.com)*

OFFSHORE NEWS

NEW MULTI-PURPOSE SERVICE VESSEL LAUNCHED AT BESIKTAS

Besiktas Shipyard has launched the M/V **Dina Polaris**, a new multi-purpose service vessel (MPSV), at its yard in Turkey. The shipyard launched the vessel, built for Norwegian ship owner Myklebusthaug Management, on Wednesday, June 29. The vessel is of the first Rolls-Royce UT design. Rolls-Royce won an order to provide design, integrated power and propulsion systems and equipment for a multipurpose service vessel for the Norwegian ship owner Myklebusthaug Management in 2014. The **Dina Polaris** is 98.9 meters long with a beam of 21 meters and deadweight of approximately 6000 tons. It is powered by 12,096 bhp main engines and can accommodate 92 people. *(Source: Offshore Energy Today)*

EXXONMOBIEL HIRES SIEM VESSEL DUO IN CANADA

Siem Offshore, through its wholly owned subsidiary Secunda Canada LP, has been awarded charter contracts for two of its vessels by ExxonMobil in Canada. To remind, Siem Offshore in May 2016 became a 100 percent owner of Secunda Canada, after buying the second half of ownership interest. Siem already owned the first 50% of the company. According to Siem, ExxonMobil is taking the 1998-built anchor handling tug and supply (AHTS) vessel **Venture Sea**, and 2007-built platform supply vessel (PSV) **Siem Hanne**. The duration of the charters are for a term of approximately three years, plus options, allowing for the continuation of services to the Sable

Project. Siem said that this contract enables Secunda to continue its long-term presence in the Nova Scotia offshore. The two vessels will operate out of Dartmouth, Nova Scotia and be supported from Secunda's Dartmouth office. *(Source: Offshore Energy Today)*

RANA SCORES IMR GIG WITH ENI CONGO

Ravenna-based diving and subsea services provider, Rana, has been awarded a contract by Eni Congo for the underwater inspection, maintenance and repair (IMR) on 17 platforms offshore Congo. For this campaign, the company has chartered the diving support vessel DSV **Toisa Paladin**. The 104-meter vessel, equipped with 18-person dive system, is currently mobilizing in Ravenna. According to the company, activities offshore Congo are scheduled to begin early-August and expected to last for 6 months, excluding any possible extra works. The company did not disclose the commercial terms between the parties. *(Source: Subsea World News)*

STANDBY SHIPS IN THE UK (FINAL PART)

Despite the popularity of the Dacon Scoop an alternative approach is taken by the Danish standby vessel company Esvagt. They have carried out detailed trials to ensure that the fast rescue craft davits are placed in the optimum position on the ship, that their FRCs are specially designed and do not weigh more than 1200 kilos, and are provided with a special hooks which can be easily operated by one man with one hand. Their outboard engines are diesels, and can be restarted even after being submerged in water. They also exercise in all weather conditions and crew change by FRC regardless of sea state. However for some reason they remain the sole exponents of this technique. In 2000, BP announced that they were going to dispense with standby vessels altogether and replace them with helicopters which would be based on some platforms and at some locations ashore. This was a different method entirely of providing a good prospect of recovery, and over the past five years the original plan has been gradually modified to include a completely different form of ERRV. Now, in 2006, the **Caledonian Vanguard**, the first of four large ships, has arrived in Aberdeen, sporting BP

colours and managed by the same Vector Offshore who brought the old American supply boats to UK in 1992. These craft are intended to be capable of carrying cargo, and have the task of patrolling quite large areas of the North Sea. Hanging from their davits they have two "ARRCs" autonomous rescue craft, which it is intended will be launched in an emergency, and if necessary can travel from anywhere in the North Sea to the nearest port. Recovery, the most difficult part of the operation, has therefore become unnecessary. The ships are still to be supported by a number of helicopters, and the whole collection of technology will replace 17 conventional standby vessels. But time does not stand still, nor does the oil price remain static, and the increase in the value of a barrel of oil has resulted in every available oil rig capable of operating in the region being dusted down and sent out to sea. This in turn has caused a shortage of standby vessels, and so there are a number of relatively conventional craft being constructed to fill the gap. It seems possible that the process started by BP may gain adherents, but progress has been slow. The original development programme has been extended by at least two years, and weeks after the **Caledonian Vanguard** first arrived in Aberdeen it could be seen operating as a conventional supply vessel, its davits still empty. For the rest life goes on as usual. Every day standby ships arrive at and leave the ports on the North East coast of Scotland, and more are being converted and constructed. There are now fewer companies and only one or two have ever owned a fishing vessel. The future is uncertain. Will the North Sea be populated by an increasing number of very large ships supported by strategically placed helicopters, or will many small but efficient vessels be constructed, each supporting a single installation? No-one knows, but ship-watchers will hope it is the latter because as well as the new ships there will be others, more than 30 years old, still spending 350 days a year out there, still demanding the highest qualities of seamanship from their masters and crews. And still to be seen as working examples of the history of the North Sea supply industry. *(This article was written in 2006 by Victor Gibson – Ships and Oil)*

FARSTAD COMES TO TERMS WITH LENDERS

Norwegian offshore shipping company Farstad has reached an agreement with its lenders over a

delay of its financial covenants. The company on Monday said that as the first step of an economic restructuring of the Farstad group, Farstad and a majority of its secured lenders on June 30, 2016, entered into a standstill and deferral agreement. This means that the relevant lenders have agreed to a postponement of all amortizations of the Farstad group falling due to them in the period from and including July 1, 2016, until October 1, 2016, and a defeasance of all financial covenants during the same period. The Farstad group will otherwise continue its operations in their ordinary course, subject to certain restrictions to ensure the interest of its lenders, the company said. "Farstad, together with its financial and legal advisors, will in the upcoming months work closely with investors, strategic partners and lenders with a view to find a solid financial platform for the long term operations of the group. In parallel Farstad continues the work to optimize its operating model, fleet composition and fleet utilization, as well as operating cost improvements." Referring to the Farstad announcement Ocean Yield, which currently has two vessels on long-term bareboat charter to Farstad has said that Farstad will continue to pay full bareboat hire to Ocean Yield during the standstill period. Certain covenants in the bareboat agreements have, however, been waived until October 1, 2016, Ocean Yield said. Farstad is one of Norway's largest offshore ship suppliers, which operates 57 offshore support vessels of various types said. The company in May said that the market situation in the first quarter had been challenging, with no evident improvement in the fundamentals for the offshore oil services industry despite the oil price rising from almost a record low levels. The company then said it believed that there was still considerable uncertainty as to how long it will take before the offshore activity recovers. *(Source: Offshore Energy Today)*

SEA TRUCKS' VESSEL SCORES WORK OFFSHORE ARGENTINA

Sea Trucks Group, a provider offshore support services to the oil & gas industry, has signed a contract with Enap Sipetrol Argentina for a pipelay construction project for its PIAM Project in the Magallanes Field, offshore Argentina. The scope of work covers engineering, project management

and installation of 3 pipelines of various sizes ranging from 6 to 14 inch, with one shore approach, as well as the installation of tie-in spools and risers. It also includes abandonment of two existing lines and recovery of flexibles. Water depths in the field are up to 70 m. At the back of the installation campaign Sea Trucks has also been awarded an accommodation services contract. **Jascon 34**, one of Sea Trucks' DP3 pipelay construction and accommodation vessels, has been nominated for both scopes, which, Sea Trucks says, demonstrates the advantage the hybrid design configuration of its DP3 construction vessel fleet. Offshore activities are scheduled to start in the fourth quarter of 2016. Jacques J. Roomans, President of Sea Trucks, said: "We are delighted that, in the present difficult market, Sea Trucks has been awarded this significant contract. This award demonstrates our ability to offer clients a flexible and tailored project solution based around the clients requirement, our extensive track record, and unique multi-purpose DP3 assets." This is a second contract Sea Trucks has announced for the **Jascon 34**, in less than a month. The company late in June said it had won a deal with Shell in Malaysia, to provide offshore accommodation services for the Malikai deep-water development project. *(Source: Offshore Energy Today)*

TYPHOON TO DENMARK FOR RECYCLING

Last week was seen the 1976 Cayman Island registered with call sign ZHBB9 built Safety Standby Vessel **Typhoon** (Imo 7514830) at Lowestoft. This vessel will be going to Greena in Denmark for recycle it's the last one in the North Sea now ex *Veesea Typhoon* she will be going on Tuesday 5th July 2016. *(Photo: Paul Gowen)*

EMGS: VESSEL UTILIZATION IN 2Q 2016 AT 76PCT. 'EM LEADER' CHARTER TERMINATED

Electromagnetic Geoservices ASA (EMGS), an Oslo-listed marine seismic acquisition company, has reported an increase in vessel utilization for the second quarter of 2016, however with fewer vessels in operation than in the same period last year. Vessel utilization for the second quarter 2016 came in at 76% compared with 68% for the second quarter in 2015. In the second quarter of 2016, the company's vessels were allocated 76% to multi-client projects. No vessel capacity was spent on contract work. In the comparable quarter of 2015, the vessels were allocated 5% to contract work and 63% to multi-client projects. EMGS had two vessels in operation in the second quarter 2016, thus the company recorded 6.0 vessel months in the quarter. In the second quarter 2015, the company had four vessels in operation and recorded 10.5 vessel months. *Vessel activity*: The **BOA Thalassa** started acquisition on a multi-client project west of India on March 12. The project was completed on April 16, and the vessel has been laid up at a reduced rate since May 1. The vessel's utilization for the second quarter was 51%. The **Atlantic Guardian** began a multi-client project in the Hammerfest Basin on March, 10. The project was completed on April 26. Following the project in the Hammerfest Basin, the **Atlantic Guardian** acquired multi-client data in the Norwegian Sea from April 29, to May 15. The vessel then started a multi-client project in the North Sea May 29, and this was completed on June 24. The Atlantic Guardian then started its transit back to the Fosen shipyard for the rigging of the Joint Industry Project (JIP). The vessel's utilization for the second quarter was 85%. The **EM Leader** vessel has been laid up since May 15 2015. During the second quarter, EMGS and the owner of the **EM Leader** vessel, Euro Trans Skips AS, agreed to terminate the vessel's charter agreement as of 1 June 2016, to the commercial benefit of both parties, the company said. Also, EMGS said it expects to record $15 million in multi-client revenues for the second quarter 2016. *(Source: Offshore Energy Today)*

VIKING SUPPLY SHIPS WORKING TO AVOID BANKRUPTCY

Viking Supply Ships A/S (VSS), a Swedish company supplying vessels to the international oil and gas industry, has called its bondholders to ease their stance regarding the financial restructuring of the

company, otherwise bankruptcy will be the only option. Namely, Viking says that it has made repeated attempts to engage in a dialogue with the bondholders in the bond issue "Viking Supply Ships A/S 2012-17 FRN". "The process towards the banks has been very constructive and a framework for a solution is agreed in all material respects subject to agreement with the bondholders. The discussions with the bondholders, however, have been quite challenging," the company said on Monday afternoon. The company says it has been in contact between with the committee of three core bondholders, where it "on several occasions" offered a solution which has involved a deferral of the maturity of the bonds, as demanded by the secured creditors, and part of the interest payments being made in-kind as a part of a global solution for the restructuring of the Group balance sheet. "Since the recovery of the unsecured creditors in the event of a bankruptcy is likely to be extremely limited, or in effect zero, VSS believes this proposal, which does not involve any reduction of any part of the bondholders' claim, to be a fair and attractive offer. This offer has, however, on several occasions been flatly rejected by the above-mentioned committee of bondholders," VSS said. According to the shipowner, the bondholders have expressed that the only solution they are willing to discuss is one where the bonds are redeemed in cash, albeit at a somewhat discounted price. The amount of new equity raised, as demanded by the secured creditors, will allow for necessary working capital and early repayment of secured loans in exchange for eased amortization over the next four years. However, Viking says, if the bondholders do not move from this position, it will not be possible to arrive at a restructuring which will allow VSS to survive as a going concern. "VSS would therefore strongly encourage the bondholders to engage in a constructive dialogue on realistic premises to seek to find a solution which will allow a financial restructuring of VSS. VSS is willing to explore various alternatives, including a conversion of bonds into shares in Viking Supply Ships AB, listed on NASDAQ OMX Stockholm segment Small Cap, at present market values, respectively 36% of par value and SEK 1.70 per share, but is not in a position to offer redemption for cash. However, shares received can be freely sold by the recipients. Should a solution not be reached the only realistic outcome is bankruptcy of VSS," the company said. VSS added it would soon summon to a bondholder meeting to provide an updated status of the company, as well as present a restructuring proposal to the holders of the bond. To remind, Viking Supply Ships (VSS) recently has finalized the in-principle agreement with the banks regarding the company's revised long-term financial platform. Also, Norseman Offshore, the owner of the anchor handling tug supply (AHTS) vessel **Odin Viking** which is on a bareboat charter with VSS, in June 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)*

OLYMPIC SHIPPING IN STANDSTILL DEAL WITH LENDERS

Olympic Shipping, an Oslo-listed offshore support vessels owner, has entered into a standstill agreement with its secured lenders. The discussions with the lenders were initiated in the first quarter of 2016, in relation to the need for an adjustment to the repayment profile of the financial

debt of Olympic Shipping and its subsidiaries. According to a statement on Tuesday, this process is continuing, and in order to provide further time to secure a long-term solution "for the benefit of all stakeholders", the company has entered into a standstill agreement with the secured lenders running up to and including September 16, 2016. As part of the standstill agreement, the company will continue to pay interest to the finance providers and the secured lenders have agreed to postpone all amortization and maturities during the standstill period. In anticipation of the successful outcome of the discussions with the secured lenders, the company said it would continue to operate normally "in all respects, upholding the highest level of service to all its customers and continue to pay all its trade creditors." Olympic Shipping says the liquidity of the company remains stable for the period to come in anticipation of an amended financing arrangement. The Company has retained Fearnley Securities and EY as financial advisors and Wiersholm as legal advisor to assist the Company in its process to address the contemplated The company has retained Fearnley Securities and EY as financial advisors and Wiersholm as legal advisor to assist the company in its process to address the contemplated long-term financing solution of the Group. *(Source: Offshore Energy Today)*

POLARCUS FLEET UTILIZATION FIGURES ON THE RISE

Polarcus, a marine seismic acquisition company, on Tuesday posted its fleet utilization figures for the second quarter of 2016. Utilization for the quarter was 91%, up from 80% in the second quarter of 2015. By category, 76 percent of vessel utilization came from contract seismic, and 15 percent from multi-client, compared to the second quarter of 2015, when utilization was 61 percent contract seismic, and 19 percent multi-client. Polarcus does not include it **Polarcus Nadia** vessel in vessel utilization

numbers, as the vessel has been cold stacked since April 2015. Regarding the **Polarcus Nadia**, in a recent interview with Offshore Energy Today, Polarcus CEO, Rod Starr said: "While we would have liked to bring the **Polarcus Nadia** back for the summer season, we don't see the long term demand yet." Furthermore, in the same interview, commenting on the amount of money needed to keep a vessel cold-stacked, Starr said it costs us approximately $1.6M per year. "To re-fit with streamer package and other consumables, it is estimated to be approximately $40 million if paying full new market price. If there were used streamer packages in the market, this figure could be considerably less," Starr said. Read the full interview HERE *(Source: Offshore Energy Today)*

HAL OFFSHORE CHARTERS SEAMEC II

HAL Offshore has agreed with Seamec to charter multipurpose diving support vessel **Seamec II**. The charter follows the Letter of Intent (LoI) secured by HAL Offshore from Oil and Natural Gas Corporation Limited (ONGC) for charter hire of multi support vessel for a period of 3 years. The vessel will be deployed upon completion of regulatory formalities, the company's BSE notice states. The total contract value for the period of 3 years is approximately USD 27,6 million. **Seamec II** is fit to provide S.B.M maintenance removal and installation services, platform, riser and pipeline repairs, subsea constructions and maintenance operations. *(Source: Subsea World News)*

WINDFARM NEWS - RENEWABLES

BERNHARD SCHULTE NAMES FIRST SIEMENS SOV

Bernhard Schulte Offshore has held a naming ceremony for the first wind farm service vessel built by Ulstein Verft and chartered out to Siemens in Hamburg. The vessel's godmother Sophie Schulte named the vessel **WINDEA LA COUR**, a tribute to Poul la Cour, Danish meteorologist and wind turbine innovator. Starting from summer the vessel will work at the 600MW Gemini wind farm in the Netherlands for Siemens Wind Power Service. The vessel is the first of two SOVs built at Ulstein Verft in Norway, which Bernhard Schulte Offshore will deliver to Siemens. "With the ULSTEIN SX175 the collaborative design team of Ulstein Design & Solutions,

WINDEA, Bernhard Schulte Offshore and Siemens created a vessel which perfectly fits the needs of the offshore wind industry," Matthias Müller, Managing Director of Bernhard Schulte Offshore, said. "These SOVs are the first vessels with the new X-STERN hull shape. A vessel featuring the X-STERN can be positioned with the stern faced towards the weather instead only with the bow, leading to improved weather resilience, greater operability and reduced power and fuel consumption while on DP mode next to the wind turbine." The vessel functions as a platform for wind farm operations and maintenance support, technician accommodation and transport, and the provision of access to installations offshore. "Siemens congratulates Bernhard Schulte on the christening of the **WINDEA LA COUR** and we are delighted to be the first to charter this innovative new service operations vessel as we begin service operations at the Gemini wind farm in the Dutch part of the North Sea," said René Cornelis Wigmans, Head of Maritime and Aviation Solutions, Siemens Wind Power Service. "As the global leader in offshore wind service and the first company to deploy purpose-built SOVs, Siemens is dedicated to the development of innovative offshore service logistics that support efforts to bring down the costs associated with wind energy. The features on the **WINDEA LA COUR**, such as the X-STERN hull, will help ensure our technicians have a safe and highly advanced accommodations and service vessel from which to base their offshore operations at Gemini." *(Source: Offshore Wind)*

YARD NEWS

ROLLS-ROYCE AZIMUTH THRUSTERS ORDERED FOR NEW TUG

Rolls-Royce has won an order for US255 FP z-drives from San Francisco's Vessel Chartering LLC, a wholly owned division of Baydelta Navigation. The thrusters will provide the propulsion for a new high performance tractor tug designed by Jensen Maritime, Crowley Maritime Corp.'s Seattle-based naval architecture and engineering firm. The multipurpose tractor tug, which is being built by JT Marine of Vancouver, Wash., was jointly developed by Vessel Chartering LLC and Jensen. The 110-foot long vessel will feature the ship assist and escort capabilities of smaller harbor tugs, while delivering the improved towing performance and increased range of larger ocean-going tugs. The escort capability was enhanced to provide support for assisting large, 18,000 TEU, containerships due to an increased future demand in West Coast ports of call. The design offers the flexibility to support ship escorts, assists and towing. According to Erik Larsen, Rolls-Royce, General Manager – Merchant "Rolls-Royce and Baydelta have been working together since the 90's. The company has supplied Rolls-Royce Z-Drives to Baydelta's entire fleet of tractor tugs as well as providing azimuth thrusters to more than 100 ship assist and escort tugs in North America. Rolls-Royce US 205 and US 255 azimuth thrusters are ideally suited to provide the maneuverability and bollard pull needed for

operations in larger harbors, terminals and escort applications. One of the reasons for success is the product's ability to provide bollard pull of 90-plus short tons for tugs." Rolls-Royce azimuth thrusters have ducted fixed pitch propellers and can be rotated 360 degrees around the vertical axis, providing omni-directional thrust and superior maneuverability, giving the ability to direct thrust and turn on the spot as well as improved crash stop. Flexibility in design provides freedom in location and shafting and can reduce building costs. The tug is planned for delivery in the second quarter of 2017 to Vessel Chartering LLC., a wholly owned division of Baydelta Navigation Ltd. *(Source: MarineLink)*

FIRST MAN D2676 WORKBOAT ENGINE READY FOR LAUNCH

Last December, MAN Engines introduced its latest generation in-line six-cylinder engines for workboats. Now the first MAN D2676 LE443 engine off the production line will be installed aboard the new salmon fishing boat, LT32 Gilnetter, built by the Mavrik Marine boatyard in Washington State and set to launch in late autumn 2016. The D2676 LE443 is designed for light duty commercial operation and generates an output of 537 kW (730 HP) at 2,300 rpm with a cylinder capacity of 12.4 l. The maximum torque is 2,445 Nm at speeds of 1,300 to 2,100 rpm. Mavrik Marine has already fitted a large number of their PB32 series boats with the engine's predecessor, the D2876, which offers the same output. The new LT32 boat design has been modified to be able to operate in the even more shallow waters of the Bristol Bay area in Alaska. The weight advantage of the MAN D2676 is a real benefit in this respect: with a dry weight of 1,200 kg, the engine is 105 kg lighter than its predecessor. However, for George Dauber who has worked as a fisherman for 35 years and is the owner of the first LT32, the key reasons for choosing the new D2676 primarily lie in the minimal fuel consumption and quiet operation: "I personally benefit, mainly financially, and also have a higher level of comfort on board," Dauber said. The engineers from MAN's International Competence Center have managed to achieve the low fuel consumption as well as the low vibration levels of the D2676 mainly thanks to the common rail injection system with 1,800 bar. This ensures high mean pressures and optimized fuel consumption. The engine also complies with the current Tier 3 emissions legislation of the U.S. Environmental Protection Agency (EPA). The new design of the hull and the powerful D2676 make Dauber expect maximum speeds of around 30 knots. The base engine of the D2676 has been tested hundreds of thousands of times in commercial vehicles and off-road applications since 2007. Based on the acquired experience, the unit was then further developed and modified for workboat requirements. The robustness and reliability of the latest generation of in-line six-cylinder engines in workboats has been demonstrated in many thousands of hours of extensive field trials, MAN Said. The new MAN D2676 marine diesel engines will replace the D2866 and D2876 predecessor models. The following D2676 models are available for use in applications such as passenger ferries, pilot boats, fishing boats, rescue boats and more, for light duty operations: 537 kW (730 hp), 588 kW (800 hp); for medium duty operations: 412 kW (560 hp), 478

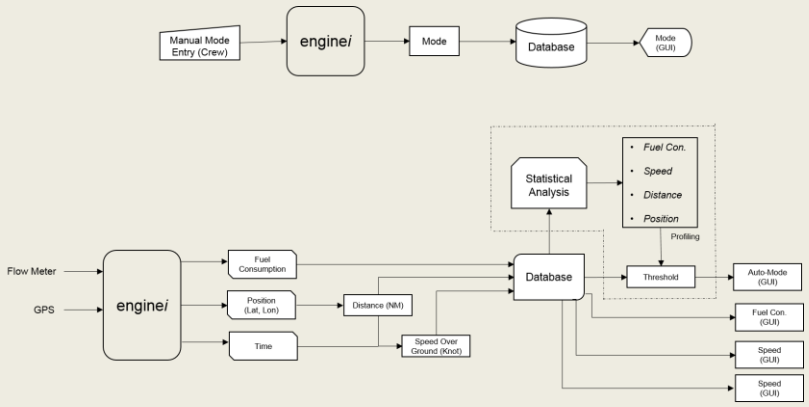
kW (650 hp); for heavy duty operations: 323 kW (440 hp), 382 kW (520 hp). *(Source: Maritime Propulsion)*

NEW AUTO MODE DETECTION ENHANCES FUEL OPTIMISATION DECISIONS FOR AOS'S

With oil companies putting more emphasis on fuel management in offshore support vessel (OSV) contracts, diesel power specialist Royston has extended the capability of its enginei monitoring system with the introduction of a new auto-mode detection capability. As a result, the enhanced system now provides more accurate monitoring of fuel consumption and emissions, enabling operators to identify the most economic 'ecomode' operational procedures. The Royston enginei system uses volumetric and mass flow measurement to give vessel owners and operators detailed engine performance data, fuel optimisation rates and mission critical information. As part of the system, the specific operational mode of the vessel has previously been indicated by manual notification into the system by a crew member. Some modes, such as 'stand by' and 'transit' are common to all vessels, whilst others are specific to certain types of craft, including 'dynamic positioning' by OSVs. Fuel consumption and emissions levels are influenced by the specific activity being undertaken, along with speed and weather conditions. The accurate monitoring of performance during different modes can therefore have a significant impact of the economic operation of the vessel. To meet this need, working with marine engineering specialists from

Newcastle University, Royston has developed an upgraded version of the enginei fuel management system that utilises sophisticated data processing and statistical analysis to automatically identify the vessel's operational mode. By identifying individual operational modes automatically, the auto-mode capability removes the risk of human error introduced by the manual intervention of crew members and avoids the consequent risk of misinterpretation of engine and voyage data. In this way, the automatic detection of operational modes enables more reliable vessel and engine performance data to be produced. This means that on board engineers and offshore fleet management staff have the ability to make more informed and accurate decisions based on trusted information on fuel consumption. Royston's enginei fuel management system acquires comprehensive real time engine

and vessel performance measurements beyond the usual RPM, GPS and fuel inputs to take in a range of other engine control unit outputs. On board the vessel, touchscreen monitors on the bridge and in the engine control room show all aspects of key vessel criteria using displays and presentations of trending graphs against voyage data. The information captured on board is also available for remote interrogation by onshore management and supervisory staff through a secure online portal and web dashboard. Damian McCann, product manager for enginei fuel management systems at Royston, said: "The auto mode detection capability eliminates the risk of human error and ensures the detailed and accurate monitoring of engine performance and fuel consumption. "For example, different members of the crew may recognise or register different operational modes based on their relative experience or there may be time delays in logging manual changes to the type of activity being undertaken. "This can cause data entry errors, leading to inaccuracies in the interpretation of performance data provided. With the new auto mode detection capability, this risk is eliminated, leading to more accurate and meaningful engine monitoring, from which key operational decisions can be made." The enginei integrated fuel management system is compatible with all marine engine types and can be interfaced with new-build engine installations or retrofitted to operating vessels. Full details at www.enginei.co.uk



Development work with GulfMark Development of the advanced new auto-mode system has included trials undertaken in partnership with offshore fleet services company GulfMark, using its Highland Prince OSV which has a diesel electric propulsion system with four main Caterpillar engines and two auxiliary engines. In tests undertaken with the vessel, engine and fuel data enabled performance comparisons to be made between crew-activated operational modes and the automatic predicted mode. Engine and other sensor data is collected and analysed by the system to develop control limits for different operational modes, and these profiles are used to automatically identify changes in the operational behaviour of the vessel as they occur. Jim Bradford, general manager of operations for GulfMark, said: "The tests we have undertaken on the new enginei auto-mode detection capability have been very successful. Auto mode identification was very accurate, enabling close correlation of different vessel operational activities with specific fuel consumption rates. "The automatic logging of vessel activity type will mean that the crew and onshore staff can identify not only the mode of operation but the time spent in each mode." For example, Highland Prince voyage data showed that that 52% of vessel time was spent in transit, 5% in port, 23% in dynamic positioning mode and 20% spent in standby mode waiting to access the offshore installation. Jim Bradford said: "Auto-mode will allow better voyage planning with optimum speeds and fuel consumptions achieved during transit. By arriving on time at eco speeds this will ultimately contribute to reducing not only the transit consumption but also the stand-by time at the installation and consequently the fuel burnt when in standby mode. "In addition, the conversion of the fuel consumption data will also enable accurate CO2 and other emissions levels to be calculated and operational adjustments to be made. "Importantly, having more accurate performance data will also enable us to look at the actual working hours of individual engines, enabling us to more effectively balance their use at optimal levels of power output and to prioritise service and condition-based maintenance requirements." *(Press Release)*

HANS LAHEIJ NEW VICE PRESIDENT SALES & MARKETING AT SCHOTTEL

As of September 2016, *Hans Laheij* will take over as Vice President Sales & Marketing at SCHOTTEL GmbH, assuming the responsibilities of Dr. Jens-Erk Bartels, who is retiring. Hans Laheij has extensive experience and expertise in the area of ship propulsion. After earning a degree in Business Administration in the Netherlands, he began his career with Lips BV in the Asia/Pacific region. Upon his return to the Netherlands and following the takeover by Finnish competitor Wärtsilä, he steadily took on greater responsibilities: assuming a management position in Singapore in 2005 and, as of 2011, serving in Shanghai as Area Sales Director for the Middle East & Asia region. "Hans Laheij has distinguished himself through a high level of expertise, extensive knowledge of one of our most important target markets and his intercultural background. We are pleased to have recruited him as Vice President of Sales & Marketing in order to continue expanding global sales", says CEO Dr. Christian Strahberger. Hans Laheij, a Dutchman, will perform his duties at SCHOTTEL headquarters in Spray / Rhein. *Dr. Jens-Erk Bartels is retiring* He will be succeeding Dr. Jens-Erk Bartels, who has deftly managed Sales & Marketing since April 2009. Thanks to his impressive market knowledge and propulsion expertise, Dr. Bartels significantly shaped the success of SCHOTTEL. His leadership led to a considerable increase in the business for new units, an overall restructuring of sales for a stronger customer orientation as well as the introduction of a communicative and uniform public image. Prof. Dr.-Ing. Gerhard Jensen, Managing Director of SCHOTTEL Industries holding company, and Dr. Strahberger appreciate Dr. Bartels' outstanding service and wish him all the best for his retirement beginning in October. *(Press Release)*

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Last week there have been new updates posted:

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

   - Rimorchiatori Augusta orders Damen ASD Tug 2810
   - Launching of the first dual fuel tug built in Europe
   - New tug for Western Towboat launched
   - First Section of Flinterstar Raised
   - Bulker Benita salvage operation in Mauritius – update 24/6/2016
   - First Damen tug for Bugsier

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