



# ugs owing & Offshore Newsletter



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1963 – “53 years tugboatman” – 2015

Dated 31 July 2016

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

## TUGS & TOWING NEWS

### EHOALA TOLY



As reported previously in PORTS & SHIPS, the Madagascan tug **Ehoala Toly** (350-gt, built 1993) has been in Durban for maintenance for some considerable time, having followed a sister tug from Port d'Ehola in southern Madagascar which received similar treatment. The two tugs have been the resident harbour tugs at Port d'Ehoala for some years now -- the port was developed as a modern port facility for the small town of Fort Dauphin --

the original harbour being far too small and limited for the loading of rare earths (heavy sands) that are mined in the area. Other than ships that call for this cargo and the very occasional general cargo vessel, the only other callers are the seasonal cruise ships of the small to medium variety -- vessels such as the lengthened MSC Sinfonia being too large even for this modern little port. This picture of the tug taken in Durban harbour is by *Ken Malcolm*.

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### SANMAR SHIPYARDS TO BUILD 150TH ROBERT ALLAN LTD. DESIGN

Robert Allan Ltd. and Sanmar Denizcilik A.S. are pleased to announce a significant milestone in their ongoing relationship. Scheduled to be launched later this year, a RAstar 2800 will mark the 150th tug that Sanmar has built to a Robert Allan Ltd. design. This milestone tug, the first of 6

custom designed for Svitzer's new "Silver Bullet" project, reinforces the position of Sanmar and Robert Allan Ltd. as world leaders in tug design and construction. The co-operation between these two companies began in 1995, with a series of small 18m tugs designed and built for Sanmar's own fleet. It is also noteworthy that Sanmar's rate of deliveries has escalated dramatically, as they delivered their 80th tug to a



Robert Allan Ltd design just 6 years ago on the occasion of the latter's 80th anniversary in business. Their collaboration has since grown to include several classes of tugs, from the high performance RAstar escort tugs, through the workhorse RAMparts class, to the innovative VectRA VSP tug



design. Ranging in size from 15 m to 34 m, these tugs have been delivered all over the world; from Australia to Canada to Europe, the Middle East and all points between. Robert Allan Ltd is extremely proud of the relationship which has been fostered with Sanmar over the past 20+ years, with both companies sharing the common goal of delivering the best possible quality of tugs to the world market. We look forward

to many more years of continued progress. *(Press Release)*

## USCG GIVES GUIDANCE ON WHEN CREW CAN WORK ON ATB BARGES

The U.S. Coast Guard yesterday issued a policy letter (CG-CVC Policy Letter 16-04) giving guidance on when personnel may conditionally occupy the barge unit of an ATB (articulated tug barge). The letter notes that by virtue of their operations, modern ATBs may employ towing vessel personnel on the barge to operate and maintain systems (e.g., inert gas systems, thermal fluid heaters, ship service generators, self-unloading equipment and ballast systems) and transfer crew members between the tug and barge while underway, placing personnel at risk. The letter says under fair weather conditions





and other criteria, personnel from the towing vessel may board the barge to perform discretionary , non-navigational tasks. It sets out the criteria to be met under which a barge operating beyond the boundary line, or on the Great Lakes, with an unmanned load line assignment may be conditionally occupied. Download the letter [HERE](#) (Source: *MarineLink*)

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### *EASTERN SHIPBUILDING GROUP, INC. LAUNCHES THE LAURA B FOR BAY-HOUSTON TOWING CO.*



Eastern Shipbuilding Group, Inc. is pleased to announce the launch of the Escort Tug **LAURA B** (Hull 254) for Bay-Houston Towing Co. on July 1, 2016. A series of four (4) Robert Allan, LTD. (RAL) designed Z-Tech 2400 Class Terminal & Escort Tugs is currently under construction at Eastern's Nelson Street facility. The **LAURA B** is scheduled to deliver in 2016. The launch ceremony was held

at Eastern's Nelson Street facility and hosted by Patrick D'Isernia, Project Manager at Eastern, with employees and guests in attendance. Patrick praised the Eastern employees for all their hard work and G&H Towing for their commitment to the project. Deacon Tim Warner of St. John's Catholic Church of Panama City, FL. blessed the vessel. Kingsley Reeves, daughter of ESG Project Manager, England Reeves, had the honor of christening the vessel. The **LAURA B** (Hull #254) is the last of a series of four (4) Z-Tech Class Terminal & Escort Tugs being constructed for Bay-Houston Towing Co. The **H. DOUGLAS M** (Hull #236), **ZYANA K** (Hull #238) and **DAVID B** (Hull #239) delivered earlier this year. Eastern is also constructing simultaneously an identical series, of the same design for Suderman & Young Towing Company. G&H Towing Company is the Owners' onsite Representative and Agent during the engineering, construction and delivery for both Bay-Houston and Suderman & Young Towing companies. Robert Allan, LTD (RAL) of Vancouver, B.C. has provided the Z-Tech 2400 Class Terminal & Escort Tugs design and engineering. G&H Towing's fleet currently consists of eight "ZTech" tugs in operation. This "Z-Tech" incorporates the latest technology for escort service and ship assist. The **LAURA B** Z-Tech 2400 features the following

characteristics: ESG Hull #: H254 – 4th Vessel in the Series of 4; Dimensions (Overall): 80'-0"x 38'-3"x 15'-9"; Total Horsepower: 5,150 HP @ 1,600 RPM; Main Engines: (2) Caterpillar 3516C (B rating) Tier 3 marine propulsion diesel engines; Main Propulsion: (2) Schottel Model SRP 1215FP in Nozzles Z-Drives; Main Generators: (2) John Deere 4045AFM85 Tier 3, 99kW 480V @ 1800 RPM marine diesel generator sets; Hawser Winch: (1) Markey Machinery Fairleader 50HP Electric Hawser Winch, Model DEPCF-48S, 36" wide Drum Mid-drum brake holding capacity 300,000 lbs; Classification: ABS □A1, Towing Vessel, AMS and Escort Service ABS Loadline (SoC), Statement of Compliance; Flag: United States of America. *(Press Release)*

### TAILORED FOR DIFFERENT PARTS OF THE WORLD

Although best known for its production of big powerful escort and terminal tugs used worldwide, Sanmar also has a broad portfolio of designs covering all aspects of harbour and towing work and sizes of craft. Less well known but rapidly gaining an international reputation is the compact but powerful for its size **Yenicay** series of ASDs. Recent deliveries to New Zealand and Abu Dhabi illustrate the advantages of Sanmar's flexible working practices in a global market. Based on the same Robert Allan Ltd Rascal 1800 basic design, **Arihi** (for Port Otago New Zealand) and **Safeen** (for Abu Dhabi Ports), both measure 18.7m



long x 9.2m width and have a bollard pull over the stern of 32 tonnes. This is derived from a pair of Caterpillar C32 main engines, each developing 970kW at 1,800 rev/min, driving Veth type VZ900 Z-drives for agile omni-directional performance. However, there are numerous notable differences between the boats to suit local needs and the individual owners' requirements. **Safeen** has been constructed with the intense Middle East climate in mind. The HVAC system has been modified and upgraded with a split system serving all accommodation spaces. In addition, the insulation thicknesses have been increased. Fan capacities are also improved as part of an overall hot climate



package. Furthermore, an external fire-fighting system by FFS is incorporated.

**Arihi**, on the other hand, has been built to accommodate New Zealand rules and regulations regarding the electrical systems. Duplex seachest strainers have also been fitted as weed protection. The Port of Otago was quite specific about the level of protection – insisting upon tyre fenders along the sides, special fendering aft and bulwark top plates in stainless steel both fore and aft as towline protection. As is Sanmar

policy, both boats have been equipped with heavy duty deck machinery including a DMT towing winch. *(Press Release)*



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## tugs & Offshore



### CENAC MARINE TO CHRISTEN NEW VESSEL, DONATE BARGE

A ceremony will be held July 29 at Cenac Marine Services headquarters in, Houma, La. To commemorate the christening of its newest vessel, M/V **Quincey Cenac**, as well as the company's donation of a spud barge to Terrebonne Parish. The newest addition to Cenac's growing fleet, M/V **Quincey Cenac** is the 24th and final vessel in its most recent series. Cenac Marine Services said a new series of vessels is in development for the



near future. The donated spud barge will be utilized by the parish to transport equipment for levee conservation and upkeep. The barge features a gate, spuds and hydraulic units needed to haul and secure such equipment to and from each location. Arlen "Benny" Cenac, philanthropist and owner of Cenac Marine Services, has had a passion for coastal preservation for many years. "Trying to preserve our heritage and our way of living has always occupied a special place in my heart," Cenac said. "Our donation of this barge is just one more way to show Cenac's commitment to protecting our parish." "We will continue to look for ways to partner with government to ensure the future of this area is bright," he added. Reggie Dupre Jr., Terrebonne Levee and Conservation District Director, has expressed excitement about the new barge in a statement released this week: "This barge will allow us to transfer heavy equipment, replacement parts and personnel to our multiple 'island' levees that are only accessible by water. This generous donation will save us significant money on rental equipment and allow us to expedite repairs and maintenance on our own schedule." Terrebonne Parish President, Gordon E. Dove, recently stated, "Levee protection and coastal restoration are my highest priorities for Terrebonne Parish. Benny Cenac and Cenac Towing are showing what can be accomplished with private/public partnerships." (*Press Release*)

### ATB DESIGN COMES OF AGE (PART 1)

The emerging trend of marrying the design of an articulated tug and barge (ATB) to a particular propulsion system to maximize efficiencies of that system has, of late, been taking hold in workboat markets. For example, one recent project involving a dynamic partnership between Bouchard



Transportation Co., Inc, Guarino & Cox, LLC (GCL) naval architects, Nautican Research & Development Ltd., integrated propulsion unit manufacturers, and VT Halter Marine shipbuilders, aptly demonstrates the concept in practice. What the collaboration produced, is even more important. *Bouchard and ATBs: both top notch* New York-based Bouchard Transportation recently launched and put into service two ATBs that

operate in the U.S. Gulf and East Coasts. The additions bring Bouchard's ATB tug fleet to 20, making it one of the largest and most experienced ATB operators under U.S. flag. The M/V *Kim M. Bouchard* is paired with the B. No. 270 and was delivered in July of 2015. The M/V *Donna J. Bouchard* is paired with the B. No. 272 and was delivered in February of 2016. Notably, the tugs are first in their class designed to be double-hulled for superior environmental protection, and both barges have cargo capacity of 255,000 barrels of petroleum products. Additionally, each tug and barge is equipped with the most up-to-date Hyde ballast water treatment system, which treats all ballast water upon taking ballast in, and discharging ballast out. "Come time, this will be an important regulated design factor for all Jones Act Tugs and Barges," says Jon Shaw, Bouchard's Maintenance and Repair Manager. Both vessels are constructed with 20 cylinder EMD Tier 3 engines (producing 5,000 HP each) that meet all EPA standards. The design decision behind the hull and bulbous bow was made to help increase speed and maneuverability, while also ensuring fuel-efficiency. Extensive model tank testing with all simulated weather conditions was also an important part of the design phase to help ensure that the factors from weather or sea conditions would never affect the vessels' maneuverability, speed, and safety. In addition, the robust Intercontinental electrohydraulic 64-inch coupling system allows the tug to stay coupled with the barge during all types of weather conditions. Initially, Bouchard hired GCL (based in Louisiana) to develop the bid package for both tugs and barges – the two companies have a long-standing relationship going back to the 1970s. GCL has been concentrating on ATB design for the past 15 years and is also known for their OSV designs as well as yachts and standard tugs. The contract was awarded to VT Halter Marine who then subcontracted to GCL to do the detailed function design for the tug while they performed the detailed functional design for the barges in-house. *((As published in the July 2016 edition of Marine News))*

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## TUG OPERATOR BLAMED FOR ABU SAYYAF HIJACKING

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On Tuesday, Malaysia's inspector-general of police Tan Sri Khalid Abu Baka said at a press conference that the most recent Abu Sayyaf tug crew kidnapping off of Sabah was the fault of the tug's operator, which he alleged had not followed official guidance. He emphasized that he did not mean to blame the victims of the attack, but rather the operator. "I hold them responsible because we have engaged with them and advised them what they should be doing. But they did not heed our calls," he said. Khalid added that he believed there were other operators who were not treating the

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matter with enough seriousness. "Unfortunately, they take the matter too lightly," he said. "The east coast of Sabah has always been our concern. Not only from [Abu Sayyaf] but also kidnap for ransom groups and other terror groups." He called for all tug operators to heed the police's precautions. "I ask those we have had discussions with to follow our advice so that such incidents can be avoided. If they do not follow our advice, the risk is very high," he said.



The missing crew of the Malaysian-owned tug have been identified as Mohd Ridzuan Ismail, 32, Abd Rahim Summas, 62, Mohd Jumadil Rahim, 23, Fandy Bakran, 26 and Tayudin Anjut, 45. Just across the border, Indonesian authorities have issued a ban on Philippines-bound departures from the most affected areas, but industry sources say that the restriction can be circumvented. "There have been leakages. Philippines are still getting their coal from many parts of Indonesia, for example from Kalimantan and other places. This is done outside the knowledge of the authorities," said Budhi Halim, Secretary-General of the Indonesian National Shipowners Association, speaking to Channel NewsAsia last week. Separately, the Armed Forces of the Philippines has confirmed that seven Indonesian tugboat crewmembers were kidnapped by pirates allied with Abu Sayyaf on July 22 – yet another in a string of attacks on the slow-moving tugs that haul coal from Kalimantan to the Philippines. Six of the 13 crewmembers were freed right away, but the others were not so lucky. The attackers were identified as the serial kidnappers the Muktadil brothers. *(Source: Marex)*

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## ALAN G RENAMED H.M. HIDALGO

The 1971 built Unites States registered with call sign WTT3602 twin screw towing vessel **Alan G** (ON 530651) was recently renamed **H.M. Hidalgo**. Sergeant Major Juan M. Hidalgo Jr. was born and raised in San Diego, CA. He enlisted in the Marine Corps in 1984 and attended recruit training at Marine Corps Recruit Depot (MCRD) San Diego, CA. Some of his versatile duties have included tank commander, section leader, drill instructor, platoon sergeant, and master gunner. In his career, he deployed three times in support of Operation IRAQI FREEDOM. In January 2007, Sergeant Major Hidalgo reported to Marine Light Attack Helicopter Squadron 169, Camp Pendleton, CA. In May of 2013 and assumed the duties as the Joint Task Force, Guantanamo Bay, Cuba Sergeant Major.





Hidalgo holds a Bachelor of Science Degree in Criminal Justice from Park University and is a National Defense University Graduate of Keystone Executive Leadership. Sergeant Major Hidalgo's personal decorations include the Defense Superior Service Medal, Meritorious Service Medal, Navy and Marine Corps Commendation Medal (fourth award and combat "V" device), Navy and Marine Corps Achievement Medal (third award), Army Achievement Medal, and Combat Action Ribbon.

Sergeant Major Hidalgo and his wife have three children. The tug has a length of 80' a beam of 26' and a draft of 9.7'. In the year 2009 she was rebuilt. The two Caterpillar Ditta has a total engine output of 2,200 hp @ 1,600 rpm. Her free sailing speed is 10 knots and bollard pull 26 tons. *(Source & Photo: Grant Westmorland)*

## ACCIDENTS – SALVAGE NEWS

### *SALVORS SWITCH MV BENITA'S TOWLINE CONNECTION*

As the bulk carrier MV **Benita** settled deeper into the water while being towed to the Indian coast, the salvors needed to switch the towline connection as towing by the stern "was no longer possible," the Greek company Five Ocean Salvage said. Namely, the 44,183 dwt vessel will now be towed from the bow to a scrapyard in Alang, India. "Over



the last few days we have been assessing the tow-worthiness of the casualty and preparing for demolition tow to India which is the destination of the tow," Five Ocean Salvage said. The company added that, because the tow is a dead ship, adjusting the towing arrangement was a slow process due to the dangerous conditions for the boarding team. The vessel was refloated on July 23 after a month long grounding in the southern part of Mauritius which was a result of a fight between the vessel's crewmembers. The 1998-built bulk carrier was carrying some 145 tons of oil at the time of the incident. Prior to the refloating, the vessel's bunker fuel, lubricant oil and other pollutants on board were removed. Cargo tanks and void spaces were sealed before being pressurized in order to facilitate the successful refloating attempt. *(Source: World Maritime News)*



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## SEVEN FISHERMEN HAVE BEEN RESCUED IN THE GULF OF THAILAND AFTER THEIR VESSEL CAUGHT FIRE.



Seven fishermen have been rescued in the Gulf of Thailand after their vessel caught fire. At around 1530 hours on Monday, the crew of **SC Glory 2**, a Flex-36 multi-role crewboat built by Penguin International in 2011 and operated by SC Group, spotted the vessel on fire about eight nautical miles away. The master rushed the vessel to the scene and, upon arrival, the crew commenced fire-fighting

and medivac operations. Within an hour, the master and crew of **SC Glory 2** had managed to put out the fire and rescue all seven fishermen, some of whom suffered burn injuries. SC Group have now taken the men to safety, and they are expected to eventually make a full recovery. “We congratulate our Thai partner, SC Group, and rejoice with them and the fishermen,” says James Tham, Managing Director of Penguin International. *(Source: Marex)*

## ONLY NINE SPONSONS LEFT ON COSTA CONCORDIA WRECK

**Costa Concordia** dismantling and recycling operations are progressing, and about 200 technicians are working on the wreck and cutting decks – from 3 to 1 – while the decks from 14 to 4 have already been removed. As the weight of the wreck becomes lighter, it has been possible to remove 21 sponsons so far, out of the 30 originally installed. Simultaneously operations are in



progress to maintain the restored buoyancy to the hull so to allow to remove all the sponsons and then to transfer the wreck to dry dock where the final demolition will take place. The first two sponsons were removed in December 2015. These caissons were used in the parbuckling of the wreck and have since been keeping it buoyant and upright during the dismantling process. The **Costa Concordia** ran aground in the waters surrounding Giglio Island, Italy, in January 2012, and was parbuckled, refloated and towed away by the TITAN/Micoperi team in September 2014. The caissons were installed on the vessel in April 2013 using the SAL Heavy Lift vessel Svenja. The salvage was the largest, most technically demanding project of its kind in history. The wreck was towed to Molo ex Superbacino in May 2015 where it is being recycled by the Ship Recycling Consortium – a group formed by Saipem (51 percent) and San Giorgio del Porto (49 percent). The dismantling project is expected to cost \$114 million. Around 50,000 tons of steel and 2,000 tons of copper are expected to be recovered from the vessel. Prior to arrival at Molo ex Superbacino over 5,700 tons of furniture and interior equipment was removed so the wreck could be towed over the breakwater of the Prà Voltri Port to reach the dismantling dock. Around 80 percent of the vessel is anticipated to be able to be recycled. (*Source: Marex*)

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### *IT LOOKS SO EASY TO PULL OFF A BULKER FROM THE ROCKS*

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A salvage team from Five Oceans Salvage refloats the wrecked MV **Benita** from the southern shore of Mauritius, Monday, July 25, 2016. The ship ran aground June 17, 2016 after a crew member attacked others on board before locking himself in the engine room, where he damaged equipment that

resulted in the ship losing propulsion and eventually running aground. Watch the video [HERE](#)

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### *MAIB: NUMBER OF SHIP ACCIDENTS DROPS IN 2015*

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The number of accidents reported to the UK's Marine Accident Investigation Branch (MAIB) dropped to 1,057 casualties and incidents in 2015 compared to 1,270 in 2014. The total number of accidents to UK vessels or in UK coastal waters involved 1194 vessels, according to MAIB. 46 of these accidents involved only non-commercial vessels, while 447 were occupational accidents that did not involve any actual or potential casualty to a vessel. There were 646 accidents involving 744 commercial vessels which involved actual or potential casualties to vessels.





According to the latest data released by MAIB, the number of investigations started in 2015 also decreased to 28 from the 31 started in 2014. For the sixth year in succession no UK merchant vessels of over 100 gross tons were lost. MAIB added that the size of the UK fleet has increased and so the overall accident rate for UK merchant vessels of over 100 gt has fallen to 85 per 1,000 vessels from 88 per 1,000 in 2014. However, due to a higher staff turnover between 2013 and 2014, with more new recruits joining MAIB, the time to complete an investigation increased as “it takes around 18 months for a new inspector to be trained.” The average time taken to complete investigations in 2015 was 11.6 months. *(Source: World Maritime News)*

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### *NTCL TUG AND BARGES STUCK NEAR LUTSELK'E, N.W.T.*



Owners say no injuries or leakage when tug ran aground Tuesday night. An NTCL tug, and the barges it was pushing, are stuck near Lutselk'e, N.W.T. The vessels got stuck earlier this week after resupplying the remote Great Slave Lake community. Nathan Graham, Chief Corporate Officer of the Inuvialuit Corporate Group, said in an emailed statement the **Kelly**

**Ovayuak** tug went aground about four kilometres outside Lutselk'e on Tuesday night. He said there have been no reported injuries or fuel on the water. He said Transport Canada and the Coast Guard have been notified and an NTCL emergency response team is in place to direct and co-ordinate the removal of the tug and barges and their return to Hay River. NTCL made all its deliveries to Lutselk'e, including fuel to the N.W.T. government, before the incident, he said. It's not the first time NTCL has lost control of a barge. Last year the company finally retrieved a 40-metre barge that had been drifting in the Beaufort and Bering seas for 10 months. Also last year, an NTCL barge punctured its hull after grounding out on the Mackenzie River near Fort Simpson. *(Source: CBC News)*

## OFFSHORE NEWS

### *MCDERMOTT PROFIT BEATS EXPECTATIONS*

McDermott reported better-than-expected second-quarter and half-year 2016 earnings results,

despite revenue drop and vessel-related impairment charges. The Houston-based company posted quarterly net income of \$20.7 million, or \$0.07 per fully diluted share, compared to net income of \$11.5 million, or \$0.04 per fully diluted share same time last year. Analysts had the offshore EPCI player at 2 cents per share for the quarter. Adjusted net income, before restructuring charges, came to 8 cents per share, versus 9 cents



per share in the corresponding period in 2015. For the first six months ended June 30, 2016, McDermott swung to \$18.5 million profit from \$3 million loss at the end of first half of 2015. Adjustments in the second quarter 2016 included \$2.5 million restructuring costs, and \$8.9 million during the six months. Adjustments for the six months ended June 30, 2016 also included a \$32.3 million impairment of the Agile vessel following Petrobras charter termination in May 2016. In the second quarter of 2016 McDermott has generated revenues of \$706 million, down from \$1.04 billion in the prior-year quarter. According to the company, revenues were mainly associated with the INPEX Ichthys and Saudi Aramco's Marjan GOSP and LTA II lump sum projects. Six-months revenues also declined some \$161 million from the prior-year comparable period. Order intake in the second quarter of 2016 totalled \$1.2 billion, including the contract with Pemex Abkatun-A2 project and three separate contracts with Saudi Aramco. As of June 30, 2016, McDermott's backlog was \$4.4 billion, of which approximately 80 percent is related to offshore operations and approximately 20 percent is related to subsea operations. The company said it had bids outstanding and target projects of approximately \$16.7 billion in projects that it expects to be awarded in the market through June 30, 2017. *(Source: Subsea World News)*

## GULFMARK SEES "EARLY SIGNS OF ENCOURAGEMENT"



Houston headquartered GulfMark Offshore, Inc. (NYSE:GLF) has reported results of operations for the three- and six-month periods ended June 30, 2016. For the quarter, revenue was \$30.5 million, and net loss was \$47.6 million, or \$1.90 per diluted share. The results included gains and costs totaling \$33.3 million or \$1.33 per diluted share. Quarterly loss excluding these items was \$14.3 million or \$0.57 per diluted share. President and CEO Quintin Kneen commented, "We are pleased to

report on our ability to continually improve the company. We improved the balance sheet through



debt repurchases that averaged less than half of par value. We continue to improve the average fleet age and capability through the delivery of a new state-of-the-art vessel in the Americas, the sale of an older vessel in the North Sea and the sale of two of our older vessels in Southeast Asia in July. Through our persistent cost focus, we reduced direct operating expenses for each of the last seven quarters. Importantly we reduced these costs during the second quarter while increasing utilization, and we anticipate this trend to continue. "In the broader market, we are seeing signs that the industry is withdrawing capacity to such a degree that certain geographic markets are beginning to show signs of balance. In particular, the North Sea PSV market has seen the average spot day rate for the second quarter increase by more than 150% over the same period last year. Also, for the first time since the second quarter of 2014, we sequentially increased our consolidated average quarterly utilization. That increase was 3 percentage points. Overall we are seeing early signs of encouragement, however leading edge day rates and utilization are still well below sustainable levels for the industry." *(Source: MarineLog)*

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## SWIBER GROUP FOUNDER RESIGNS 'DUE TO HEALTH REASONS'

Raymond Kim Goh has resigned from his position as Vallianz Holdings' chairman and executive director with immediate effect due to "health reasons". Forty-eight-year-old Goh is also executive chairman of Swiber Holdings, which he founded in 1996, and is non-executive chairman of Kreuz Holdings. Today, Goh submitted a request for trading of Swiber's shares to be halted on the Singapore stock exchange, "pending the release of an announcement" – likely to be the news of his departure. Goh was CEO of Swiber Holdings until September 2010 and remains responsible for the group's expansion strategy. He is also a member of Vallianz's member of audit, remuneration and nominating committees. Vallianz is 25.2% owned by Swiber Holdings. Goh holds a 0.64% stake in Vallianz through a family trust, and a 0.85% stake in Swiber. *(Source: Splash24/7)*



## DAMEN MAKES OPENING MOVE IN DECOM MARKET

Damen Shipyards Group has announced its latest concept design: the Damen Decommissioning



Series. The vessel will specialise in three core areas of the oil and gas decommissioning sector: topside decommissioning offshore platform removal, and subsea cleaning and removal. The design is based on in-house research carried out at Damen by one of its undergraduate interns. By inviting a considerable number of internships at its yards, Damen Shipyards Group contributes significantly to the maritime education system.

One recent position was offered to Justin Rietveld, studying Maritime Technology at the Rotterdam Mainport University of Applied Sciences. His brief was to investigate the potential niche markets for new vessel designs in the oil and gas decommissioning sector. *Split stern removal* “This research started off with the idea of developing a decommissioning vessel based on Damen’s existing portfolio,” informs Mr Rietveld. “However, we soon found out that this market needs more. “For example, there are many different activities within the decommissioning sector. This vessel can support a vast number of those. We have developed a concept to cover the bigger part of this new and exciting market.” The vessel’s monohull design has a split stern; a characteristic that will come into play during platform removal operations, explains Mr Rietveld: “This ship will be able to reverse up to a jacket, where it will be ballasted to sink below the platform. Upon deballasting, the vessel will rise up to pick up the platform.” *Lion’s share of the market* The preliminary estimations of the vessel’s capabilities show that it will be able to perform decommissioning of fixed platforms of up to 1,600 tonnes in weight. This figure signifies a significant amount of global fixed platforms, and over half of those located in the North Sea. In order to deliver maximum flexibility to clients, the concept design includes modular add-ons. This will address the possibility that such a vessel will not be solely active in the decommissioning market. This versatility will ensure that owners can optimise productivity: bridging the potential gap between decommissioning contracts with other roles. *A committed approach* These modular additions to the existing design include the (temporary) installation of a crane or a helideck. Functionality can be further boosted with the addition of accommodation modules to increase personnel capacity. Another option will be the addition of a temporary platform to create a solid stern. The subsequent increase in deck capacity could be used for transporting and installing monopiles and foundations for the offshore wind industry. Speaking about the results





of the research, Damen Manager Design & Proposal Offshore & Transport Lucas Zaat comments: “We initiated this project because we felt that we can make a difference in this sector – and it has certainly generated some significant ideas. The decommissioning market is close to our current activities. We are therefore planning to continue with this project and assign specialised personnel to implement it.” Damen Shipyards has broad market focus on the decommissioning market. Next to current assets such as pontoons also the state of the art Walk-2-Work vessel currently being built for Bibby Marine could play a role in the decommissioning market. In the light of these developments, Damen has recently joined DECOM UK to further expand its market knowledge and validate developments with key stakeholders in the European decommissioning market (*Press Release*)

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View the youtube film of the Alphabridge for tugboats on <http://www.youtube.com/watch?v=hQj6hFDcHW4&feature=plcp>

## VOS PRIME EQUIPPED WITH NEW GANGWAY SYSTEM



The platform supply vessel **VOS Prime**, equipped with a new offshore access gangway system of Ztechnologies, made a portcall in the seaport of Den Helder, the Netherlands. Vroon's platform supply vessel has been chartered to test the new gangway system in the Dutch section of the North Sea. Ztechologies from Ymuiden is a provider of offshore mooring and gangway solutions. (*Source and photos Paul Schaap*)

## SWIBER GOES INTO LIQUIDATION

Singapore offshore services firm Swiber Holdings has made an application to wind up the company and place it into provisional liquidation. The move comes on the back of the company receiving several letters of demand to the value of \$25.9m and Swiber founder and non-executive chairman

Raymond Kim Goh resigning from his position as Vallianz Holdings' chairman and executive director overnight due to "heath reasons". Earlier in the week Swiber revealed that a \$710m project it was contracted for in West Africa had been severely delayed and another in Vietnam cancelled, while in June the company said that British firm AMTC Ltd has failed to comply with its obligation to make a \$200m payment for preference shares



in its wholly-owned subsidiary, Swiber Investment Ltd (SIL). Speaking to Splash, one industry observer said: "Hardly surprising given they lost 70% of their order book a couple of weeks ago. Swiber, like some of its peers had a lot of off balance sheet liabilities that the market has tended to overlooking at its peril. Yet another bank owned contractor it appears." According to its website, Swiber has a fleet of 51 vessels, made up of 38 offshore and 13 construction vessels. The High Court of Singapore has today appointed provisional liquidators of the company and trading of its shares have been suspended. Meanwhile, three executive directors, vice chairman Francis Wong, group CFO Leonard Tay, and Nitish Gupta, have all resigned. Swiber's demise saw offshore stocks take a battering on the Singapore Exchange today as panic spread through the sector. Hardest hit was Vallianz, in which Swiber has a 25% stake. Vallianz was down by nearly 40%, Ezra down 5.4% and Ezion down by 5.7%, the latter even going so far as to issue a release stating it has no business connected with Swiber. News of Swiber's demise did not surprise Andre Wheeler, Splash's offshore opinion writer, who warned other Singapore-listed firms may follow suit. "Swiber is the tip of the iceberg that may well sink the titanic Singapore OSV providers," Wheeler told Splash. *(Source: Splash24/7)*

## REM AND SOLSTAD TO MERGE



Kjell Inge Røkke has won his latest battle to steer further consolidation in Norway's OSV scene. The Aker boss took on a major shareholding in Solstad Offshore last month, and has since forced REM Offshore to merge with Solstad to create a 62-strong fleet. Aker, as a major bondholder, had blocked REM's restructuring plans earlier thus paving the way for today's merger announcement whereby REM will be subsumed into Solstad. Røkke had been at



loggerheads with another Norwegian tycoon, Åge Remøy, the lead shareholder in REM. As part of the merger Remøy will have a “significant voting interest” in Solstad after the merger. “The offshore service vessel industry is undergoing a period of great uncertainty,” said Lars Peder Solstad, CEO of Solstad. “Reduced spending across the upstream value chain has contributed to the current overcapacity, adversely impacting dayrates and utilisation. The OSV industry’s fragmented structure is further compounding these negative effects. Solstad and REM both see the need to create larger entities with financial and operational strength to weather the downturn. The combination of Solstad and REM is one step in the right direction, but there remains a strong rationale for further consolidation.” After the merger, Solstad will retain its Skudeneshavn head office, from which the combined fleet of CSV vessels will be operated. The combined fleet of PSV vessels will be operated from the current REM head office in Fosnavåg. “Solstad and Aker have put forth an industrial solution for the restructuring of REM Offshore. The merger is a necessary structural measure in today’s offshore service vessel market, which will enable the combined company to achieve significant synergies through more efficient operations and a lower cost base. The combination of Solstad’s, REM’s and Aker’s industrial expertise, M&A capabilities and financial strength will provide a strong platform through Solstad for further development of the OSV industry,” said Øyvind Eriksen, president and CEO of Aker. The merger is expected to be completed by the start of December this year and is premised upon the completion of REM’s restructuring. Solstad is also going through an extensive restructuring. *(Source: Splash24/7)*

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## *ALL OFFSHORE ROADS LEAD NORTH*

Despite a slump in oil prices, there has been a surge of activity in the North Norwegian offshore sector. Herman Jorgensen, managing director of GAC UK and former general manager at GAC Norway, explains why. The offshore energy industry is suddenly paying serious attention to the remote arctic waters off northern Scandinavia. It has long been suspected that major energy reserves lie in oil and gas fields beneath the south eastern Barents Sea. But a historical territorial dispute between Norway and Russia has meant that, until earlier this year, the reserves have remained largely unexplored. The momentum began to gather when a border agreement was signed in 2011. In a milestone development last year, Norway’s Minister of Petroleum and Energy was able to launch a new round of offshore licensing permits. It was the first licensing round in 20 years to open new exploration acreage in Norwegian waters. Of the 57 licenses on offer, 34 were in an area never before opened for hydrocarbon exploration. After this announcement, Kirkenes – the port closest to the newly opened fields – has seen a steady and sustained increase in calls by offshore support

vessels. No one company or body has an accurate picture of the hydrocarbon resources in the Barents Sea. Analysts believe there could be as many as 2 billion barrels of oil and gas. Even before drilling began, observers noted an increase in shipping activity. Energy companies, it turned out, were conducting seismic surveys and other essential preparatory work. By early 2016 the Norwegian authorities announced they were ready to



begin authorising exploration wells. Although energy prices crashed in 2015, interest in the Barents Sea oil and gas fields has remained strong. The sheer size of the potential hydrocarbon deposits mean that energy companies see establishing and maintaining a presence in the area as a key strategic goal. Ultimately though, the speed at which the new fields develop will depend on the trajectory energy prices take. The low price of crude oil that ran through 2015 and into 2016 forced oil companies to trim their investment plans with offshore projects often being the first to be scrapped. But oil prices are volatile. They can recover quickly. It is also clear that the point at which offshore operations become profitable has been falling. Technical innovations and the spreading standardisation of pipelines and drilling equipment have been pulling down costs – and the gap between profitability and unprofitability has never been smaller. All this means that projects that once looked prohibitively expensive now look feasible and that the outlook for the Barents Sea projects is far from gloomy. For GAC, which has a major presence in Norway, recent developments have brought its operations in the Barents Sea port of Kirkenes into sharp focus. In Kirkenes GAC is providing a full range of offshore services including marine surveys, bunkering and equipment provision. We also act as a broker to source supply vessels and work closely with other local partners, all of which means we are well placed for the expected influx of offshore operations in the next few years. The next few years are going to be pivotal for both the development of oil and gas operations in the Barents Sea and also the infrastructure to support these operations in north Norway. In every way the region is waking up to its latent potential. What this means for Kirkenes as a logistics base – we will have to see. *(Source: Splash24/7)*

### *DAMEN PSV DELIVERED TO WILSON SONS ULTRATUG OFFSHORE*

Wilson Sons Ultratug Offshore, a joint venture between Wilson Sons and the Chilean maritime services provider Ultramar, has taken delivery of a Damen PSV 5000. The vessel was built at Wilson Sons shipyard in Guarujá, Brazil. The delivery is the first of a two-vessel contract, with the second vessel due for completion later in 2016. “For this vessel, and the one still under construction, we provided the full engineering package in addition to certain key materials,” says Damen Sales Manager Americas Rutger Dolk. “A key point is that the engineering package takes into account the yard using local equipment and materials. We will also play a supporting role during the commissioning of both vessels.” At 85.25 metres long, with a 19-metre beam, this Damen PSV 5000 is to be known as **Larus**. Allowing for optimal use of the 920m<sup>2</sup> deck area, the vessel is equipped with a travelling gantry crane along the work deck to allow optimal storage and movement of deck





cargo. This contract reiterates the success of the working relationship between Damen and Wilson Sons. The Brazilian shipbuilder constructs vessels with local content, using Damen design and engineering support. “We have been working with Wilson Sons for more than 20 years now. And, with many vessels constructed for diverse clients, it has been a very productive relationship.”

Regarding Wilson Sons Ultratug Offshore’s contract with Petrobras, the vessel acquisition is part of the sixth round of the Program for the Renovation of the Offshore Support Fleet (Prorefam). The initial requirement for vessels equivalent to the PSV 4500 was upgraded after Wilson Sons Ultratug Offshore decided to invest in the PSV 5000. “These vessels have expressly been made larger. The design will make them as versatile as possible – ready to serve the oil and gas industry for the next 25 years,” concludes Mr Dolk. *(Press Release)*

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## *EZRA HOLDINGS NOT CONCERNED BY SWIBER LIQUIDATION DESPITE INVESTOR JITTERS*

Investors in Singapore remained wary of offshore stocks today following Thursday’s shock news that Swiber Holdings had become the first oil and gas related company on the Singapore Exchange to be put on voluntary liquidation. This is expected to have a domino effect on Singapore O&G players, which could see knee-jerk selling pressures, DBS Group Research said in a note on Thursday. The highly geared Ezra Holdings has been one of the hardest hit on the local stock exchange with plenty of speculation on its financial health. “Ezra is the other counter which investment community has been more mindful of because of their high debt level and exposure in deepwater space. The tie-up with Japanese partner Chiyoda and sales and leaseback of a number of vessels have resolved the re-financing needs through 2017. But business environment remains very challenging and affects their cash flows,” DBS said. Ezra has hit back however with a spokesperson telling Splash today: “Ezra’s focus has always been on deleveraging its balance sheet and optimising its debt structure. As part of its ongoing capital financing strategy, Ezra has successfully secured bank borrowings of an aggregate

S\$100m to finance the full redemption of its Fixed Rate Notes that was due in March 2016.” Ezra’s shares were trading down 5.8% today at 13.30 local time, having dropped 7.1% on Thursday. Many other offshore related firms have taken a battering on the local exchange with a number of companies issuing releases stressing how their businesses are different to – and are not connected to – Swiber’s. The worst hit has been Vallianz, which Swiber has a 25% stake in. A sell-off saw Vallianz’s shares dive 41.7% to 2.1 cents yesterday, however the company insists it is business as usual. *(Source: Splash24/7)*



### SAPURAKENCANA AWARDED TURKISH EPCI CONTRACT



Malaysia’s SapuraKencana Petroleum has announced that its wholly-owned subsidiary, SapuraKencana TL Offshore, has been awarded a contract with a value of around \$125.9m. The contract is for the engineering, procurement, construction and installation (EPCI) of offshore pipelines and fibre optic cables for the Trans Anatolian Natural Gas Pipeline from TANAP Doğalgaz İletim in Turkey. The scope of work includes the

design and engineering, procurement of materials, management, transportation, construction, installation, and testing and pre-commissioning of offshore pipelines and fibre optic cables. The project is scheduled to commence in the third quarter of 2016, running for around two years.

*(Source: Splash24/7)*

### SEVEN WAVES SAILS INTO LERWICK

Subsea 7’s construction vessel **Seven Waves** has become one of the first ships to use the extended quay at Lerwick Port’s deepwater Dales Voe Base in the UK. The 18,666 dwt vessel is being mobilised at the Scottish port ahead of a contract offshore Canada. The first phase of the extended quay’s construction has just been completed, with the second phase ready to begin. The first ship to arrive at the extended quay was the coaster vessel *Eendracht*, which delivered supplies for transfer to **Seven Waves**. “**Seven Waves** is an early harbinger of the type of work which the expanded Dales



Voe Base, with its enormous capacity, quay strength, water depth and laydown space, is ideally suited for in supporting a wide range of offshore industry projects," said Lerwick Port Authority's harbour master and deputy chief executive Captain Calum Grains. Main contractor for the extension project, BAM Nuttall, is expected to complete the final phase of construction by the end of July. The quay is being extended by 75 m to 130 m. *(Source: Heavylift & Project Forwarding)*



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## DOF SUBSEA WINS SUPPORT CONTRACT FOR SHELL'S PRELUDE PROJECT



Shell Australia has awarded DOF Subsea with a five-year contract to provide a full-time underwater services and a multi-purpose supply vessel (MPSV) to the Prelude FLNG facility in Western Australia. The financial terms of the deal were not disclosed, but two optional two-year extension periods are attached to the

contract and options for other vessels. DOF Subsea will provide project management, engineering and integrated services for Shell's inspection, maintenance and repair (IMR) programmes. "This is a very important contract award for DOF Subsea, and the award further strengthens DOF Subsea's position in the global subsea IMR market. We look forward to working with Shell Australia on the world leading Prelude FLNG facility," Mons Aase, DOF Subsea's CEO, said in a release. *(Source: Splash24/7)*

## OTTO MARINE COMMENCES ARBITRATION AGAINST SHIPBUILDER

Otto Offshore, part of Singapore's Otto Marine, has filed an arbitration claim at the Singapore International Arbitration Centre (SIAC) against an unnamed shipyard for the construction of a maintenance work vessel. "Among other things, the seller has failed to resolve outstanding defects and punch list items in accordance with its obligations, and has refused to allow an inspection of the vessel for [Otto Offshore] to determine if the vessel is in a deliverable state," Otto Marine said in a filing. Otto's



subsidiary is seeking declaratory relief to ensure any defects are resolved before the vessel is delivered. Meanwhile, Otto Marine is caught up in two other legal disputes, having filed an application to wind up its subsidiary Go Offshore due to \$180,000 in unpaid debts. Separately, the firm is chasing Robert Knutzen Shipholding and Robert Knutzen for unpaid charter payments.

*(Source: Splash24/7)*

## SWIBER LIQUIDATION RATTLES PACIFIC RADIANCE, VALLIANZ SHAREHOLDER UNFAZED



Singapore's Pacific Radiance has revealed a \$10.1m exposure to Swiber Holdings, which went into liquidation this week. Pacific Radiance told investors it expects to make a provision of "doubtful receivables" in its 2016 figures of around \$10.1m from Swiber for services rendered. The Singapore-listed company said it has served Swiber with "several" letters of demand to recover the debts "and will continue to pursue all legal

avenues of recovery". Swiber is a 25% shareholder in Vallianz Holdings, alongside Saudi Arabia's Rawabi Holding Co, which owns 18.7% and today said Vallianz's Middle East business would continue as usual. Rawabi and Vallianz are partners in the joint venture Rawabi Vallianz Offshore Services (RVOS), which handles Vallianz's business operations in the Middle East. "Through RVOS, the group has grown steadily to become one of the largest offshore support vessel providers in the Middle East region where offshore oil and gas activities continue to be vibrant," said Sheikh Abdulaziz Al Turki, group chairman of Rawabi and chairman of RVOS, in a release. "With a strong



and capable team from Rawabi and Vallianz, we continue to secure new long-term charter contracts in the Middle East from one of the world's largest national oil companies. We see excellent opportunities for the Group to leverage our superior market position in the Middle East to increase our market share and expand our footprint in this major oil producing region." *(Source: Splash24/7)*

## WINDFARM NEWS - RENEWABLES

### PENTA-OCEAN ORDERS FIRST JAPANESE-BUILT WIND TURBINE INSTALLATION VESSEL

Japan's Penta-Ocean Construction and Japan Marine United Corporation (JMU) have signed a contract for the construction of one multi-purpose self-elevating platform vessel suitable for marine civil engineering works or offshore wind turbine installation in harsher weather and marine conditions. The basic design of the jack-up vessel, the first of its kind to be built in Japan, has been supervised by the Netherlands-based GustoMSC.



The vessel is designed based on jack-ups used in Europe for installation of oil rigs or offshore wind turbines, but with a jack-up system that matches Japanese natural conditions and on-site characteristics. It will be equipped with a fully-revolving crane with an 800-ton lifting capacity, as well as a dynamic positioning system, enabling the vessel to perform installation of large-scale marine structures such as offshore wind turbines with a capacity of up to 6MW and foundations in the water depths of up to 50 metres. The jack-up is also designed for operations in Japan's Greater Coasting Area and for becoming a shallower draft vessel. It will come equipped with accommodation units and a helicopter deck for emergency transfers. The jack-up is expected to be delivered in September 2018. As a result of latest amendment to the country's Port and Harbor Act that took effect on July 1, 2016, the port areas will be more accessible to operators wishing to construct offshore wind farms, and the vessel is optimized to undertake this task, according to Penta-Ocean. *(Source: Offshore Wind)*

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## SEASTATE AVIATION CHECKS SEA CHALLENGER'S HELIDECK AHEAD OF DUDGEON WORK



SeaState Aviation has conducted an inspection of the helideck on A2SEA's jack-up vessel **Sea Challenger**, making sure it fulfills UK offshore helideck requirements before starting operations on the 402MW Dudgeon offshore wind farm for Statoil later this year. The scope of work comprised an inspection of the helideck along with an audit of the operational

manuals and procedures for helicopter operations. "Due to the increasing use of helicopters in the offshore wind industry, helidecks on jack-up vessels, offshore substation and SOV's is more or less becoming industry standard," said Johan H. Hansen, Managing Director, SeaState Aviation. "There are clear requirements for offshore helidecks, and we see an increasing demand for our services related to inspection of helidecks, providing assurance to helicopter operators, vessel owners, wind farm developers and OEM's that their helidecks and heli-hoist platform fulfill national regulations and the International Civil Aviation Organizations requirements." Statoil hired Sea Challenger to serve as an accommodation platform from September until the end of 2016, with the start of turbine installation phase scheduled for January 2017. Hull was chosen as the load out port for the 67 6MW Siemens turbines. *(Source: Offshore Wind)*

## MPI ADVENTURE INSTALLS THE FIRST OFFSHORE WIND TURBINE ON SANDBANK

We are pleased to announce that our Wind Turbine Installation Vessel **MPI Adventure** installed the first of 72 SWT-4.0-130 offshore wind turbines on the Sandbank offshore wind farm. MPI Adventure is capable of installing 6 of these complete offshore wind turbines per cycle. After **MPI Adventure** completed its contract to assist with the commissioning of the offshore substation on the Sandbank offshore wind farm, she has re-mobilized for the offshore wind turbine installation works. On July 28<sup>th</sup>,



well in advance of its original schedule, the vessel now completed the installation of the first turbine. MPI was responsible for the design, engineering and manufacturing of the sea fastenings which will be used during the transportation and installation of all the above mentioned turbines. MPI also has and will continue to provide project management throughout the whole turbine

campaign. When the wind farm will be completed in 2017, it will be able to generate green electricity for more than 400,000 households. The Sandbank offshore wind farm is located approximately 90km west of the island of Sylt in the German Bight. We are confident that **MPI Adventure** will continue to make a valuable contribution to the installation works of the Sandbank offshore farm. We wish the vessel and crew safe and successful operations. *(Press Release)*

## YARD NEWS

### MEET US AT NOR-FISHING 2016



JRC, Alpatron Marine and ProNav are pleased to welcome you to Nor-Fishing exhibition in Trondheim, Norway. Here we will show the one man bridge, which will redefine the standard we know today. Experience first-hand how simple, intuitive and innovative control and operation are truly part of this turnkey solution. Officers and operators can concentrate on their main task with information accessible at the click of a button. ProNav has been a long

time distributor in Norway and a rich history of providing total navigation and communication packages to the fishery vessels as well as workboats, offshore vessels and coastal freighters. Having participated in Nor-Fishing for 25 years, without skipping a single exhibition year, ProNav values and knows like no other, that sharing knowledge about products and solutions directly to the customer is of utmost important. During the exhibition we will be demonstrating our unique, fully integrated one man bridge. Unlike the traditional 19 or 23-inch displays or the recently introduced 26-inch display, the bridge will feature a total of three 46-inch displays on which all maneuvering and control systems are centrally shown. The large 46-inch displays ensure that navigation officers get a clear view even when standing several meters away, making one man bridge operation much safer. This solution has already been delivered to a number of vessels in Norway, both to fishing and advanced offshore vessels and we look forward to showing and sharing this combined Dutch Japanese system to the rest of the fishery industry. Meet us at stand G-704 Nor-fishing: 16-19 August *(Press Release)*

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## *BUILDING PROGRESS OF GENNADIY NEVELSKOY (IMO 9742120)*

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Arctech is currently building a series of four vessels for the Russia's largest shipping company Sovcomflot. The first vessel in the series was launched on 30 June. The series of the icebreaking offshore vessels developed and designed by Arctech measures 100 m in length and 21 m in breadth. The environmentally and technically advanced vessels have been designed especially considering the crew working conditions in



cold weather. The vessels will safely convey and transfer cargo and perform icebreaking duties in the harsh climatic area of Sakhalin. They will significantly increase both the oil spill response as well as the emergency evacuation capacity of the production sites. On the picture is seen the building progress of the vessel which will serve in the Sakhalin-2 region energy production sites by transporting supplies and people between land bases and production platforms and protecting the production platforms from the impact of ice in the Sea of Okhotsk after delivery. Sakhalin Energy Investment Company Ltd. operates the oil and gas field. *(Photo: john Regan)*

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## *VARD BAGS THREE-VESSEL CONTRACT*

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Vard Holdings has announced it has secured a \$70m contract for the design and construction of three vessels for an unnamed client. Further details of the contract were not disclosed for this latest deal which adds to only a handful of vessel orders the Norwegian shipbuilder has received this year. Vard is currently facing a dire outlook as the offshore support sector continues to struggle, and earlier this month laid off the entire workforce at Vard Brevik yard in Norway while also shutting down operations at the Vard Niteroi yard in Brazil. *Source: Splash24/7)*

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Last week there have been new updates posted:

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

- [Damen makes opening move in decom market](#)
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- [Sanmar Shipyards to build 150th Robert Allan Ltd. Design](#)
- [Christening Ceremony of the Third and Fourth RAsar 3200 Class Tugs Yunco and Huairavo for SAAM S.A.](#)
- [Christening Reylaver's new Damen ASD Tug 2411, Jesus](#)
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