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

SINGAPORE'S KEPPEL SET TO DELIVER FIFTH ANCHOR HANDLER TO SEAWAYS

Singapore's Keppel Offshore & Marine is set to deliver an anchor handling tug to its client Seaways International. According to Keppel, the vessel was named **Seaways 24** at a ceremony held on Monday, August 8. The ceremony was held at the Keppel Singmarine's yard. Keppel Singmarine, which built the Seaways 24, is a subsidiary of Keppel Offshore & Marine. Specs-wise, the Seaways 24, fifth of the kind delivered by Keppel to Seaways, has been described as a multi-task anchor handling tug that is "designed to carry out an array of offshore activities." The vessel is equipped with Class 1 and 2 fire-fighting capabilities, Class 1 oil recovery capabilities, and comes with a designed bollard pull of 120 tonnes. Abu Bakar, Managing Director of Keppel Singmarine, said, "We are pleased to deliver our fifth anchor handling tug to our long-standing client Seaways. Given our years of extensive experience in constructing and designing a wide variety of ships, we are confident that Seaways 24 will prove to be another valuable addition to their global fleet." Captain Ashish Nijhawan, Director of Seaways, added, "We have built a strong partnership with Keppel over the years, and they have demonstrated their capabilities in executing and delivering quality products. As we continue to grow our presence in the global offshore marine industry, we look forward to working even more closely with Keppel to meet the needs of the oil and gas industry." *(Source: Offshore Energy Today)*

VANE BROTHERS NEWEST TUG DELIVERED

We delivered this new tug (from Chesapeake Shipbuilding, Salisbury, Maryland), to Vane Brothers in Baltimore, Maryland, last Monday. The **Fort McHenry**, is a 3,000 horsepower (CAT 3512, Tier 3), JohRie Series 500 Towing Winch, Simrad Solid State Electronics and all the typical creature comforts and safety gear, the Vane crews have come to expect. After taking on fuel, lubes and water...the tug has headed off to work, in New York. *(Source: Jim Demske – see TT&O issue 59 also)*

WORKHORSE KORHAAN

No port can survive without its fleet of small craft that provide various essential services, from the powerful harbour tugs capable of shepherding giant container ships, bulky car carriers or heavy bulkers and tankers despite occasionally the worst of weather conditions, to small service boats that carry stores and supplies and ship's crew to ships waiting outside port limits, or other small workboats that perform a myriad of duties necessary to keep any port functioning. **Korhaan** is one of the older workboats in Durban harbour and has been a feature for a number of years. De **Korhaan** was built in 1960 by The Globe Engineering Works Ltd – Cape Town and delivered to South African Railways and Harbours Administration for service at Mossel Bay. She has a length of 15.69 mtrs a beam of 4.52 mtrs and a depth of 2.28 mtrs Her B&W Alpha diesel engine develops an output of 220 bhp. *(Source: Ports & Ships; Photo: Ken Malcolm)*

BOLUDA FRANCE WINS PORTS SERVICES CONTRACT IN LOMÉ

A subsidiary of Spain's Boluda group, Boluda France, has been selected to be the exclusive provider of towage and mooring services in the port of Lomé in Togo, West Africa. The concession, which will be delivered through a newly created local operation, Boluda Lomé, will last for 20 years. Boluda Lomé will take responsibility for all local staff and has undertaken to modernise the fleet of

tugs in the port, bringing them up to Boluda group quality standards. Lomé is one of the few naturally deepwater ports in West and Central Africa, with a draft of 16m, and as such is emerging as an important regional transhipment centre, served by a number of container lines including MSC and Bollore. The decision to bid for the Lomé port towage contract reflects Boluda group's international development strategy, which has been one of mainstays of its recent growth. The company is now present in 9 African ports and over 70 worldwide. *(Source: Tug Technology & Bussiness)*

TWO IN DURBAN'S DRYDOCK

The two tractor tugs, both with Voith Schneider propulsion, are Durban's **Mkhuze** (built 2003 on the left) and Richards Bay's **Uhuva** (ex W Marshall Clarke, built 1974), which have undergone maintenance in the port dry dock. Here the dock has been reflooded prior to the tugs departing for the fitting out quay next to Durban's Shop 24. *(Source: Ports & Ships; Photo: Ken Malcolm)*

LEGEND EX GIGANT

Yesterday evening, 8 August 2016, just a few minutes before sunset, the yacht **Legend** passed Rozenburg, The Netherlands, bound for Nice, France. Thanks to the miracles of digital photography the result is not bad, considering the circumstances. The Legend was built as the Russian salvage tug **Gigant** at the IHC Smit yard at Kinderdijk, Netherlands, the same yard that build most of the legendary Smit tugs. It is easy to see some resemblances to the **Zwarte Zee** and **Witte Zee**. There were four sisterships, of which only **Kapitan Klyuev** (built as Diokl) still exists as a tug, laid up at Vladivostok. The other sisters **Gektor** and **Gerakl** have been scrapped. As for the history of Gigant, check out this article on Tugfax click HERE. She arrived in January 2014 at Velzen, Netherlands, being sold after suffering a fire in her accommodation at Napels. She was taken to Icon Yachts at Harlingen and converted into the **Legend**. She still has her original Smit-Bolnes diesels. Her lines have improved significantly, compared to what she looked like as yacht Giant see HERE *(Source & Photo: Hans Hoffmann)*

MASTER MARINE DELIVERS Z-DRIVE TOWBOAT TO MARQUETTE

In July, Marquette Transportation Co. took delivery of a new 2,000-hp Z-drive towboat from Master Marine, Inc., Bayou La Batre, Ala. The 78'x 34'x11' **St. Matthew** was designed by Entech Designs, La. for Marquette's river division, based in Paducah, Ky. Master Marine is continuing to build Z-DRIVE towboats, with two more underway for Marquette with an increased crew capacity of nine in five staterooms with 3.5 bathrooms. The steel-hulled **St. Matthew** is powered by a pair of Thompson Power Systems Caterpillar C32 Tier 3 1,000-hp engines at 1,800 rpm connected to ZF Marine ZF AT 5111WM-FP Z-drives with 1,650 mm (65") four-bladed propellers in nozzles. The package gives the boat a running speed of 10 knots with a loaded draft of 8'. For ship's service power the towboat is outfitted with a pair of Kennedy Engine John Deere 4045AFM85 Tier 3 generator drive engines each driving an 80-kW Marathon Mariner

generators. Cooling for all engines and z drives was provided by Eastpark Radiator Duraweld coolers. The St. Matthew has tankage for 24,000 gallons of fuel; 6,550 gallons of potable water; and 17,560 gallons of ballast water. The vessel's electronics were supplied by New World Electronics, and Rio Marine supplied the alarms and monitoring systems. Doors and windows were provided by Dales Welding & Fabrication, LLC. Rubber bumper systems were provided by Schuyler Companies. To secure barge tows, there's a pair of Patterson 40-ton deck winches supplied by Donavan Marine. *(Source: MarineLink)*

RECENT DAMEN DELIVERIES

RECENTLY DELIVERED TUG ALEXANDRA

The Damen Stan Tug 1907 with yard number 503423 tug **Alexandra** build by Damen Shipyards was recently delivered to her owner Port Fleet 99 EOOD - Bulgaria with call sign LZPB and Port of Registery Varna. She has a length o.a. of 19,34 mtrs a beam o.a. of 7.34 mtrs and a depth at sides of 3.39 mtrs. She has a grt of 76 tons and nrt of 76 tons. Her basic functions are Towing, pushing, mooring and firefighting operations. The two Caterpillar C32 TTA Acert / A develops a total output of 1,492 bkW (2,000 bhp). Her bollard pull is 28,5 tons and her speed is 11.7 knots. The tug is classed Bureau Veritas I ✠ Hull ● Mach Tug Coastal Area. *(Source: Damen)*

RECENTLY DELIVERED TUG JESUS

The Damen ASD 2411 with yard number 512283 tug **Jesus** (Imo 9681065) build by Damen Shipyards was recently delivered to her owner Remolque y Lanchaje del Puerto de Veracruz, S.A. de C.V. St. Vincent and Grenadines registered with call sign J8B5406. She has a length o.a. of 24.47 mtrs a beam

o.a. of 11.33 mtrs and a depth at sides of 4.60 mtrs. Her basic functions are Towing, mooring and firefighting operations. The two Caterpillar 3516C TA HD+/D develops a total output of 4,200 bkW (5,632 bhp). Her bollard pull is 68.8 tons ahead and 65.2 astern Her speed is 13.3 knots ahead and 13.1 astern. She has a grt of 268 tons and a dwt of 150 tons. The tug is classed Lloyd's Register X 100 A1 Tug [X] LMC UMS IWS *(Source: Damen)*

RECENTLY DELIVERED TUG BUGSIER 22

The Damen ASD 2411 with yard number 512297 tug **Bugsier 22** (Imo 9763253) build by Damen Shipyards was recently delivered to her owner Bugsier-, Reederei und Bergungs Gesellshaft MBH & Co. K - Germany with call sign DCPL2. She has a length o.a. of 24.47 mtrs a beam o.a. of 11.33 mtrs and a depth at sides of 4.60 mtrs. Her basic functions are Towing and mooring operations. The two Caterpillar 3516C TA HD+/D develops a total output of 4,200 bkW (5,632 bhp). Her bollard pull is 70.1 tons ahead and 67.6 tons astern Her speed is 13.3 knots ahead and 13 knots astern. She has a grt of 268 tons and a dwt of 150 tons. The tug is classed Lloyd's Register X 100 A1 Tug [X] LMC UMS IWS *(Source: Damen)*

RECENTLY DELIVERED TUG ARASHI

The Damen ASD 2810 with yard number 512366 tug **Arashi** (Imo 9769398) build by Damen Shipyards Galati – Romania was recently delivered to her owner Arashi Tugs B.V. (Sleepdienst B. Iskes & Zn. B.V.) The tug is France registered with call sign FJVI and Port of Registry Cayenne. She has a length o.a. of 28.67 mtrs a beam o.a. of 10.43 mtrs and a depth at sides of 4.60 mtrs. Her basic functions are Towing, mooring and firefighting operations. The two Caterpillar 3516C TA HD/C

develops a total output of 3,730 bkW (5,000 bhp). Her bollard pull is 62.5 tons ahead and 57.2 astern Her speed is 13.8 knots ahead and 13.6 astern. She has a grt of 293 tons and a nrt of 87 tons. The tug is classed Bureau Veritas I ✠ Hull ● Mach Tug Unrestricted navigation; ● AUT-UMS (SS) , INWATERSURVEY. *(Source: Damen)*

ACCIDENTS – SALVAGE NEWS

PRODUCT TANKER KEIHIN MARU 8 SINKING AFTER COLLISION OFF JAPAN

The Japanese product tankers **Eastern Phoenix** and **Keihin Maru 8** collided off Kehin Port, Japan. The both ships were proceeding on crossing routes on several nautical miles off the shore, but collided after last minute maneuver and violation of ColReg rules. The product tanker **Eastern Phoenix** suffered slight bow damages, but remained afloat without water ingress, while the tanker **Keihin Maru 8** was breached in fore port board and flooded, partially sank. All the crew from the troubled vessel were evacuated due to immediate danger of sinking. Fortunately there were no injured people during the accident. The local authorities started salvage operation for the troubled product tanker **Keihin**

Maru 8, which was carrying 300 tons of fuel on board. The vessel started getting water ingress from large underwater breach. Also there is oil leak from the tanker, which caused environmental pollution. The ship was surrounded by oil booms and two rescue vessel are performing water cleansing. The investigation for the accident is under way. The product tanker **Keihin Maru 8** (IMO: 9009578) has overall length of 37.50 m, depth of 4.00 m and maximum draft of 3.20 m. The deadweight of the vessel is 465 DWT and the gross tonnage is 144 GRT. The ship is owned by Japanese company Shuho Kaiun. The tanker **Eastern Phoenix** (IMO: 9552692) has overall length of 97.00 m, moulded beam of 16.00 m and maximum draft of 4.50 m. The deadweight of the vessel is 5,025 DWT and the gross tonnage is 3,380 GRT. *(Source: Maritime Herald)*

OFFSHORE SHIP SKANDI NITEROI TAKEN BACK TO PORT AFTER ENGINE FAILURE

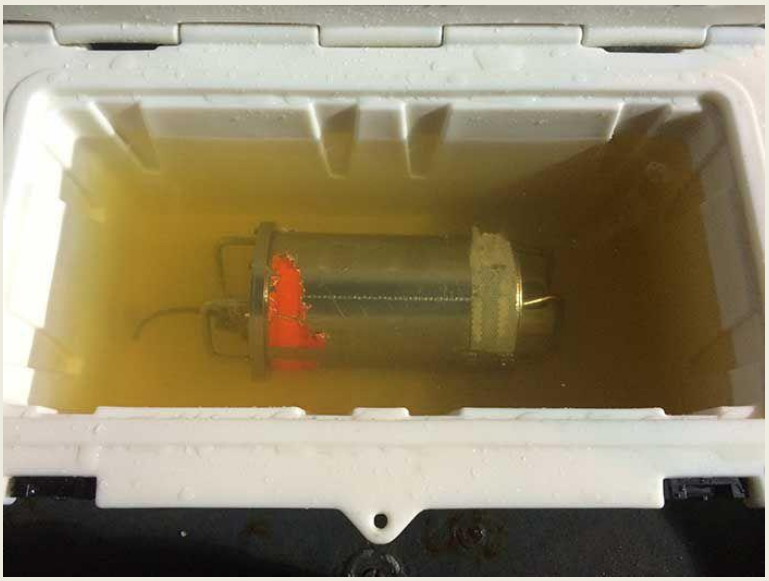
Offshore support vessel **Skandi Niteroi** suffered engine failure in the morning Aug 4 while leaving Vila Velha port, Brazil. Vessel was proceeding on a fairway, when she became disabled. Tugs took vessel back to port, **Skandi Niteroi** was docked, and though reportedly, problem was fixed, by morning Aug 6 vessel was still in Vila Velha. *(Source: Fleetmon; Photo: Jan Plug)*

TS TAIPEI WRECKAGE FINALLY REMOVED

The removal of **TS Taipei**, a TS Line containership which ran aground near Keelung in March, has been completed following five months of cleanup and ship removal operations. The ship parts have been transported to CSBC's Keelung Shipyard for further disposal. **TS Taipei** ran aground on March 10 and split into two parts on March 24, causing an oil spill. According to an official from Taiwan's Maritime Affairs Center, follow-up operations will continue over the next few days to recover the remaining wreckage, two broken containers and other objects that fell from the ship, and also to conduct water quality tests. Experts from The Environmental Protection Administration are trying to determine whether the environment,

marine ecology and fishery resources can be restored. *(Source: Splash24/7)*

NTSB RECOVERS EL FARO VDR



The voyage data recorder (VDR) from **El Faro**, the TOTE cargo ship that sank during Hurricane Joaquin in October 2015, was successfully recovered from the ocean floor late Monday evening. The National Transportation Safety Board says the recovery of the VDR capsule caps a 10-month-long effort to retrieve the unit, which is designed to record navigational data and communications between crew members on the ship's bridge. Investigators hope the recorder will reveal information about the final hours of **El Faro**'s voyage and the circumstances leading up to the sinking of the U.S.-flag cargo ship.

"The recovery of the recorder has the potential to give our investigators greater insight into the incredible challenges that the **El Faro** crew faced," said NTSB Chairman Christopher A. Hart, "but it's just one component of a very complex investigation. There is still a great deal of work to be done in order to understand how the many factors converged that led to the sinking and the tragic loss of 33 lives. I want to thank the dedicated professionals in the many organizations — especially the U.S. Navy, the Coast Guard, Woods Hole Oceanographic Institute, the National Science Foundation and the University of Rhode Island — who worked with NTSB investigators and support staff over three missions in 10 months to make this successful recovery possible." The Military Sealift Command tug **USNS Apache** departed Virginia Beach, Virginia, Friday with personnel from the NTSB, the U.S. Coast Guard, the U.S. Navy and Phoenix International aboard. After arriving at the accident location on Monday morning, technicians maneuvered CURV-21, a deep ocean remotely operated underwater vehicle, down about 15,000 feet to the sea floor where the wreckage of **El Faro** rests. Specialized tools were used to extricate the VDR capsule from the mast structure to which it was attached. The capsule was recovered to the deck of the ocean tug at about 10:30 pm Monday evening. The voyage data recorder will be examined while at sea by NTSB investigators aboard the **USNS Apache**, to assess its condition and to ensure proper preservation for readout and further examination ashore. The VDR will be transported to the NTSB's laboratory in Washingtom, DC

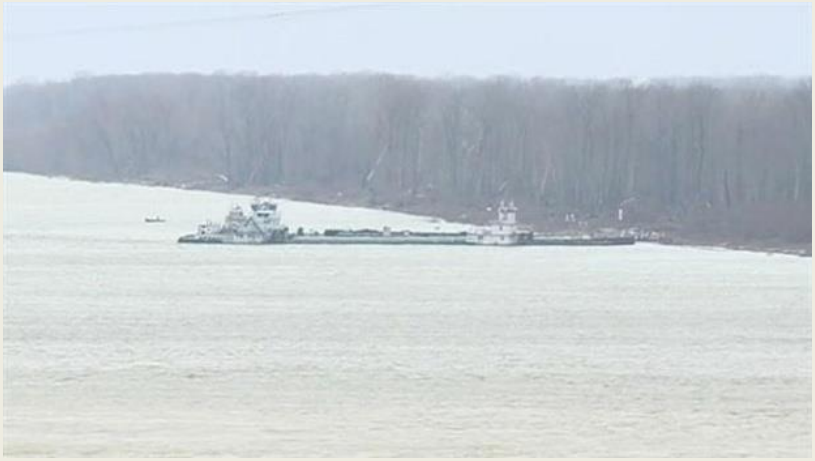
after the **USNS Apache** returns from sea on about Aug. 12, 2016. Once at the NTSB's lab a team of specialists will audition the recording. It is not yet known how long it may take to review the data and audio information that may be captured on **El Faro**'s VDR. While the minimum design requirement for VDRs of this type is for 12 hours of recording, it may contain additional information — reviewing which is a thorough and time consuming undertaking. NTSB says it will provide updates as investigators learn more about the condition and contents of the El Faro's VDR. While investigators examine the VDR, additional photo- and video-documentation of the El Faro wreckage and debris field will be completed today concluding NTSB's activities at the site. No further missions to the accident site are planned unless warranted as the investigation continues. *(Source: MarineLog)*

VIETNAMESE GENERAL CARGO SHIP THANH DAT 01 SANK AFTER COLLISION IN SOUTH CHINA SEA

The Vietnamese general cargo ship **Thanh Dat 01** sank after collision with Chinese cargo vessel **Guo Shun 21** in South China Sea on 120 nautical miles northeast off Vung Tau, Vietnam. Following the accident, the cargo ship **Thanh Dat 01** with 11 people on board started getting water ingress and sank several minutes later. Nine of the crew were successfully requested by Chinese cargo vessel, while another two were missing and probably drowned. The missing seamen were identified as Master and Second Engineer of the sank Vietnamese general cargo ship **Thanh Dat 01**, as local authorities organized large scale search and rescue operation, engaging nearby freighters and navy helicopters. The Chinese cargo vessel **Guo Shun 21** suffered slight damages in the bow area but remained afloat. All other people were rescued in good health and without injuries. They were transfered to Vung Tau, where were hospitalized and later released for home treatment. The local authorities started investigation for the root cause of the accident. The vessels were proceeding on crossing routes, but collided after violation of ColReg rules and lack of communication between the duty officers. According to preliminary information, the Vietnamese general cargo ship **Thanh Dat 01** maneuvered too late and was hit by the Chinese ship. The Vietnamese general cargo ship **Thanh Dat 01** was en route from Vung Tau to Nghi Son in Vietnam, loaded with 2718 tons of steel. The vessel was operating as coaster under the flag of Vietnam and has deadweight of about 3,000 DWT.

The Chinese cargo vessel **Guo Shun 21** (IMO: 8674883) was en route from Yokohama, Japan to Phu My – Vung Tau, Vietnam. The ship has overall length of 109.00 m, moulded beam of 16.00 m and maximum draft of 6.20 m. The deadweight of the vessel is 6,750 DWT and the gross tonnage is 4,427 *(Source: Maritime Herald)*

JUDGE DENIES TUGBOAT OWNER'S EFFORT TO SUE GOVERNMENT



A federal judge ruled Friday that a tugboat company can't countersue the government for payment for cleaning up a 2013 oil spill on the Mississippi River. U.S. District Judge Carlton Reeves refused to allow a challenge to an earlier U.S. Coast Guard administrative decision denying a request by Nature's Way Marine to be reimbursed up to $2.1 million of oil spill cleanup costs. A tugboat owned by the Theodore, Alabama, company pushed a barge into the Vicksburg railroad bridge in January 2013, spilling 7,100 gallons of crude oil. The federal government sued Nature's Way Marine, its insurer Great American Insurance Group, and barge owner Third Coast Towing in January, demanding $793,000 in oil removal costs. The government is also demanding civil fines, which could be as high as $896,000 if officials can prove Nature's Way acted with willful misconduct or gross negligence. Nature's Way denies its actions meet that standard. The federal lawsuit alleged that the tugboat pilot — Yancy Guidry — hadn't navigated under the Vicksburg bridge in several years. The suit said Guidry realized he wasn't correctly lined up to pass under the preferred bridge section and instead aimed to pass under a different section. One fuel barge hit a bridge pier, broke away from the tugboat and drifted downriver. A second fuel barge also hit the bridge, gashing its stern and leaking crude oil. The oil discolored the water and left sludge on both the Louisiana and Mississippi banks. "Mr. Guidry did not maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and risk of collision," the suit stated. Nature's Way argued that not only was it not liable for the government's expenses, the government should pay the company $2.1 million in pollution cleanup funds, or $1.3 million after subtracting government costs. That's because the tug owner and its insurer say liability for the tug should have

been limited to $854,000, but in reality it spent $3 million, making the company due for repayment from the National Pollution Funds Center. The government said the right liability limit is the one assigned to the barge — $4.3 million. Thus, the government argued that the companies haven't reached their liability limit and could be sued for the government's expenses in responding to the spill. The current suit has spawned a welter of countersuits, with Nature's Way and Third Coast suing each other and Great American suing a separate insurer. In an earlier suit, Nature's Way paid $2 million to Third Coast and the barge owner's insurer for damages. *(Source: Sun Herald)*

OFFSHORE NEWS

SUPPLY SHIP MALAVIYA RELEASED IN ABERDEEN AFTER WAGES PAID

An offshore supply ship detained in Aberdeen on the grounds of non-payment of crew wages has been released, BBC Scotland has learned. The **Malaviya Seven** was detained in June under merchant shipping regulations. The crew was said not to have been paid for several months. The Martime and Coastguard Agency said: "The **Malaviya Seven** was released from detention following the payment of crew wages and repatriation of seafarers with expired employment agreements." The International Transport Workers' Federation said the vessel would be monitored closely. *(Source: BBC)*

COSL WRAPS UP ARCTIC SEISMIC SURVEY

China's marine seismic company COSL has completed what it says is China's first geophysical exploration in Arctic waters. To make it a bit clearer, it is not that China has somehow managed to expand its territorial claims to the Arctic Circle, but rather, the news is that this is the first Chinese vessel to carry out such a survey in the area. COSL had deployed its 12-streamer seismic vessel "**HYSY 720**" which carried out seismic data acquisition over two blocks in the Barents Sea. After a hundred days of surveying, the operation was wrapped up on Tuesday, August 9. While COSL does not reveal the name of the client, nor the exact location of the surveys conducted, The Barents Observer reported in May that the client was the Russian oil company Rosneft, which hired COSL for the seismic shoot in the Russian sector of the

Barents Sea. The vessel's AIS data shown by MarineTraffic supports these claims. In a statement on Tuesday, COSL acknowledged the struggle oilfield services sector is undergoing, pressured by low oil prices. In response to that, the Chinese firm said it was accelerating its 'going out' strategy. By 'Going Out' COSL said it was working towards extending its reach outside of China into the international oilfield services market as well. COSL said it is now deriving 40% of its revenue from the overseas market, with its seismic vessels having worked in the New Zealand, the Middle East, and the Far East. *(Source: Offshore Energy Today)*

SWIBER'S FUTURE TO BE DECIDED BY EARLY OCTOBER

Swiber Holdings will know its fate by early October. The Singapore offshore company, which backtracked from liquidation to seek judicial management 10 days ago, has now been handed a guideline to how the process towards judicial management will go. Following a judge pre-trial conference last Friday three KPMG employees were put forward as interim judicial managers. They will submit a brief interim judicial managers' report to Singapore's High Court by August 19. A more full report will be handed to the court by September 2, while another court date to discuss the matter has been set for September 5 with all decisions on the future of the company to be made at the Supreme Court by no later than October 3. Swiber became the most high profile Singapore casualty of the offshore downturn – its demise sparking a rout of other listed offshore stocks on the Singapore Exchange. "Highly geared companies exposed to oil and gas sector with weak cash flows would remain under pressure," Joel Ng, an analyst at KGI Fraser Securities, said in a recent report. "The pressure on bank stocks would also be significant and may lead to less support from lenders and shareholders for any fundraising in the future." *(Source: Splash24/7)*

ADORMARE SNAPS UP ELDERLY AHTS FROM MMA OFFSHORE

Palermo-based Adormare is adding an anchor handling tug to its fleet of work ships. Francesco Adorno, head of the shipping company, confirmed to Splash that "the AHTS renamed **Mer Provider**

formally has been purchased by a Maltese company and will be chartered out to Adormare for a work in the port of Termini Imerese, close to Palermo. The AHTS will be deployed for towing a 10,000 dwt barge transporting stones from Trapani". **Mer Provider**, formerly **Mermaid Provider** and part of the Fremantle-based MMA Offshore, was built in 1999 and has a gross tonnage of 804 tons. The sale price was not disclosed but broker sources close to the deal suggest that it was over $1m. Adormare is a family owned company active in the field of civil works at sea and has a fleet of several barges, dredgers and now also an AHTS. Furthermore the Adorno-led shipping firm also operates a shipyard in Palermo equipped with a floating drydock. *(Source: Splash24/7)*

DOF LANDS DOUBLE PSV EXTENSION

Norwegian offshore vessel owner DOF has been awarded contract extensions for two of its platform supply vessels (PSVs). Namely, DOF secured the extension with Maersk UK for the 2011-built **Skandi Gamma** until the end of 2016. The firm contract for a 3-month period, plus options, was signed with Maersk Oil in April. **Skandi Gamma** is an Aker PSV 06 LNG design that is 94,9m long. The vessel can accommodate up to 25 persons in 19 single and 3 double cabins. She has 14 PGMACS cargo system tanks, a Low Loss Concept Switchboard and a machinery system with 3 generators. Further, the company secured the extension for the PSV **Skandi Caledonia** with Apache North Sea until mid-January 2017. **Skandi Caledonia** is a 83.85 m long PSV of a MT 6000 design built in 2003. *(Source: Offshore Energy Today)*

DBS BANK BOSS WARNS OF OFFSHORE 'CONTAGION' FOLLOWING SWIBER'S DEMISE

The bank with the biggest exposure to the decline and fall of Swiber Holdings has warned of more

pain spreading through Singapore's offshore sector later this year. DBS Bank's chief executive Piyush Gupta warned during a results briefing yesterday that he expects "contagion" to emerge as the local offshore sector remains weak. DBS's total oil and gas exposure has increased to S$23bn with up to S$900m linked to Swiber, which sought judicial management a couple of weeks ago. Gupta detailed how fast Swiber fell from grace, noting that even by the end of June the offshore firm had "zero overdue with us". Swiber imploded in just six weeks, Gupta said. DBS was facing a "classic banker's dilemma" as Swiber neared crunch time, he said. DBS opted to extend Swiber more loans to try and keep it going, something the bank has come in for plenty of criticism. The bank's second quarter results were hit by Swiber's demise, its figures down 6% year-on-year. "Highly geared companies exposed to oil and gas sector with weak cash flows would remain under pressure," Joel Ng, an analyst at KGI Fraser Securities said in a recent report. "The pressure on bank stocks would also be significant and may lead to less support from lenders and shareholders for any fundraising in the future." UOB Kay Hian, another local investment bank, warned last week that the offshore sector in Singapore may suffer a "cascade" of defaults. *(Source: Splash24/7)*

CUTTER HEALY GEARS FOR ITS NEXT ARCTIC MISSION

Coast Guard Cutter **Healy** will moor in Seward on Wednesday following the return from the first-out-of-three scientific missions in the Arctic Chukchi Sea. The vessel will disembark 46 researchers from the University of Alaska-Anchorage and the National Oceanic and Atmospheric Administration after 39 days in the Arctic. The port call will include swap out of science teams and equipment. The new researchers ready to embark on the second mission are arriving from the Scripps Institute of Oceanography, U.C. San Diego and the Office of Naval Research, Coast Guard noted. During the first oceanographic research mission, Cutter **Healy** discovered multiple new species of jellyfish in the Chukchi Borderlands, an entirely new genetic order of benthic ctenophore and documented a new reproductive behavior of comb jellyfish. Cutter **Healy's** crew worked with the science party to deploy the Global Explorer ROV to collect hundreds of living specimens for laboratory study. Other sampling gear enabled the scientists to assess the biological diversity of the

entire ecosystem, from creatures living beneath the sea floor to microbial communities in sea ice. The vessel is scheduled to depart for its second Arctic mission on Tuesday, August 16. The Coast Guard crew will help the science team deploy an array of acoustic bottom moorings to collect data on how climate change and decreased ice coverage is affecting the Arctic Ocean. The third and final mission scheduled for mid-September is funded by NOAA in support of the State Department and the White House Office of Science and Technology. Researchers from the University of New Hampshire will use multi-beam sonar mapping and bottom dredging in the Bering Sea and Arctic Ocean to further support the demarcation of the Extended Continental Shelf to support the United States' territorial claims in the Arctic. *(Source: Subsea World News)*

MERMAID MARITIME APPOINT KHAN AND MORGAN TO CFO AND EVP ROLES FOR SUBSEA UNIT

Thailand-based oil and gas services provider Mermaid Maritime Plc has appointed Raza Ullah Khan as its new chief financial officer (cfo). The company said in a stock market announcement that Khan would provide a sense of continuity to the finance and accounting team as he would be able to leverage on his six years of experience with its Mermaid Subsea Services unit. Khan was previously group cfo of Mermaid Subsea Services from 2009 till just before this appointment. Mermaid also separately announced the cessation of Paul Burger Whiley as executive vice president of Mermaid Subsea Services to pursue personal and other professional interests. Whiley was one of the co-founders of Mermaid Subsea Services which was formerly known as Subtech and acquired by Mermaid in 2010. He was subsequently appointed head of the company's subsea group in August 2012 and has contributed to the stability and growth of the subsea group as a whole, Mermaid said. In line with this, Darren Morgan has been appointed to fill the post. The company said that after evaluating Morgan's "qualifications and extensive work experience in the offshore oil and gas industry in both operations and commercial roles", it considers that his appointment will "contribute to the company's strategy of streamlining and enhancing its subsea services business units across

various regions and hence the growth and performance of the company as a whole". Morgan has previously been regional director of Seascape Surveys from April last year to the present. Before that he was Asia-Pacific md for Bibby Offshore in Singapore from January 2012 as well as commercial director for Hallin Marine from January 2009. *(Source: Seatrade Maritime News)*

SS NUJOMA DIAMOND EXPLORATION AND SAMPLING VESSEL, NAMIBIA

SS Nujoma is a new deepwater diamond exploration and sampling vessel built by Kleven Verft shipbuilding group for Debmarine Namibia, a joint venture of the Government of the Republic of Namibia and De Beers. Debmarine Namibia announced an initial order to construct the vessel in October 2014, and the £100m shipbuilding contract was finalised April 2015. Standard Bank Namibia and RMB Namibia are funding approximately 75% of the project cost. In mid-2015, construction began on the SS Nujoma at Kleven Verft's shipyard in Ulsteinvik, Norway, and the vessel was floated out in January 2016. It was delivered to the owner in June 2016 for key equipment installation. Final commissioning is scheduled for the first half of 2017. The new vessel will complement Debmarine's existing vessels, including Debmar Atlantic, Debmar Pacific, Gariep, Grand Banks and Mafuta. It is expected to conduct exploration missions for a period of three years before docking in port for scheduled overhaul and maintenance services. *SS Nujoma design and features* The **SS Nujoma** is based on Marin Teknikk's MT 6022 design, which was developed primarily for offshore construction operations. The base design has been modified to accommodate customer-specific equipment for mineral exploration missions. The external dimensions of the vessel are similar to those of earlier MT 6022 designs, while its internal layout varies, based on the specialised systems housed by the ship. The overall length between the vessel's perpendiculars are 112.8m and 105.65m respectively. The moulded width is 22m and depth to main deck is 9m. The vessel has a displacement of 12,000t. The vessel features a helicopter deck on top of its bow deck. The helideck is suitable for the operations of a medium-lift helicopter such as Sikorsky S61. The on-board helicopter allows operators to transfer crew and valuable products from the ship. *Equipment and systems* The **SS Nujoma** will be equipped with a subsea sampling system and treatment plant

developed by De Beers Marine South Africa. Installation will be performed in the Port of Cape Town in late 2016. The vessel will also be fitted with a large drilling system capable of collecting 48 seabed samples a day. The process plant aboard the ship will employ screening, scrubbing and other methods to upgrade the product. Resource mapping will be performed using a side scan sonar, chirp sub bottom and airgun profilers, multi-beam echo-sounders, and autonomous underwater vehicles (AUVs). The vessel will support mining operations on the ocean floor at water depths between 90m and 150m. The on-board navigation and communication equipment includes a satellite navigator, an electronic chart display and information system (ECDIS), a compass, autopilot and radar systems, a speed log, an automatic identification system (AIS), a voyage data recorder (VDR), radio equipment, helicopter beacon and monitoring solutions. The advanced equipment and systems fitted on the SS Nujoma will allow it to carry out tracking, positioning and surveying operations. *Accommodation facilities aboard SS Nujoma* The vessel will offer accommodation for 80 crew members in single and double cabins. It will also feature a reception area, a hospital, a galley and a gymnasium, as well as mess, office and conference rooms. *Propulsion* The diesel-electric propulsion system of the SS Nujoma integrates Caterpillar diesel engines and generator sets, as well as Rolls Royce thrusters. The vessel is also equipped with an emergency generator set to supply power for shipboard systems. *(Source: Ship- Technology.com)*

FARSTAD BONDS MAY BE SOLD TO FREDRIKSEN, AKER OR SIEM

Norwegian investment firm Alfred Berg Asset Management may sell its controlling stake in Farstad Shipping's bonds to other big-name offshore players such as Fredriksen-led Deep Sea Supply, Aker and Kristian Siem, who controls Siem Offshore, Aftenposten reports. Alfred Berg Asset Management has been buying up the Norwegian company's bonds since last autumn after spotting the country's offshore industry was undergoing restructuring, Tom Hestnes, Alfred Berg's portfolio manager, told the Norwegian newspaper. DnB Asset Management has also been buying the bonds and together the two investment firms have controlling stakes worth a combined NOK 400m in one of Farstad's two bond issues, each of which is worth NOK 1.4bn. "We are a financial investor and a lot will be about pure price, but we are equally keen to sell to a long-term industrial player," Hestnes told Aftenposten. Farstad's CEO Karl-Johan Bakken did not comment explicitly on the prospective bond sale, but said the company is working to put a sound financial platform in place for the future. The market "probably will not come back the same way as before", he told the newspaper. "It would therefore be wise for participants to be creative and open to organize your business in a different way in the future – thus ensuring a sustainable and competitive development," he continued. Farstad has been undergoing financial restructuring and on June 30 signed a standstill and deferral agreement with its secured lenders. The agreement will postpone all Farstad's amortisation payments due to the lenders between July 1 to October 1 this year and will grant defeaseance to all financial covenants during the period. Aker boss Kjell Inge Røkke took on a major shareholding in Solstad Offshore in June, and

has since forced REM Offshore to merge with Solstad to create a 62-vessel OSV fleet. *(Source: Splash24/7)*

WINDFARM NEWS - RENEWABLES

BIBBY OFFSHORE NORTH SEA SUCCESSES

Bibby Offshore, leading offshore subsea services provider, has secured a multimillion pound contract win with an independent UK-based E&P company, to provide air diving, ROV inspection and construction services across five of its North Sea assets. The contract, which commenced in June 2016 and is to be completed by the end of the year, will see Bibby Offshore utilise several vessels including its construction support vessel Olympic Ares, diving support vessel Bibby Topaz and subsea support and construction vessel **Olympic Bibby**. Fraser Moonie chief operating officer at Bibby Offshore, said: "We have successfully completed multiple projects with this customer, with the latest contract demonstrating the continued confidence in our ability to deliver such complex workscopes." "We place a huge emphasis on collaboration, which has led to us completing numerous high profile North Sea contracts throughout 2016, enabling our clients to achieve greater efficiency in this challenging market." The vessel based engineering work involves Bibby Offshore installing a cathodic protection system on one platform and performing air diving services to complete routine and non-routine inspection, repair and maintenance support at three other facilities. Bibby has also recently moved into the offshore wind array cable installation market. The company has purchased a power cable lay carousel from Ecosse Subsea Systems (ESS), which will enable it to lay power cables for offshore wind projects from its vessels. The two companies also entered into strategic alliance to collaborate in developing technologies and working methods to benefit clients by reducing risk and lowering project costs. Bibby's entry into this new market complements Bibby HydroMap's offshore survey capability and Bibby Marine Services' recent investment in a new build 'walk to work' service operation vessel, the **Bibby WaveMaster 1**. *(Source: Maritime Journal; Photo: Mercator Media)*

HULL SHIPYARD MMS BUILDS FIRST ALUMINIUM CATAMARAN TO SERVICE OFFSHORE WIND INDUSTRY

A 100 per cent "made in Hull" workboat, which will support the offshore wind farm industry, has had its official launch. The **MMS Crusader** is the first in a series of aluminium catamarans to be purpose-built to support the offshore renewable energy sector.

Capable of carrying out a number of roles, from fuel or crew transfer to dive support or guard work, the vessel was built by MMS based at Alexandra Dock, Hull. Established for 28 years, the company has mainly been involved in ship maintenance and repair and, in addition, has built various workboats. Operating vessels is a new and separate division of the company called MMS Offshore Renewable Services, for which **MMS Crusader** has been built. Rob Langton, managing director of MMS, said: "We originally started planning the design work for the MMS Crusader in 2012. This involved engaging an

Australian company of naval architects whom we felt had the most experience in carrying out the work for us. "Because this was the first aluminium vessel with such a high specification we had built, the designers arranged a visit for us to look at a shipyard in Tasmania, which specialises in building similar vessels." MMS created a new building hall to construct the 25m vessel and retrained its workforce in specialist aluminium fabrication and welding procedures. "This first vessel has without doubt been a technical challenge for us due to the very high standards required by the Norwegian Classification Society who oversaw and passed the vessel fit for purpose," said Mr Langton, whose children officially launched the vessel by pouring champagne over the stern. *(Source: Hull Daily Mail)*

IMPROVED OPPORTUNITIES FOR TRANSPORT OF WIND TECHNICIANS

A Danish-flagged crew transport vessel is the first of its kind certified by the Danish Maritime Authority to carry up to 24 offshore wind technicians, instead of only 12. The certification marks the initiation of a new practice in Denmark, which gives Danish shipping the same opportunities as its competitors from Germany. The Danish Shipowners' Association finds the development very positive, not least because German-flagged vessels have been able to obtain the more favorable certification for several years. Up to now, transport of offshore wind technicians in Denmark has

been considered as 'transport of passengers' due to a traditional distinction between passengers and crew members – even though the technicians in terms of safety can be characterized as crew members, because they have insight into safety procedures and are used to maritime transport. Under the old definition, the Danish regulatory authorities have required such vessels to be approved as a passenger vessel with associated stricter requirements for the construction of the vessel and the safety equipment onboard. This practice is now being changed by the Danish Maritime Authority (DMA), with the approval of the crew transport vessel **Detecter** – owned by the shipping company Northern Offshore Services – to carry 24 offshore wind technicians. The certification of the vessel means that Danish-flagged vessels can now operate under the same regulatory framework as in Germany, which pleases Northern Offshore Services. "We are very pleased with the beneficial collaboration between DMA and the industry, which now means that we can build vessels to transport offshore wind technicians under the same regulatory framework as in Germany. It gives us a significantly better opportunity to compete on equal terms without compromising safety," says Anders Boman, who is COO of Northern Offshore Services. As a precondition for vessels as Detector to be approved for transport of offshore wind technicians, the technicians must have the required maritime safety education and have a certificate attesting that they have a sufficiently strong physique. *First step towards common standards in the North Sea* For many years, the German maritime authorities have accepted that offshore wind technicians with training in maritime safety and a good health do not necessarily have to be transported on actual passenger vessels. With the Danish certification, DMA has taken a further step towards a standardization of the rules for transport in the North Sea. "By concerted action we now have strengthened the Danish competitive position in this area in a fully responsible manner. Since the criteria for the Danish approval is in line with the national requirements of the German authorities, we hope that the British authorities will also accept the certification of the vessel. If that happens, it will be an important step towards standardization of rules for crew transport vessels in the North Sea, to the benefit of all stakeholders," says Søren Enemark, chief consultant in the Danish Shipowners' Association. *(Press Release)*

SIEM OFFSHORE TO INSTALL NORDSEE ONE INTER-ARRAY CABLES BY END OF AUGUST

Siem Offshore's recent additions to the fleet, the installation support vessel *Siem Moxie* and the cable lay vessel **Siem Aimery**, are expected to install all of the 59 inter-array grid cables for the 332MW Nordsee One offshore wind farm by the end of August. Siem Offshore Contractors GmbH (SOC), a wholly owned subsidiary of Siem Offshore, won a contract for the turnkey supply and installation package of the inter-array grid cable system for the Nordsee One in April 2014. The wind farm's 54 6.15MW turbines will be connected to the offshore substation by ten strings of cables with an overall length of approximately 70 kilometres. Nordsee One is owned by Northland Power Inc. (85%) and RWE Innogy GmbH (15%). The wind farm is located approximately 40 kilometres north of the island of Juist in the German part of the North Sea. The commissioning of the wind farm is scheduled for 2017. *(Source: Offshore Wind)*

PIONEERING SURFACE EFFECT VESSEL

Specialist aluminium boatbuilder, Aluminium Marine Consultants (AMC), has added a new surface effect ship (SES) design to its portfolio which is geared towards the crew transfer vessel market and designed by Norway's Espeland and Skomedal Naval Architects (ESNA). The new ESNA Tern SES CTV is a next generation high performance crew transfer vessel, offering turbine access in up to 2.5m significant wave height, with a maximum speed above 40 knots and greatly reduced speed loss in high seas. Rob Stewart, commercial director, AMC, said: "This vessel is unique in the qualities that it offers and we're very excited to work with ESNA. This new design will enhance the AMC portfolio and help innovate the crew transfer vessel market." The vessel's tern hull consists of two slender catamaran hulls with the area between the hulls closed with flexible reinforced rubber fingers in the bow and an inflated rubber bag in the

stern. This allows centrifugal fans blow air into the enclosed space, providing an air cushion that lifts up to 80% of the vessel weight. In fact, the vessel can be lifted up and down approximately two metres, which means it is able to cancel up to the same height of vessel motion in waves. This is especially effective in long waves/swell, where all other vessel types will float and follow the wave surface. The remaining 20% of the vessel's weight is supported by side hull buoyancy which allows for high vessel speed because frictional resistance is decreased. The Tern is equipped with a computer controlled active motion damping system which reduces vertical motions both at high and low vessel speeds reducing seasickness. As the lift fans supply air to the air cushion, the control system actively controls vent valves that either ventilate the air cushion to a low pressure or closes the valves so that the air cushion pressure is increased. *(Source: Press Release)*

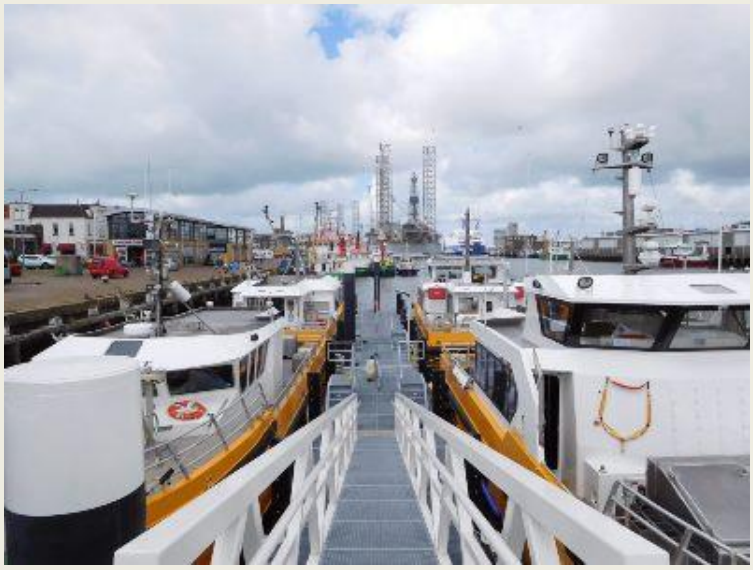
BLUE WATER ASSISTS TIDAL TURBINE LIFT

Blue Water Shipping has assisted Sabella and Mojo Maritime in the retrieval of a tidal turbine off Ushant Island in the Celtic Sea. Sabella's D10 tidal turbine was installed at a water depth of 55 m at the site last year, and Mojo Maritime was contracted to retrieve the nacelle in order to check its status. Mojo Maritime used the multipurpose offshore vessel **Aker Wayfarer** to remove the unit from the water. Blue Water Shipping assisted with the preparation work and agency of the vessels, while its stevedoring company ADS assisted with the offloading of the nacelle. *(Source: HLPFI)*

IJMUIDEN PORT ADDS MORE CTV BERTHING SPACE

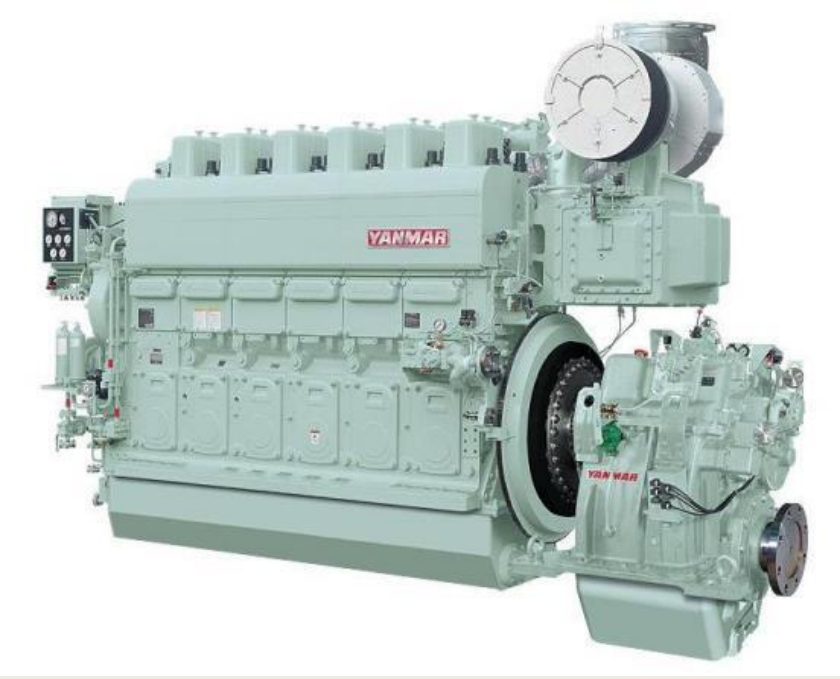
Dutch port of IJmuiden has installed two floating jetties at the recently renovated Trawlerkade quay, thus adding 46 metres of extra berthing space for crew transfer vessels used for offshore wind farm operations and maintenance, Amsterdam IJmuiden Offshore Port (AYOP) reports. The floating jetties are equipped with LED lighting, solar panels for navigation lights and connections for shore power, AYOP said. The green power for the jetties is supplied by Eneco, developer and owner of the Princess Amalia and Eneco Luchterduinen offshore wind farms. AYOP says that the expansion of

Trawelkade's berthing capacity fits into the port's strategy to position itself as a hub for offshore wind farm O&M operations as well as to help strengthen the offshore wind cluster in the region. Back in January 2015, IJmuiden constructed three new boat landings for MHI Vestas Offshore Wind and Eneco. MHI Vestas has a maintenance team stationed at the port, while Eneco uses offices and berthing spaces in IJmuiden for O&M activities at Princes Amalia and Eneco Luchterduinen wind farm. *(Source: Offshore Wind)*



YARD NEWS

ROYSTON APPOINTED AGENT FOR YANMAR MARINE



Independent diesel engine service company Royston has been appointed Service and Parts Agents for Yanmar. The new appointment will see Royston providing maintenance, spares and service support for Yanmar medium speed marine commercial engines throughout Europe and Africa. The appointment is supportive of the company's fleet management offering to customers where all engines in a fleet can be managed by Royston. The company has over 35 years' experience of working on all types of marine diesel engines and has long standing relationships with the major diesel engine manufacturers. The company is already an authorised representative for many leading diesel engine OEMs, including, GE, Niigata, Volvo Penta, Cummins and Scania, as well as for Napier turbochargers; and have trained engineers and original spares capability for all other engine specifications. Maintaining official representation agreements with the OEMs has required a commitment to ongoing investment in training and accreditation. Royston's skilled team of marine engineers has a wide experience of working on all major diesel engine types and all have been trained to OEM standards. The new relationship with Yanmar will further extend Royston's marine market presence, extending the company's traditional engineering support services into auxiliary

engine work on cargo, container and freight transportation vessels. *(Press Release)*

ROYAL IHC TO APPOINT NEW CEO ON SEPTEMBER 1

Royal IHC has just announced that on September 1, 2016, Bram Roelse will step down as CEO. On that date, Mr Dave Vander Heyde will be appointed by the Supervisory Board as the company's new CEO. Vander Heyde has been CFO at IHC since 2011. During his time in this role, Mr Roelse has used his in-depth knowledge and experience to determine and roll out the IHC 2020 strategy under difficult market conditions. "The Supervisory Board is extremely grateful for this and his enormous contribution to IHC over the past 16 years. For the sake of continuity in policy and execution, Mr Dave Vander Heyde will start as CEO on 1 September," IHC said in the announcement. *(Source: Dredging News)*

DAMEN SHIPYARDS ANTALYA SHIFTS UP A GEAR

On production and quality: Damen's Turkish yard continues growth. Meeting all requirements regarding quality, safety and the environment, Damen Shipyards Antalya has secured comprehensive ISO 9001, ISO 14001 and OHSAS 18001 certification. This achievement coincides with a period of rapid expansion that has seen the addition of three new production halls within the space of two years. "These certifications confirm the quality of our production processes," comments Damen Shipyards Antalya Managing Director Auke van der Zee. "They also show our commitment

to safe and clean working practices. It is this dedication to quality that our customers expect from Damen." Moreover, the yard attained these valuable endorsements of quality within a period of six months; the shortest amount of time a company in Turkey has achieved this. *Skills diversification* Damen Shipyards Antalya opened in 2013 after the purchase of the Cyrus yard by Damen Shipyards Group. Since then the yard has continued to develop and build vessels up to 35 metres in length. Despite being best known for specialising in composite vessel construction, Damen Shipyards Antalya added steel and aluminium vessel fabrication to its list of capabilities last year with the addition of two new production halls. Production subsequently increased: the three sites delivered 54 ships in 2015 (an increase of more than 20 compared to the previous year). Importantly, this rise in production was accompanied by an increasing number of vessel types under production. "The diversity of vessels that we build here is shown best by the fact that there are currently seven different types of ships in the water here," highlights Van der Zee. These vessels include Damen's Stan Pilot 1505, Stan Pilot 1605, Stan Patrol 1605, Interceptor 1503, Interceptor 1102, Fast Crew Supplier 5009 and the Search and Rescue Vessel 1906. Furthermore, the yard is also equipped to build various examples from Damen's Public Transport range. *Future thinking* The yard's expansion continued this year too with the inauguration of a fourth production hall. "With this new building location, we have further expanded our capacity for steel and aluminium vessel construction," says Van der Zee. "We can now build an even wider range of vessels, including larger ferries and Fast Yacht Support vessels. "If you look at how much we have achieved in such a short time, I'm very curious to see what we will accomplish over the next three and a half years." *(Press Release)*

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Last week there have been new updates posted:

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

   - Versatile Response Vessel from Russia
   - Damen USA office off to a good start with Young Brothers' order for Damen of 4 Stan Tugs 3711
   - Horizon delivers retractable pilot house towboat to FMT
   - Pella shipyard (Leningrad Region) delivers rescue tugboat SB-123
   - Mega Salutes Ship Design Delivers 27.50M Shallow Draught Work Owner

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