



TUGS & TOWING NEWS

BOGAZICI LAUNCHED HER BOGAZICI 23



“BOGAZICI is pleased to announce that 80 Tbp ASD Multi-purpose tug boat “**BOGAZICI 23**” (tbr “**BUGSIER 11**”) has been successfully launched on 5th August 2016 at Tuzla Istanbul. She had been ordered by the major tug boat operator BUGSIER Reederei of Germany last year based on the following main technical

specifications; Bollard Pull : min. 80 tons, Loa : 32.0 m; Beam : 12.50 m; Draft Max. : 5.26 m; GRT < 500; Complement : 10; Free running speed : 13.0 Knots; Main Engines : 2 x ABC diesel main engines type 12 DZC 1000-168-A, each 2500 kW at 1000 rpm; Propellers : 2 x Schottel controllable pitch Z-drive units type SRP 4000 CP; Classification : (ABS) +A1, Towing Vessel, FFV1, + AMS, + ACCU, UWILD, ENVIRO, BP(xx). She is scheduled for delivery to her new owner at mid-September 2016. Her next coming identical sister vessel “**BOGAZICI 24**” (tbr “**BUGSIER 12**”) is also under construction at the shipyard of BOGAZICI for delivery January 2017. Both vessels are designed by the worldwide well-known ship designer CINTRANAVAL SHIP DESIGN of Spain and especially customized based on the requirements of BUGSIER by efforts and good cooperation of BOGAZICI, BUGSIER and CINTRANAVAL to obtain maximum efficiency and high performance on those environment friendly ships. BOGAZICI is focused on customers satisfaction for high quality workmanship and timely delivery. *(Press release)*

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**LEADING IN
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MORE ABOUT THE LEGEND

In the last issue of the Tugs Towing & Offshore Newsletter it was reported the yacht **Legend** as the former **Gigant**. Actually the tug was built as the **Dimant** on the IHC Verschure BV Shipyard – Amsterdam under yard number 819 and launched on April 12, 1974. Delivered to the USSR Government (Sevryba – Northern Basin Fisheries Association) at Murmansk (USSR), She, as reported was



one in a series of four with the **Gektor** also built on the Amsterdam yard and the **Gerakl** and **Diokl** built on the IHC Smit BV yard – Kinderdijk. The **Gigant** was spotted in 1995 at Ensenada – Mexico where she was rebuilt into a yacht, after the ship was sold. She has a length o.a. of 72.50 mtrs a beam of 13.64 mtrs and a depth of 7.19 mtrs. The two two stroke 8 cilinder Smit-Bolnes 308HDK engines develops a total output of 5,004 kW (6,800 bhp). *(Photo: Hans Hoffmann)*

SAAM RECORDS \$14 MLN PROFIT IN Q2



SAAM, provider of port services, logistics and towage in the Americas, said it has obtained earnings for \$14.4 million in the April-June quarter of 2016, accumulating in the first semester a net income of \$29 million, 26 percent higher than in the same period of the previous year. Ebitda, in turn, reached \$53 million in the last quarter, including the results from its affiliates at their proportional value. This figure represents a

7 percent rise over the same quarter of 2015. During the semester, however, this figure reached \$105 million. “We have maintained a good performance during the first half of the year, which leaves us in a better position to face the coming months with a slowdown in the economy, low commodity prices and a restructuring of the shipping company,” stated SAAM’s CEO, Macario Valdés. “SAAM’s diversification, with operations in more than 15 countries and over 80 ports in the Americas, allows us to address this scenario in better conditions.” During the second quarter, SAAM’s ports division increased its sales by 13.4 percent (\$66.6 million), and Ebitda reached \$22.7 million. The CEO highlighted the performance of Terminal Internacional del Sur (Peru), which was incorporated to

SAAM's business portfolio in November, 2015, and where the operation of a new berth for mining loads was started. The company also noted positive results of the operational efficiency program applied in every terminal, the increase in sales in the ports of Iquique Terminal Internacional (ITI) and Portuaria Corral, plus the new services offered by Florida Terminal Internacional (FIT-USA), Terminal Portuario de Guayaquil (TPG-Ecuador) and San Vicente Terminal Internacional (SVTI). In the towage division, SAAM said sales remained stable (at \$70.5 million) and its Ebitda reached \$27.5 million, on good sales performance in Uruguay, Chile, Guatemala and Brazil, as well as special operations in Chile and Uruguay should be highlighted. During the period, two new tugboats were incorporated to the fleet in Chile and contracts were adjudicated in the ports of Balboa and Cristobal (Panama) and Puerto Cortés (Honduras), thus strengthening the presence of the company in both the Atlantic and Pacific Coasts. All of this allowed offsetting the lower performance of operations in Mexico, affected by diminished activity due to the drop in the price of oil, SAAM said. The company's logistics division recorded sales for \$40.6 million and Ebitda was \$2.8 million, due to lower performance of affiliates abroad, the effect of the closing of the operation of container depots and workshops in Brazil in the second semester of 2015 and the diminished activity in services to importers and exporters during the period. *(Source: Maritime Professional)*

TAS OFFSHORE SECURES ORDER FOR TUG DUO

Malaysian shipbuilder TAS Offshore has announced secured two contracts for the sale of 2 harbour tugs. The vessels were sold to an undisclosed customer for a total of around RM31.6m (\$7.9m). The two ships are expected to be delivered in the last quarter of 2017. *(Source: Splash24/7)*



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KEEL-LAYING CEREMONY FOR 10 X DAMEN STAN TUGS 1907 ICE AT GREAT LAKES SHIPYARD, OHIO

First tugs in the USA to comply with Coast Guard regs Subchapter M. On 10 August a keel-laying



ceremony was held at Great Lakes Shipyard in Cleveland, Ohio for 10 Damen **Stan Tugs 1907 ICE**. The vessels will be Ice Class and operated by the yard's affiliate company, The Great Lakes Towing Company, replacing existing tonnage. These will be the first tugs to be designed and built to comply with the new Subchapter M Coast Guard regulations. Damen's

Houston-based manager for North America, Jan van Hogerwou, is excited to confirm that under the licence, Great Lakes Shipyard will receive full construction, design and engineering support from Damen. "To achieve the best possible result," he said, "Damen will also provide expert assistance based on its experience having constructed around two hundred Damen-designed vessels in the US over the years". The ten 1907 tugs will be the first in the USA to be designed and built to comply with the US Coast Guard Subchapter M regulations under ABS classification. These came into effect in June this year and set new standards of seaworthiness for the towage industry and also establish new rules for safety management, including protocols and inspection requirements. The **Stan Tugs 1907** were chosen based on Damen's reputation for quality and fact-finding visits made by the management of The Great Lakes Towing Company to Damen in the Netherlands. In addition to the Ice Class specification, they will be treated with special, high endurance paint capable of withstanding the abrasion that comes with moving through ice. **Stan Tugs 1907** can be found operating in locations around the world including Russia, Qatar and the Netherlands. The partnership with Damen has provided Great Lakes Shipyard with a portfolio of proven vessel designs for customers in the United States. Most of the designs have been refined to meet the needs of US



operators through a process of feedback and continuous development, and the new **Stan Tug 1907 ICE** design is a continuation of this. While these are amongst the first tugs to be built in the USA under Damen's Technical Cooperation programme, over 200 Damen vessels have been built under licence in the USA since the mid-1990s. These include eighty 26-metre patrol boats for the US Coast Guard, built by Bollinger Shipyards; 55 Fast Crew Supplier 1204 class, built at Horizon Boat Builders and Trinity Shipyard; and 25 Fast Crew Supplier 1605 class vessels built by Blount Boats. Licences for 58 Sentinel-class Fast Response Cutters based on Damen's 47m Stan Patrol 4708 have also been sold. *(Press Release)*

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SUBCHAPTER 'WHEN' IS FINALLY HERE

With its release in June, the Subchapter M towing vessel inspection final rule has arrived at last. The rule, which covers almost all U.S.-flag towing vessels 26' or more in length, is still evolving. As the Coast Guard said, there are still things "in flux" with the new rule. Most existing towing vessels



have about two years to comply with the majority of Subchapter M, and some companies will need all 24 months. The timetable for compliance is longest for single-vessel operators, who will need COIs by July 2, 2020. For fleet operators, there is a four-year phase-in process ending with all vessels being in compliance by July 2022. "There's going to be some growing pains in this," Ian McVicker, maritime consultant and independent representative for ABS, said earlier this year, Companies that already have towing safety management systems (TSMS) or the AWO's Responsible Carrier Program in place are ahead of the game. The Coast Guard will reportedly accept RCP as a TSMS. But what about the small, non-AWO operators with older equipment? Some say that the costs of the new rule will not be spread evenly across the towing industry and adversely affect smaller companies who are new to the TSMS process. "Each TSMS must be custom built," said McVicker. "One size does not fit all. A towing company with 20 boats is not going to have the same TSMS as a towing company with 120 boats. There's going to be some growing pains in this." The Coast Guard is still developing more guidance for TSMS users, and AWO urged the agency to "incentivize" the TSMS option. The trade group hopes that the Coast Guard will not penalize companies that were early adopters of TSMSes. Also, let's hope that small towboat operators that can't afford AWO's membership dues and thus are not RCP-certified are also not penalized by the Coast Guard. *(Source: Workboat.com)*

SALVERITAS TOWING SSSR TRANSOCEAN DRILLER



The 2007 built Singaporean registered with call sign S6HA5 tug **Salveritas** (Imo 9351828) was seen towing the 1991 built Vanuatu registered semi-submersible drilling rig **Transocean Driller** also known as **SS-50** (Petrobras Name) offshore Gozo on Monday 8th August, 2016 bound to deliver the rig to Maltese Local Tugs to berth it at Palumbo Malta Shipyard Ltd. The **Salveritas**

is owned by Posh Terasea Pte. Ltd – Singapore and managed by Posh Fleet Services Pte. Ltd. – Singapore. She has a grt of 2,658 tons and a dwt of 2,804 tons and is classed American Bureau of Shipping. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

ACCIDENTS – SALVAGE NEWS

'NO POLLUTION DETECTED' NEAR GROUNDED TRANSOCEAN RIG

No pollution has been detected as a result of the **Transocean Winner** drilling rig running aground near a beach in the Isle of Lewis in the UK. Offshore Energy Today reported earlier on Thursday that two fuel tanks on the grounded semi-submersible rig had been breached causing concerns that oil from the tanks might have been released into the environment. According to a statement on Thursday afternoon by the UK Maritime and Coastguard



Agency (MCA), no pollution was detected in the area of the rig and the MCA continues to monitor for any pollution. As well as continual observations on the scene, the MCA counter pollution surveillance aircraft yesterday flew over the location and surrounding area to make careful observations for pollution around the rig and the nearby coast and sea and no sheen or sign of pollution has been found, the agency said. Teams from Smit Salvage and Transocean will continue inspections on board the rig this week and the rig remains in the original position. Salvors identified two of the four diesel fuel tanks on the rig appear to have been breached. It is estimated that the maximum amount of diesel which could have been lost from those tanks is 53 tons and salvors will determine the quantity of diesel remaining in those tanks during the course of the salvage operation. Diesel is a light and nonpersistent oil which presents much lower environmental risks than heavy black crude oil, said the agency. Additional salvors and technical experts from Transocean and

equipment continue to arrive to the incident area to support the operation. A temporary exclusion zone of 300 meters to keep boats away remains in force. The tug **Union Bear** remains in the vicinity along with the Emergency Towing Vessel **Herakles**, which is funded by the UK Government to support the operation. *(Source: Offshore Energy Today)*

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CUSTOM FIREBOAT DELIVERED IN TEXAS



Lake Assault Boats, manufacturer of purpose-built and mission-specific fire and rescue boats, has placed into service a 28-foot fireboat with the City of Conroe Fire Department in Conroe, Texas. The craft was delivered in mid-May. Assistant fire chief for the City of Conroe Fire Department, Paul Sims, said, “When our purchasing committee put out for bids, we received eight quotes from different fireboat

manufacturers from across the country. We carefully evaluated each and every one to compare specs, prices, and company history and reputation. Together, our committee decided that Lake Assault rose to the top – that it represented the best value.” “We are very proud to have earned this sale from a well-respected fire department – and first-time customer – that is responsible for protecting vitally important water resources near Houston,” said Chad DuMars, Lake Assault Boats vice president of operations. “This custom-built Lake Assault fire and rescue boat is a versatile craft that is perfectly suited to meet the emergency response needs of Lake Conroe.” The Lake Assault modified V-hull design for Lake Conroe features a landing craft style configuration with a hydraulically operated bow door that enables faster and more efficient rescue operations. The boat is equipped with a T-top-style cabin (with a lockable rollup back wall for added security), twin 250-hp Honda engines, an Optimus 360 joystick control system, a 500 gpm pump, Garmin radar and sonar with SideVu and DownVu, and a forward looking infrared (FLIR) system. “With Lake Assault, much of the equipment, such as the full length rub rails, were included in the price, while others listed these as additional items,” Sims noted. “In addition, their packaged pricing on the motors, alone

saved a significant amount. This type of approach is what really set Lake Assault apart.” Initial preproduction meetings were held in Conroe. Subsequently, the craft was engineered and manufactured at Lake Assault’s facilities on the shores of Lake Superior. Prior to going into service, the company provided three days of on-the-water training. “We spec’d an excellent boat, and the craftsmanship and quality Lake Assault provided was top notch,” Sims explained. “Since its arrival, everyone that has seen it is in awe.” *(Source: MarineLink)*

SUPPLY VESSEL RUNS AGROUND IN BROOME

Authorities are investigating how a platform supply vessel ran aground at Entrance Point in the Australian port of Broome yesterday morning. The 77 m **Westsea Tripet** ran aground at about 6.20am. Tug boats were sent to the scene and oil spill equipment deployed. The ship was refloated after four hours. No oil spill was detected. The **Westsea**



Tripet is owned by Singapore’s Westsea Offshore. *(Source: Splash24/7)* **Update:** An investigation will be launched after a rig tender ran aground on rocks at Entrance Point in Broome this morning. The 77m **Westsea Tripet** supply vessel ran aground while approaching the Port of Broome wharf at about 6.20am. A Kimberley Ports Authority spokeswoman said the rig tender dropped anchor and tug boats were called to assist. The vessel was secured before low tide at 8.30am. The spokeswoman said KPA deployed the port tender with contingency oil spill equipment. “There was no threat to safety of life and the appropriate authorities such as Australian Maritime Safety Authority and the Department of Transport have been notified as have the vessel owners.” The **Westsea Tripet** was refloated and moved to anchorage in Roebuck Bay around 10am. The spokeswoman said there had been no detection of oil or other materials in the water and a full investigation of the incident would be carried out by relevant authorities. *(Source: The West Australian)*

PLANS TO WINCH SALVAGE TEAM ONTO STRICKEN LEAKING OIL RIG POSTPONED OVER SAFETY FEARS

Coastguards say conditions not good enough to winch eight-strong team onto stricken rig. Plans to winch the first team of salvage experts onto a stricken oil rig to assess damage caused when it blew on to rocks on the Isle of Lewis have been postponed over safety fears, coastguards have said. The eight-strong team were due to have been winched by helicopter on to the **Transocean Winner** today. The 17,000 tonne rig was driven onto the coast of the Hebridean island after a towing line broke in stormy conditions earlier this week. The rig was being towed from Norway to Malta to be scrapped at the time. There are fears up to 50,000 litres of diesel fuel may have already leaked from two breached oil tanks onto the environmentally sensitive coastline near the village of Dalmore. Now experts need to assess if any damage has been caused to two further fuel tanks before any moves can be made to refloat the rig. But the Maritime and Coastguard Agency confirmed today's



operation had been cancelled over safety concerns. An MCA spokesman said: "Plans to put a team of eight salvors on board the oil rig **Transocean Winner** have had to be called off because the conditions are unsuitable to winch them down safely. "Work goes on with the owners and the salvors to look at bringing in additional air assets to board the rig, as it's impossible to board from the sea. "It was hoped the team will be able to carry out a further damage

assessment and inspect the emergency generator to establish what power is available. Hugh Shaw, who is the Secretary of State's representative for maritime salvage and intervention, said: 'There needs to be a comprehensive assessment of the state of the rig before a salvage plan can be drawn up and put it into place.' An exclusion zone of 300 metres remains in place around the rig. (*Source: Daily Record- <http://www.dailyrecord.co.uk/>*)

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ANGELA ARCELLA CAPSIZED

The 40 meter long fishing trawler **Angela Arcella** capsized in Grand Harbour, Malta. The trawler was carrying bait when it was struck by the 152 meter long, 9422 dwt cargo vessel **Maria**. The **Maria** had suffered a mechanical failure while maneuvering and struck the **Angela Arcella**, the moored 88 meter long, 2362 dwt cargo vessel **Union** and the 29 meter long, 190 dwt tug **Lieni**. The



Angela Arcella rolled over on its port side spilling the two crewmen on board into the water. Both were later rescued and taken to hospital, but no reports of injuries. The **Union** and **Lieni** sustained no damage. Authorities responded and booms were placed around the **Angela Arcella** to contain any pollution released. *(Source: Shipwreck Log)*

OFFSHORE NEWS

OTTO MARINE LAUNCHES DISPUTE OVER UNPAID HIRE FOR TWO VESSELS



Singapore's offshore marine group Otto Marine has launched arbitration proceedings against a charterer that failed to pay hire for two vessels. Otto Marine said on Wednesday that two of its subsidiaries, Swordfish 5 Pte Ltd and GO Offshore, have each started the proceedings under the London Maritime Arbitrators Association Terms 2012 against Vettal Mega Services, a provider of maritime

operations and offshore support services in Nigeria's maritime and oil and gas industry. This is in connection with bareboat charterparty contracts for two anchor handling tug vessels, the **Swordfish 5** and the 2010-built **GO Enif**. According to Otto Marine's statement, among other things, the charterer has failed to pay hire due and owing for an aggregate quantum in the region of \$6 million under the contracts. "The company is working closely with its lawyers in connection with the legal proceedings, to, inter alia, enforce the subsidiaries' rights under the contracts, and safeguard as well as protect the interests and assets of the group," Otto Marine said. The company also recently started arbitration against Robert Knutzen Shipholdings under two bareboat charterparties dating back from January 2009 in respect of two Otto's vessels. According to Otto Marine, Robert Knutzen Shipholdings had taken delivery of and operated the two vessels and was obliged to pay charter hire. However, Robert Knutzen Shipholdings has been in default of the charterparties for an aggregate principal outstanding sum of \$2.83 million plus the applicable interest for overdue payment. *(Source: Offshore Energy Today)*

BIBBY HYDROMAP WRAPS UP WESTERN ISLES CONNECTION SURVEY OPS

Bibby HydroMap have completed geophysical, geotechnical, benthic and land survey operations along the route from mainland Scotland to the Isle of Lewis, on behalf of SHE Transmission. Three vessels were used during the survey, the DP1 Bibby Tethra for offshore geophysics, geotechnical sampling and benthic operations, MV Proteus for nearshore geophysics and the RIB Cougar to ensure overlap between the inshore and land survey, the company explained. Bibby HydroMap project manager Simon Baldwin said: "Operating between the North-West highlands and the Western Isles always presents a number of challenges for survey operations including highly variable water depths and seabed gradients, the restricted maneuverability associated with working within the stunning sea lochs, and also the general remote nature of the survey location in terms of

logistics and support. In spite of all of these testing conditions it was incredibly heartening to be able to carry out the integrated, multidisciplinary, multi-vessel survey safely and within a swift timescale.”

SHE Transmission representative Neil Anderson added: “SHE Transmission is continuing to progress the development of the Western Isles connection with a view



of preparing and submitting a needs case to the industry regulator Ofgem in spring 2017. To progress the projects development, SHE Transmission engaged Bibby Hydromap to undertake a marine survey and gave precise information and knowledge of the environment that will form part of the electrical connection from mainland Scotland to Western Isles.” *(Source: Subsea World News)*

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NORDIC AMERICAN OFFSHORE ELECTS NEW VP



Offshore shipping company Nordic American Offshore (NAO) has named Carl Fredrik Grosland as vice president of NAO and NAT (Nordic American Tankers). The company said on Wednesday that the newly appointed Grosland will be directly reporting to chairman Herbjørn Hansson. NAO stated that Grosland has 12 years of international banking experience as an analyst

and broker, focusing mainly on the energy/offshore and the shipping sector. For several years he was a partner and board member of the investment banking firm Pareto Securities in New York. NAO also said that Grosland will focus on the US, the Far East, and Europe with base in our Oslo office. Working from out of Oslo, he has recently been vice president at Clarksons Platou Securites, one of the largest international offshore/energy and shipbroking firms also specializing in investment banking in these sectors. Grosland said: "Nordic American has a unique business model and the best track record in both the industry and capital markets. I look forward to learning a lot. I shall work hard to assist in developing the companies further together with highly professional teams." (*Source: Offshore Energy Today*)

REACH SUBSEA AWARDED NORTH SEA CONTRACTS

Norwegian subsea services provider Reach Subsea has won new North Sea contracts for the **Normand Reach** and **Edda Fonn** vessels with different international clients. Reach Subsea said on Thursday that the short/medium term contracts with undisclosed clients include construction, survey, and inspection. The company also said that the awarded contracts will secure high utilization of



equipment and personnel during the third quarter. Jostein Alendal, CEO of Reach Subsea, said: "I am satisfied that our strong focus on operational performance and sales activities has been successful, improving our horizon in a demanding market situation." The **Normand Reach** is signed to Reach Subsea on a long-term charter from Solstad Offshore. The vessel was delivered in the second quarter of 2014. It has an overall length of 121 meters, 23 meters beam, 1300 sqm deck, 7,2×7,2m working moonpool and a 250 tonnes subsea construction crane. The integrated ROV hangar features handling equipment for both over-side and moonpool launch for launch in high sea states. The vessel can accommodate 100 people and complies with DNV's Clean Design notation. The **Edda Fonn** vessel has been with Reach Subsea on a 3-year charter from Østensjø Rederi since December 2014. The vessel has an overall length of 84.7 meters, 18 meters abeam, 700 sqm aft deck and a 7.2×7.2m working moonpool. It is used for IMR, survey, and light construction services. (*Source: Offshore Energy Today*)

TIDEWATER: ANOTHER RED INK QUARTER

Offshore services giant Tidewater Inc. (NYSE:TDW) reported a first quarter net loss for the period ended June 30, 2016, of \$89.1 million, or \$1.89 per common share, on revenues of \$167.9 million. For the same quarter last year, net loss was \$15.1 million, or \$0.32 per common share, on revenues of \$304.8 million. The immediately preceding quarter ended March 31, 2016, had a net loss of \$81.8 million, or \$1.74 per common share, on revenues of \$184.2 million. Tidewater says it has implemented significant cost reduction measures to mitigate the effects of significantly lower vessel



revenue and, given the currently challenging offshore support vessel market and business outlook, it has taken other steps to improve its financial position and liquidity. The company is in ongoing discussions with its lenders aimed at heading off a situation under which, it says, its "multiple borrowings will become immediately payable (as a result of cross default provisions), and the company will not have sufficient liquidity to repay those accelerated amounts. If the company is unable to reach an agreement with its principal lender and noteholders to address the

potential defaults, the company would likely seek reorganization under Chapter 11 of the federal bankruptcy laws, which could include a restructuring of the company's various debt obligations." More in its latest 10 Q click [HERE](#) (Source: *MarineLog*)

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EXXONMOBIL GAINS NOD FOR WELL INTERVENTION AT SIGYN FIELD

Norwegian offshore safety watchdog, the Petroleum Safety Authority (PSA), has given consent to ExxonMobil to use the **Island Frontier** and **Island Wellserver** vessels for light well intervention at Sigyn field, offshore Norway. The Sigyn field is in production license 072 in the North Sea where ExxonMobil Exploration and Production Norway is the operator. The field contains gas, condensate, and light oil. Production on the field began in 2002. Sigyn has been developed using a subsea well



template. The well stream is transported to the Sleipner A platform 12 kilometers northwest of the well template. The field is 222 kilometers west of Stavanger and the water depth in the area is 70

meters. PSA said that ExxonMobil received consent to use two remote light well intervention vessels, the **Island Frontier** and **Island Wellserver**, for well intervention at Sigyn. The agency said that activities are scheduled to start in August and last to the end of 2016. It is uncertain as to which vessel will be used for the well intervention since this depends on optimizing the work schedules for the two vessels. PSA said that the period may also be extended into 2017 due to the availability of the vessels owned by Island Offshore. **Island Frontier** was built in 2004 at the Søviknes yard. It is registered in Norway and classified by DNV GL. **Island Frontier** was issued with an Acknowledgment of Compliance (AoC) by the PSA in October 2006. **Island Wellserver** was built in 2008 at the Aker Langsten yard. It is registered in Norway and classified by DNV GL. **Island Wellserver** was issued with an Acknowledgment of Compliance (AoC) by the PSA in April 2009. *(Source: Offshore Energy Today)*

SWIBER FALLOUT CONTINUES TO DOMINATE SINGAPORE OFFSHORE MARKETS



Offshore developments around Singapore continue to focus on the downfall of Swiber Holdings which crashed spectacularly two weeks ago and has sought judicial management. OSV operator Pacific Radiance has admitted its exposure to Swiber will hit its balance sheet by around \$10m. The company said in a statement it “will continue to pursue all legal avenues of recovery of the doubtful

receivables”. Pacific Radiance said it was making financial arrangements to tide itself over during the protracted offshore slump. “Some of the key steps include the refinancing of loans with its key lenders, and the amendment of a financial covenant of its sole S\$100m bond issue due August 2018 to avoid any technical breaches,” it said. Numerous analysts have warned Swiber’s downfall could be the first of many among the Singapore offshore community. Meanwhile, Luxembourg’s GE-PK AirFinance has become the first company to seize a Swiber-linked vessel as it chases debts. The nine-year-old **Swiber Valiant** AHTS has been arrested in Singapore as GE-PK AirFinance seeks repayments worth \$17m from Swiber. *(Source: Splash24/7)*

FIRST SHIP TO LEAVE MH370 SEARCH AS SUSPENSION LOOMS

One of the three vessels involved in the underwater search for the missing Malaysia Airlines Boeing 777-200 that operated flight MH370 will be released from search efforts, ahead of the search’s likely suspension. The Joint Agency Co-ordination Centre (JACC) says in a statement that **Fugro Discovery** will depart from the search area on 11 August to “transit to Singapore to be readied for its next project, unrelated to the search for MH370.” That will leave only two vessels – **Fugro Equator** and **Dong Hai Jiu 101** – to complete the remainder of the search. **Fugro Equator** continues to conduct the search, while a third vessel – **Dong Hai Jiu 101** – docked in Fremantle on 8 August for a scheduled

port visit. **Fugro Discovery's** imminent departure from the search comes only weeks after the Australian, Malaysian and Chinese governments announced that the search would be suspended once the 120,000km² priority area has been covered, in the absence of any new leads. The JACC says that, as of 10 August, "More than 110,000 square kilometres of the seafloor have been searched". It adds that weather conditions in the search area are forecast to be poor in the



coming days, with rough seas to impact on its operations. So far, the nearly two-year underwater search has not located any wreckage related to MH370, however several pieces of debris have washed up on African shores in recent months. Analysis by the Australian Transport Safety Bureau has determined that the majority of those pieces of debris are likely to be from the missing aircraft, and the JACC says that the areas they were found are consistent with drift modelling that indicates the aircraft went down in the search area. Flight MH370 disappeared in the early hours of 8 March 2014 while enroute from Kuala Lumpur to Beijing. Analysis of satellite signals has led the Malaysian government to conclude that it ended its flight in the southern Indian Ocean. *(Source: Flight Global; Photo: Steve Ellwood)*

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SUSPENDED CHARTERS AND RENEGOTIATED DEAL PROMPT UPDATE FROM MMA OFFSHORE

MMA Offshore in Australia says that since its last trading update issued on 14 June 2016, there have been material developments in respect of two of the company's contracts, but says its banks and lenders remain supportive. "A key contract in southeast Asia covering two of our vessels has been suspended due to issues associated with our client's drilling campaign," said the company. "MMA is working to mitigate the impact of this suspension by seeking alternative deployment for the vessels. However, the rates and utilisation for these vessels are expected to be significantly lower than our original expectations as a result of this development. In addition, the company is now expecting a significant rate reduction on a three-vessel contract with a client in the Middle East flowing from a



contract renegotiation currently underway.” The company said the impact of these developments is an expected reduction in EBITDA for the 2017 financial year in the order of approximately US\$10 million. “Whilst it is early in the new financial year, it is not clear at this stage whether the company will be

able to recover the potential earnings shortfall having regard to current market conditions,” said MMA Offshore, “although MMA remains focused on doing so.” The company said it is in ongoing dialogue with its banking syndicate, which continues to be supportive of the company in what it described as “a very challenging market.” *(Source: Offshore Support Journal)*

STANDARD DRILLING ENTERS PLATFORM SUPPLY VESSEL MARKET

Standard Drilling, the used-to-be drilling contractor, is moving into the offshore support vessels sector. More precisely, the company has entered the platform supply vessel market with the acquisition of 20 percent stake in PSV Opportunity I DIS for \$2.4 million. PSV owns three mid-sized PSV vessels (VS 470 MK II). The vessels were built at Kleven Verft in Norway in 2005 and 2006. The aggregated purchase price for the three



vessels is \$7.5 million. PSV will be financed by equity only. Fletcher Shipping will act as Technical and Commercial Manager. Clarksons Platou Project Finance AS will act as a Corporate Manager. S.D Standard Drilling Plc will have a bank balance of approximately \$6.6 million after the investment. To remind, Standard Drilling was established for the purpose of building “a premium oilfield services company with superior assets, systems and people”. Having sold all initial jack-up rig building contracts, the strategy of the company has changed, from building up to become an operator of rigs, to being an investment company within the oil and gas service sector. *(Source: Offshore Energy Today)*

‘ULISSE’ NOW READY FOR OPERATION

The Prysmian Group’s new cable lay vessel, named ‘**Ulisse**’, for offshore cable installation is now ready to begin operations, following an investment of over €20 million (US\$22 million). The ‘**Ulisse**’ takes the group’s fleet to three – ‘**Giulio Verne**’, ‘**Cable Enterprise**’ and ‘**Ulisse**’. “Our objective is to



have a more comprehensive control of our supply chain by insourcing a greater part of the installation work and to further boost the group's submarine project execution capabilities with a flexible asset that can both transport submarine cables and perform cable lay and burial installation operations in shallow waters", said Massimo Battaini, Energy Projects Senior

Vice President at Prysmian Group. Following the purchase from the ship owner EOS, the flat top barge has been converted into an approximately 120-metre by 33-metre cable layer at the PaxOcean shipyard in Singapore. Renamed 'Ulisse', she now has an eight point spread mooring system, enabling her to meet the operating requirements even in harsh environmental conditions. The vessel will be capable of transporting 7,000 tonnes of cable in a 30-metre diameter carousel, and can be equipped with a carousel loading pick-up arm and a stern mounted cable chute for loading and surface lay operations. The first project to be executed by 'Ulisse' will be the Negros-Panay connection in the Philippines - awarded in December 2014 and worth a total of around €90 million.

(Source: Baird)

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FARSTAD NEXT IN LINE IN OSV INDUSTRY CONSOLIDATION PROCESS?

Three well-known companies with interests in the offshore vessel sector are said to be pursuing Farstad Offshore. Reports from Norway suggest that industrialist Kjell Inge Røkke, who recently led the merger between Solstad Offshore and Rem Offshore; John Fredriksen, who owns Deep Sea



Supply; and Kristian Siem, whose company Siem Industries owns Siem Offshore and has a stake in Subsea 7, are said to be battling to acquire Farstad. Playing a role in this process is asset management company Alfred Berg, which Norwegian newspaper Aftenposten said has acquired an interest in one of Farstad's bonds. Also said to be interested in a deal is DnB's asset management operation. Tom

Hestnes, a portfolio manager at Alfred Berg, told the newspaper that, like Mr Rokke, the company feels that the OSV industry needs restructuring. "We therefore began to buy up shares in the bond," he told Aftenposten. As Aftenposten pointed out, the asset managers do not intend to sit on the bonds, but sell them to an industrial actor that can force through an acquisition or merger. In late June the Norwegian offshore support vessel owner entered into a standstill and deferral agreement with its lenders as it sought a long-term solution to its financial situation. The company said it is pursuing various options to strengthen its financial position and capital structure "including evaluating potential strategic alternatives." The company said: "Farstad, together with its financial and legal advisors, will in the upcoming months work closely with investors, strategic partners and lenders to find a solid financial platform for the long-term operations of the group. In parallel Farstad continues the work to optimise its operating model, fleet composition and fleet utilisation, as well as operating cost improvements." *(Source: Offshore Support Journal)*

WINDFARM NEWS - RENEWABLES

CHEVALIER FLOATELS SUCCESSFULLY COMPLETES THREE CONTRACTS FOR TENNET IN THE GERMAN SECTOR



Chevalier Floatels has successfully executed three contracts for TenneT this summer. TenneT appointed Global Renewables Shipbrokers (GRS) to find suitable logistic concepts for the scheduled summer campaigns. After a technical and commercial evaluation process, Chevalier Floatels was selected as partner of choice. Both, [DP Gezina](#) and [DP Galyna](#) were employed to

provide accommodation and transfer of TenneT personnel at HelWin Alpha, HelWin beta and SylWin Alpha. On both HelWin platforms TenneT and its contractors executed a shutdown and maintenance project. This project was conducted with the assistance of [DP Gezina](#). Due to the efficiency of the entire project team, the campaign was completed ahead of schedule. On SylWin Alpha and Sandbank Offshore substation a subsea cable had to be pulled in and connected, where the [DP Galyna](#) supported both platforms. Due to her low fuel consumption and speed of mobilization, the vessel could transfer persons to both platforms while using only one vessel. Thanks to the assistance of GRS, Chevalier Floatels secured the first contract with TenneT. However seeing the performance of the entire company, both on the vessel and in the office, TenneT decided to use the vessels also for two other projects. The projects offered Chevalier Floatels the opportunity to prove the effectiveness of the recent upgrades. Part of the upgrades was the installation of an additional 4th Azimuth thruster to improve position keeping and Ampelmann performance. Also an additional deck was added to create a covered storage area and increase the work area on the vessels. It was for TenneT the first time to employ a walk to work vessel. In previous similar projects jack up vessels were used or logistics were provided by subcontractors. However seeing the efficiency and flexibility of such a vessel, TenneT is poised to look at the future usage of this solution again. The

cooperation of Chevalier Floatels team with TenneT was perceived as very pleasant – due to excellent accommodation and efficient communication. TenneT is one of the five leading European Transmission System Operators in Europe. It is operating in the Netherlands and Germany. TenneT has a transmission network covering over 22000 kilometers of high voltage cable. Its networks are both on land and at sea and also entail border crossing connections. TenneT's key tasks are executing electricity transport service, delivery of system services and facilitating the energy market. Its network connects over 41 million users. TenneT is focused on achieving a reliable and uninterrupted electricity provision to the end users. Chevalier Floatels one of the leaders in the field of accommodation support vessels with heave compensated gangway and hotel vessels. The company owns two walk-to-work vessels with permanently installed Ampelmann gangways. With a track record of over four years with projects in both the renewable sector and the oil and gas industry, it is one of the most experienced operators in the walk-to-work industry. Chevalier Floatels also owns four berth connected hotel barges. All vessels feature a high emphasis on guest comfort and efficiency. Apart from being fully client oriented, also the emphasis on safety defines the organization. Being well tuned to the present business environment Chevalier Floatels delivers high quality for reasonable prices. Global Renewables Shipbrokers is one of the market leaders in the field of offshore brokerage for renewable energy projects. With GRS' international network, many years of experience and expert knowledge in this industry, they are active in wind, wave and tidal projects. Next to chartering of vessels, GRS also assists when it comes to sale and purchase and provision of turnkey contract solutions for all tasks required during the life cycle of offshore renewable energy projects. GRS uses a tailor-made database including more than 80.000 assets to support its clients in the global search for suitable vessels, proven shipping companies and offshore services. Since they are not tied to any ship-owner or shipping company, GRS always offers independent advice, which guarantees the best conditions for the client. *(Press Release)*

DREDGING NEWS

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MEGACUTTER DREDGER HELIOS READY FOR FINAL OUTFITTING

The self-propelled megacutter suction dredger **Helios** will be transported with a semi-submersible heavy transport vessel from Croatia to the Netherlands for the final outfitting at the Royal IHC yard. The launching ceremony for the CSD **Helios** took place on May 21st 2016 at Uljanik Shipyard in Pula, Croatia. Contract for the vessel (Yard No. 512) was signed in late February 2014 with IHC

Global Production B.V. of the Netherlands. The newbuild will have length of 152 meters, height of 28 meters and draught of 6 meters, total installed power of 23,700 kW and a pump ashore capacity of 15,600 kW. The vessel will also have a load bearing capacity of 1,650 tonnes and the top sailing speed of 11.5 knots. *(Source: Dredging Today)*



HERON EXPANDS ITS DREDGING FLEET WITH NEW BACKHOE



Heron Construction Ltd, a New Zealand company involved in dredging and marine construction works, has launched the latest addition to its fleet in Qinhuangdao, China. The **GPK**, a DFY B-type backhoe dredger, was launched on August 6, the company said in its announcement. The vessel, named in honor of the late director Gerard Paul Kroef, will be transported by a Rolldock submersible to New Zealand

where she will be fitted out. The pontoon will have the Liebherr P9150 excavator installed on it. Liebherr P9150 will be fitted with the latest Seatools DredgeMate system, a visualization and registration systems designed to enhance the operational and safety performance of any dredging task. The backhoe dredger will be operational by the beginning of next year. *(Source: Dredging Today)*

YARD NEWS

ASV GLOBAL TO SUPPLY SIX USVs TO SEATREPID DEEPSA

ASV Global secured an order to design and manufacture six new unmanned surface vehicles (USVs) for SeaTrepid DeepSea. The vehicles will be used in a multiple autonomous vehicle program developed by SeaTrepid DeepSea combining USVs and autonomous underwater vehicles (AUVs) to conduct wide area, high-resolution surveys, the company explained. The new 'SeaWorkers' will each be fitted with an acoustic underwater positioning system to track the AUVs throughout shallow and deep waters. Dan Hook, managing director, ASV Global said: "We are delighted to be

supplying six new USVs into this ground-breaking project. The **SeaWorkers** have been designed specifically as a ruggedized workboat, capable of carrying large payloads and handling varying weather conditions and water depths. The ASView Control System will allow for the reliable and safe operation of the six vehicles.” Jake Klara, commercial manager, SeaTrepid DeepSea said: “The USV’s are a vital piece of the Multiple Autonomous Vehicle Program allowing for tracking and communication between the AUVs



and host surface vessel (HSV). Having a quality USV developed by the leading manufacturer was essential for us to produce successful results to our clients.” The 7.6 meter long **SeaWorkers** are being built at ASV Global’s production facility in Portchester, UK before undergoing sea trials and being shipped to SeaTrepid’s base in Louisiana, USA. (*Source: Subsea World News*)

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NSC 6 MUNRO COMPLETES BUILDERS' TRIALS

Huntington Ingalls Industries (NYSE:HII) reports the successful completion of builder's sea trials for the company's sixth U.S. Coast Guard National Security Cutter (NSC), **Munro** (WMSL 755). The ship, built at HII's Ingalls Shipbuilding division, spent three days in the Gulf of Mexico testing all of the ship's systems. Ingalls' test and trials team conducted extensive testing of the ships' propulsion, electrical systems, damage control, anchor handling, small boat operations and combat systems. This culminated in the successful completion of a four-hour, full-power propulsion run. "We experienced a safe and successful builder's trial, which is a result of outstanding teamwork from our shipbuilders and our U.S. Coast Guard partners," said George S. Jones, Ingalls' vice president of operations. "It is an exciting time in this program, and the NSC class of ships is truly a high-performing design. The pride of workmanship—from those on trial to the many craftsmen and women, designers, procurement specialists and all other shipbuilders who touched the ship during this process—allowed this ship to perform so well at sea." "The National Security Cutter program exemplifies the

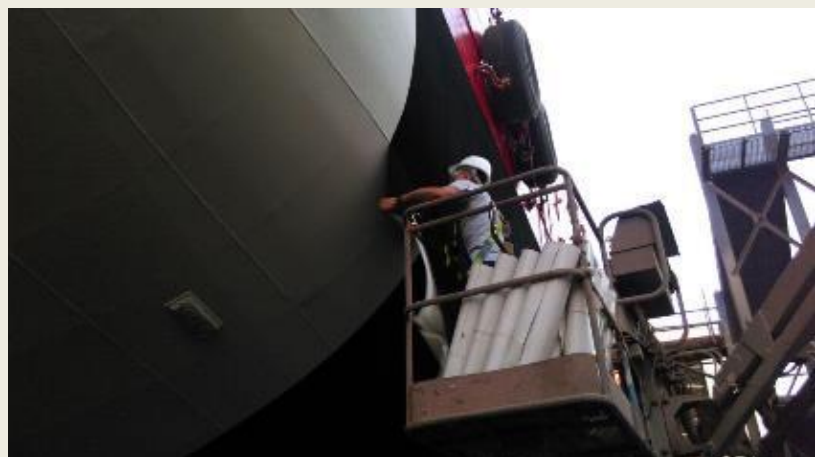


sustainable success that can be accomplished through serial production of a ship class," said Ingalls Shipbuilding President Brian Cuccias. "Our shipbuilders are providing quality, highly capable ships to our customer in an efficient, affordable manner, which is important to the U.S. Coast Guard sailors who patrol our coastlines in these great ships, protecting our freedom." Ingalls has delivered the first five NSCs and has three more under construction, including **Munro** (WMSL 755), set to deliver

in the fourth quarter of this year. **Kimball** (WMSL 756) is scheduled for delivery in 2018, and **Midgett** (WMSL 757) in 2019. "The NSC program is really firing on all cylinders, and NSC 6 is another example of how each successive ship just keeps getting better in all aspects," said Derek Murphy, Ingalls' Coast Guard program manager. "Our shipbuilders continue to meet the challenge of maintaining an aggressive learning curve. Not only did we go to sea five weeks earlier than any previous NSC, we did so with a more complete ship at a significantly reduced cost." **Munro** is named to honor Signalman First Class Douglas A. Munro, the Coast Guard's sole recipient of the Medal of Honor. He was mortally wounded on Sept. 27, 1942, while evacuating a detachment of Marines on Guadalcanal. Legend-class NSCs are the flagships of the Coast Guard's cutter fleet. Designed to replace the 378-foot Hamilton-class high-endurance cutters that entered service in the 1960s, they are 418 feet long with a 54-foot beam and displace 4,500 tons with a full load. They have a top speed of 28 knots, a range of 12,000 miles, an endurance of 60 days and a crew of 110. NSCs are capable of meeting all maritime security mission needs required of the high-endurance cutter. They include an aft launch and recovery area for two rigid hull inflatable boats and a flight deck to accommodate a range of manned and unmanned rotary wing aircraft. *(Source: MarineLog)*

VROON OFFSHORE CHOSSES MICANTI ANTIFOULING

Vroon Offshore Services Pte. Ltd. has an excellent reputation for ensuring all its vessels comply with the highest safety and reliability standards, while at the same time being a pioneer of new technologies that will improve vessel performance and guarantee complete customer satisfaction. One of the Company's goals is the optimisation of fuel



consumption, a challenge in an industry where vessels are often static or sailing at low speed. To assist in achieving this goal, Vroon has chosen Micanti to supply antifouling film for its AHTS vessel, **VOS Triton**. Micanti Antifouling is recognised for its good performance, even when vessels are

moored or sailing at low speed. The fact that the product is 100% environmentally friendly is an additional incentive for Vroon Offshore Services. Micanti has recently increased its focus on the Singapore market, introducing its revolutionary antifouling film to the Asian offshore world. Micanti is convinced that many opportunities lie ahead for this film, which prevents marine growth in a physical manner and is not dependent on vessel movement. Optimum performance is also guaranteed during a period of extended vessel inactivity. Being selected as a Vroon supplier, gives Micanti the opportunity to clearly assess the actual fuel savings for offshore vessels, as Vroon closely monitors fuel consumption. *Nylon fibres prevent marine growth on ships* “In all of Vroon’s vessel operations, marine growth results in increased fuel consumption. Despite using highquality antifouling coatings, we continue to face issues with marine growth“, stated Vroon Offshore Services Singapore Managing Director, Filip Olde Bijvank. “At Group level, we have decided to start using Micanti Antifouling in the most severe conditions - offshore vessels operational in tropical water, but encountering long idle times. Although Micanti is new to the market, the proof they have demonstrated about their product in these circumstances makes us confident that this is the right way to go.” *Turning a challenging market into a great opportunity* “As the prices of oil are low and many offshore projects are put on hold, vessel maintenance is often decreased to a minimum”, Micanti’s Managing Director Rik Breur explains. “Luckily, companies like Vroon still keep the right level of maintenance to make sure the operational availability for clients is guaranteed. These companies need to have an antifouling that works in all conditions. We have shown in Europe and the Middle East that we are able to fulfill this need and, as such, the current market where long idle times are common gives us a competitive advantage over regular antifouling paints. We are confident that we will provide Vroon the operational benefits and low fuel consumption they are looking for.” *Improving working conditions and reducing chemical waste* Breur states: “When painting a vessel, half the paint evaporates as greenhouse gas. Moreover, painters need to wear additional personal protection equipment during application. Micanti Antifouling is as simple as applying a sticker and no solvents are evaporated. After use the material can be discarded as regular household waste. This in contrary to traditional paint, which is chemical waste and both difficult and expensive to dispose of.” These benefits make the product extremely suitable in Singapore, where disposal of chemical waste is a time-consuming and expensive process for local shipyards.

(Press Release)

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WORLD'S FIRST BALLAST WATER PORT SOLUTION SUCCESSFULLY COMPLETES TESTS

Damen Green Solutions is proud to announce that the InvaSave technology has completed shipboard



testing onboard the *Henrike Schepers*. During the shipboard tests, ballast water was taken in untreated and the efficacy of the technology was validated upon discharge. These tests have shown that the InvaSave is capable of providing an IMO type approved backup in a port in the event of a failure in a vessel's on board treatment systems to uptake or discharge ballast water. It can even serve as a port-based alternative for

those ship owners that may not want to retrofit an on board treatment system or be deployed in a port with a sudden outbreak of marine pests. "More and more countries are ratifying the IMO's Ballast Water Management Convention (BWMC) and it could enter into force in 2017; in any case, it is only a matter of time. Damen is cooperating with the service providers in the ports to provide this ballast water treatment service. This is also relevant for all port authorities, who could face congestion problems if they don't have a contingency/emergency service in place," said Damen Green Solutions Product Manager Matthijs Schuiten. Groningen Seaports is the first port to provide this ballast water treatment service. "Our location on the Wadden Sea means that we have a responsibility to push forward the progress of sustainable shipping," comments Groningen Seaports Sustainability Coordinator Bart van der Kolk. "We are fully prepared for the ratification of the IMO Ballast Water Management Convention. This project wouldn't have been possible without the effort of some frontrunners like Royal Wagenborg, Van Gansewinkel, Imares, MEA-nl and Damen." The innovative solution could be likely to appeal to other ports as well as ship owners, operating close to sensitive locations such as World Heritage Sites and Particularly Sensitive Sea Areas. The results of the InvaSave test meet the

D2-Standard of the IMO Ballast Water Management Convention on all aspects. This includes the test series conducted with the high sediment waters of the River Hull and the River Thames, UK. An overall and important principle is that the system is robust, and works under all relevant circumstances, regardless of the



composition of the ballast water. Test protocols are in line with IMO BWMC test guidelines and additional requirements of the Dutch flag state. All testing was conducted by MEA-nl. Damen can deliver the InvaSave technology in a self-sufficient mobile container, which can be put onboard a service barge or moved around the port on a trailer or a pontoon. The system uses innovative filtering and UV technology and does not contain chemicals or hazardous substances. IMO type approval is expected to be obtained 2016 and a patent is pending. *(Press Release)*

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VERREAULT NAVIGATION WINS ICEBREAKER REFIT CONTRACT



Verreault Navigation Inc. has been awarded a C\$8.7 million contract to carry out refit and maintenance work on the Canadian Coast Guard Ship (CCSG) **Pierre Radisson**. The work will be carried out at the company's Les Méchins, Québec shipyard. Built by Burrard Dry Dock in 1978, the CCSG **Pierre Radisson** is a medium icebreaker based in Québec, Quebec. The work at Verreault Navigation will begin in early September 2016 and is scheduled to be completed by the end of

January 2017. Main work items will include steel work, maintenance and repairs on several tanks, hull recoating, reconditioning the helicopter deck and hangar, replacement of windows and portholes, maintenance on propulsion and steering components, as well as interior repairs. Under Canada's National Shipbuilding Strategy policy on vessel repair, refit and maintenance projects, the competitive opportunity to do the work on the CCSG **Pierre Radisson** was open to all Canadian shipyards on the East Coast, where the ship is based. In winter, the **Pierre Radisson** breaks ice and escorts ships in the Gulf of St. Lawrence and on the St. Lawrence and Saguenay rivers. In summer, the ship travels to the Canadian Arctic to escort commercial ships, serve as a primary search and rescue unit and provide support to scientific missions when possible. *(Source: MarineLog)*

VYBORG SHIPYARD STARTS DOCK-SIDE TRIALS OF ICEBREAKER "NOVOROSSIYSK"

Leningrad region based PJSC Vyborg Shipyard (FAZ, part of United Shipbuilding Corporation) on August 10, 2016 commenced mooring trials of the diesel-powered open sea icebreaker "**Novorossiysk**" (LK-16) of Project 21900M, the shipbuilding company said in a press release. The shipbuilder will be testing the vessel's mechanisms, systems and onboard equipment. Vyborg Shipyard was contracted to build three 16MW icebreakers and started executing the shipbuilding contract in 2012. The first vessel of "**Vladivostok**" series was delivered to the Customer in October 2015. Serial icebreaker "**Murmansk**" was handed over in December 2015. The serial icebreaker

Novorossiysk was launched at the end of October 2015. This project icebreakers are able to sail in the 1.5-meter-thick ice. The vessel can escort independently large-tonnage merchant ships, provide towing service, firefighting to floating vessels and other facilities, assistance to stricken ships, transportation of cargo. Vyborg Shipyard (part of state-owned United Shipbuilding Corporation from 2012) is one of the largest shipbuilding companies of the North-Western Region of Russia with over 60-years' experience in shipbuilding. Since its inception in 1948 the shipbuilding company has built more than 200 different vessels with a total displacement of 1,550,000 tonnes. United Shipbuilding Corporation (USC OJSC) is the largest shipbuilding company in Russia. It was set up in 2007 with 100% federal ownership. The holding comprises 60 companies and organizations (major shipbuilding and shiprepairing companies as well as leading design bureaus). Currently, USC consolidates about 80% of the domestic shipbuilding complex. The Russian market is the main focus of the state corporation though it also exports its products to 20 countries worldwide. *(Source: PortNews)*



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1. Several updates on the News page posted last week:
 - Keel-laying ceremony for 10 x Damen Stan Tugs 1907 ICE at Great Lakes Shipyard, Ohio
 - 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

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