Tugs Towing & Offshore Newsletter

LEKKO All about tugs

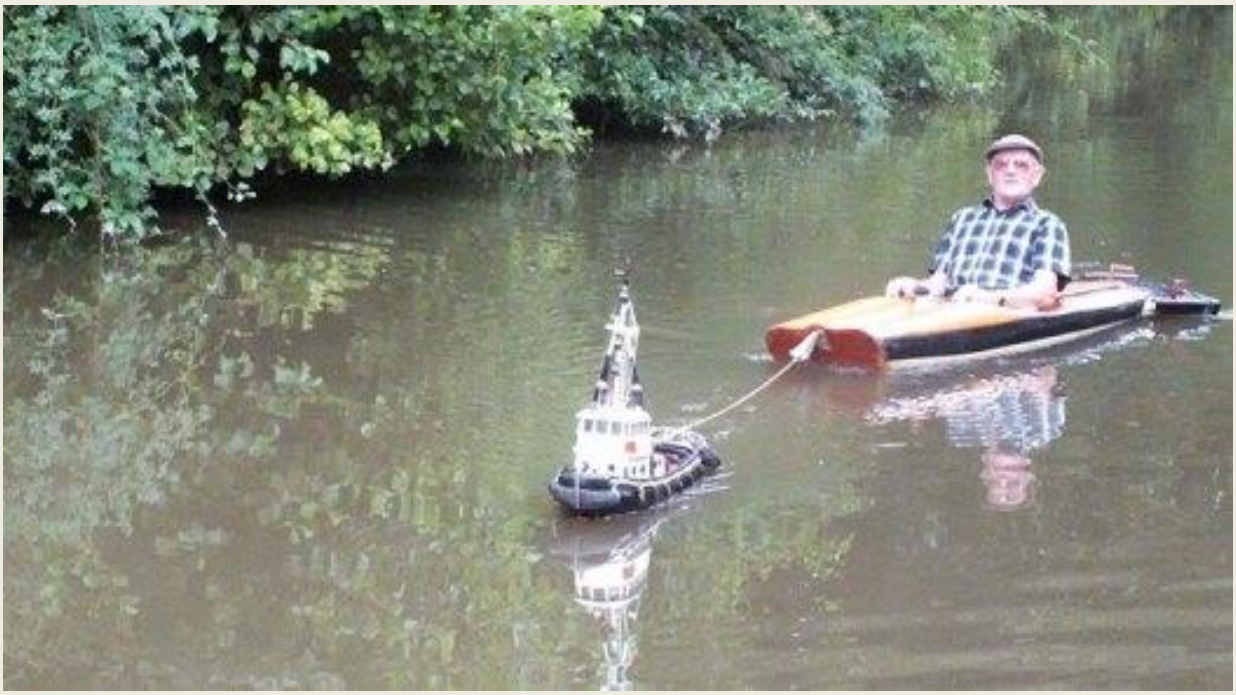
17th Volume, No. 68 *1963 – "53 years tugboatman" - 2015* Dated 24 August 2016

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

MIDWEEK–EDITION

TUGS & TOWING NEWS

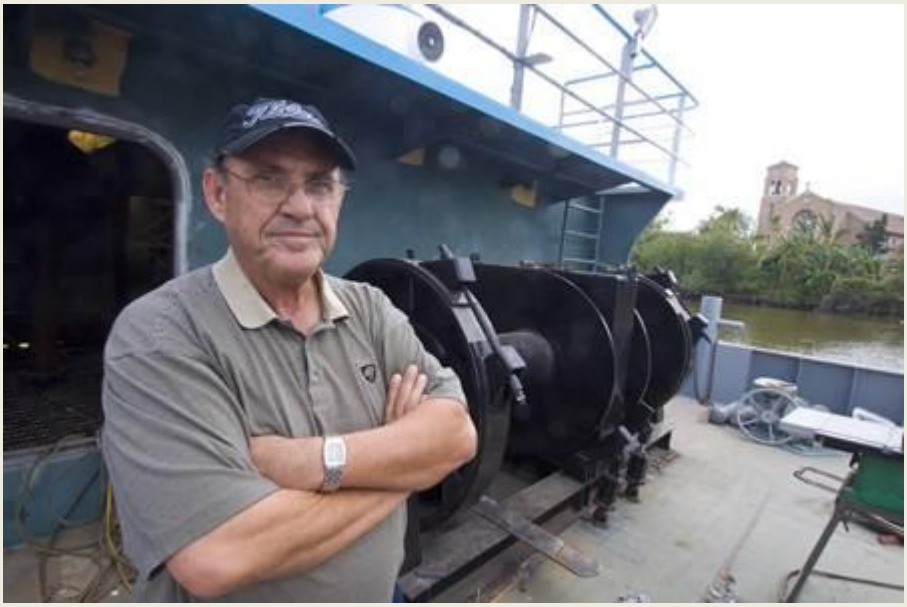
MAN SPOTTED USING TINY TUG BOAT TO EFFORTLESSLY CRUISE DOWN THE RIVER



Last Monday UK-based Mick Carroll was passing through the town of Market Drayton when he spotted an unusual sight – a man cruising down the canal with the help of a tiny remote-controlled tug boat. Carroll took a picture of the scene and posted it to Facebook with the caption: "Dont ya just love eccentric's. Seen this fella as we were passin thru Market Drayton gettin pulled along by a remote control tug. Brilliant." According to the Facebook post, as the man cruised passed him, he shouted: "Just when you thought you'd seen *(Source: Boredpanda)*

LADY LOREN: BIG HOURS, LITTLE WEAR

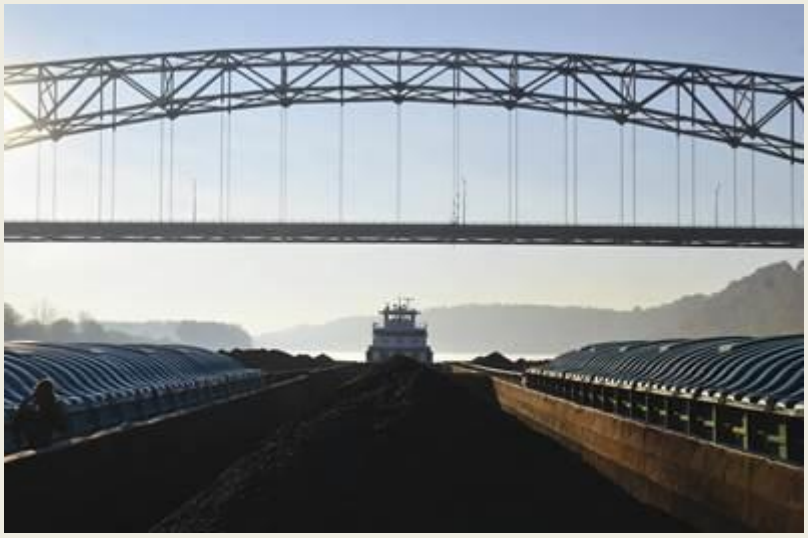
Russell Plaisance, president of Louisiana Carriers, built the pusher-tug **Lady Loren** at Dickie Adam's Lockport Fabrication in 2008. At the launch, he explained that the boat was the result of five years of planning and a lifetime of experience in the maritime world of the Gulf of Mexico. The 82- by 29-foot **Lady Loren** was the seventh boat in the LA Carriers' fleet. " I keep my business diversified, " Plaisance explained at the time. "We do $10 or 11 million gross per year including some business with the oil industry, but we do a little of everything else as well. We barge pipe and we once even towed baseball dirt from Houston to Tampa Bay for spring training. This new boat has a contract to tow corn syrup from Memphis to Tampa Bay." Jump ahead eight years, the corn syrup plant was converted to other products and that contract disappeared. But their diversity has kept LA Carriers healthy even during the slump in the oil industry. The **Lady Loren**, with both towing and pushing capabilities, is currently engaged moving a pair of hopper barges on a run between New Orleans and Tampa. The **Lady Loren** is a triple screw tug powered by three Cummins QSK19-M3 diesels rated at 660 HP each to give a total of 1.980 HP. The engines turn three 63- by 67-inch propellers in kort nozzles. "The engines had 36,000 hours on them so I decided to rebuild the middle engine," Plaisance said recently. "Without removing the engine, my crew, together with Cummins mechanics replaced the shaft bearings, pistons and rods, heads and injectors. When we looked at the wear on the parts that came out of the engine we realized that they could easily have given us another 4,000 hours with no risk of down time." As a result he feels confident in leaving the rebuild



of the two outside engines for another year by which time they will have a remarkable 40,000 hours each. Crediting Cummins quality Plaisance also has a very proactive service and maintenance program on the engines. Oil is changed every 300 hours, and injectors adjusted every 10,000 hours. LA Carriers has changed some of the fleet in the eight years since the **Lady Loren** was launched and they have several different engine makes in his seven-boat fleet. Plaisance is unreserved in his praise for the Cummins engines. "In future, if I have to replace

an engine in one of my other tugs, it will be with Cummins," he said. *(Source: Alan Haig-Brown)*

INLAND MARINE SERVICE, INC. (IMS)

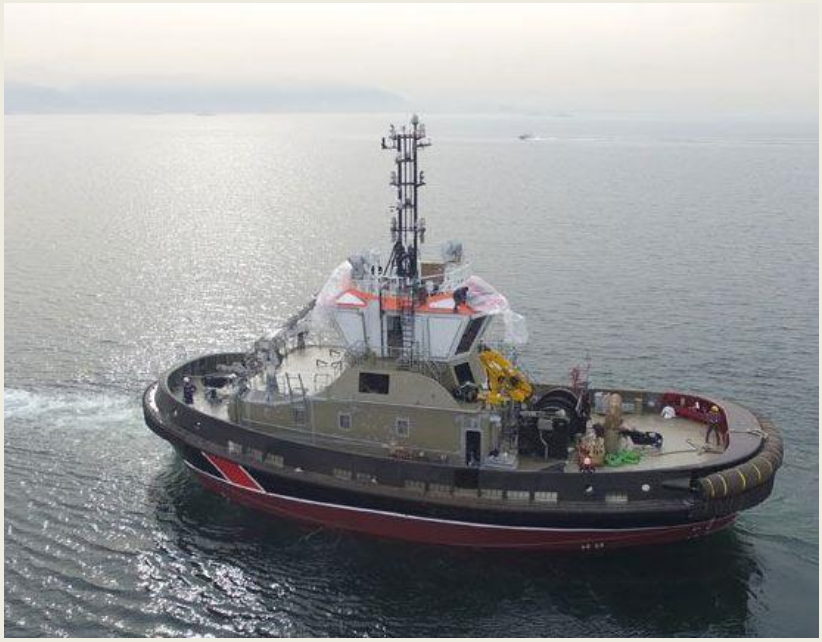


The Company: As one of the largest inland vessel management companies in the United States, Inland Marine Service (IMS) offers services to keep vessels crewed with seasoned, highly skilled mariners. With over 700 employees, IMS is able to serve customers across the Western Rivers, East Coast, and the Gulf Intracoastal Waterways. These crews enjoy a reputation for getting the job done on time and within budget. With 30 years of experience on the river, dedicated safety practices, and highly trained crews, IMS is committed to providing customers with secure, reliable, timely and cost effective solutions. IMS also offers first dollar insurance coverage, wherein, IMS assumes all liabilities associated with daily operations of each vessel. As the first 2016 AWO approved marine management company, IMS is also proud to lead the industry in compliance excellence. IMS's mariner-friendly compliance programs are immediate, approved and certified in the changing regulatory worlds of the Responsible Carrier Program, TMSA2, and SIRE. The company's services include vessel management, planned maintenance, compliance management, harbor services, liquid operations and shoreside tankering services, as well as river cruise line operations. IMS is based in Hebron, Kentucky, with operations in Paducah, KY, St. Louis, MO, New Orleans, LA and Houston, TX. *The Case:* IMS is one the largest inland vessel management companies in the United states. IMS is an industry leader and constantly diversifying - having launched a new tankering and plants service company, expanded into the river cruise industry, and was recently the first marine vessel management company to meet the new AWO/RCP requirements. *(As published in the August 2016 MN100 edition of Marine News)*

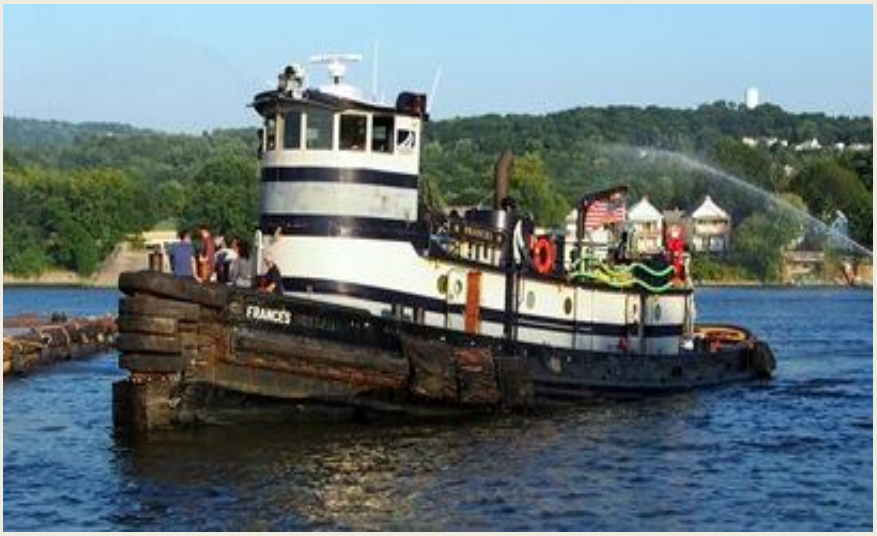
ROBERT ALLAN LTD.

The Company: With about 82 employees, Robert Allan Ltd. is Canada's most senior consulting Naval Architectural firm, established in Vancouver, B.C. in 1930. The company has earned an

international reputation for innovative, successful designs for a wide range of ships and has been a leader in creating cost-efficient vessels for service in the marine transportation industry. *Primary Product / Service:* Ship Design Robert Allan Ltd. has an experienced, professional staff of Naval Architects and Engineers capable of handling any type of ship design, but the company is best known for tackling the innovative and unusual design problem. Starting by working with our clients to develop a clearly defined statement of operational requirements, design drawings and specifications are prepared to suit the client's specific vessel and construction requirements and budget. The scope of services can range from concept outlines, through complete design documentation for contract bidding and Classification Society approval, to construction working drawings. Use of the latest in CAD facilities expedites and improves the accuracy of every aspect of the ship design process. Marine Engineering analysis services are offered in a wide range of subjects, as well. Robert Allan Ltd. offers professional consulting services in a wide range of marine engineering topics. Fully qualified, experienced staff is supported by a network of professional associates in specialized disciplines, and by extensive in-house computing facilities. Marine Engineering analysis services are offered in a wide range of subjects, as well. *Recent Highlights / Deliveries / Contracts:* Robert Allan Ltd. and Sanmar have introduced the new VectRA series of Voith tractor tugs. The new and innovative VectRA 3000 Class Tug is a high performance VSP Tractor tug designed by Robert Allan Ltd in close collaboration with Turkish ship builder Sanmar and Voith Turbo Propulsion. Performance has been verified with extensive model tests at the commencement of the design cycle. The unique propulsion arrangement features high speed diesel engines connected to the Voith units via reduction gearboxes with integral clutches. With a bollard pull of 70 tonnes, the VectRA 3000 form can generate escort steering forces in excess of 100 tonnes. In early 2015, Robert Allan was awarded a contract to provide 4 customized versions of its distinctive RAzer series designs of ASD tugboats to the Indonesia Port Corporation, PT Pelabuhan Indonesia III (Persero), commonly known as Pelindo III. While Robert Allan Ltd. had long been very active in the Asian market, these designs were its first specifically designed for an Indonesian client in one of the largest tugboat markets in the world. *The Case:* Robert Allan Ltd. is a world leader in innovative Naval Architecture and Marine Engineering, with a particular focus on the Tug and fireboat sectors. Robert Allan Ltd. has won many awards for their design work from a variety of publications. *(As published in the August 2016 MN100 edition of Marine News)*

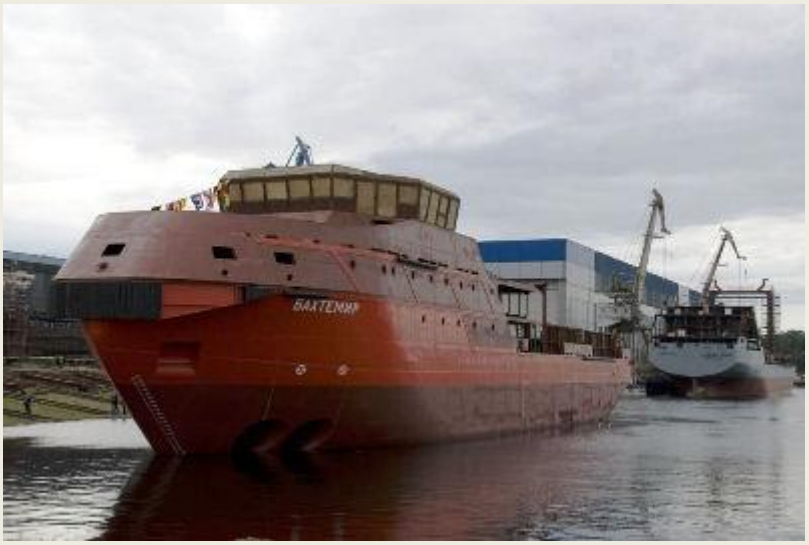


FULL SPEED AHEAD FOR THE ANNUAL TUGBOAT ROUNDUP

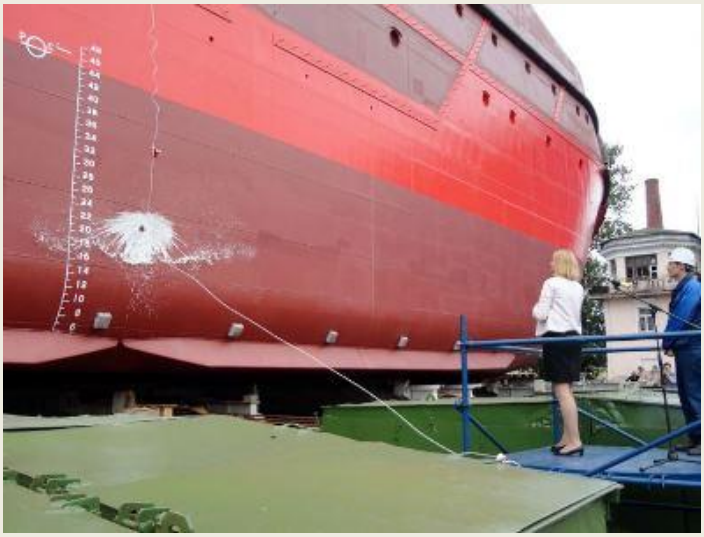


Calling all tugs, workboats, fireboats, canal boats, riverboats and day boats: Meet at the junction of the Hudson River and the Erie Canal Sept. 9 for a weekend of fun strutting your stuff and blowing those bells and whistles. That's right, the 17th Annual Tugboat Roundup in Waterford, N.Y., is right around corner and runs through Sunday, Sept. 11. The event, which bills itself as the largest tugboat festival in the Northeast, is looking for more vessels to participate. If you operate a tug and can get up to Waterford, you can register your vessel to participate through Labor Day — or simply show up without your tug as the weekend is open to all "who appreciate the history and value of inland waterways transportation," said Tom Beardsley, marine event coordinator for the Roundup. Beardsley said the festival draws industry attention from around the country, and is intended to highlight the Hudson River and the New York State Canal System. In addition to showcasing the history and present day uses of the waterways, there's something for everyone at the three-day gathering. The Roundup promises live music, kids events, boat rides, fireworks, tugboat pulling contests, a farmer's market, arts and crafts, exhibits of antique motors and historic tugs as well as the latest in workboat vessel technology. There's even a "Tug Chug" 5k foot race on Sunday morning. In years past, some 30,000 people have attended the festival. This year, a hometown boat will claim Tug of the Year honors. The New York State Marine Highway Transportation Co. tug **Frances** has been selected as the 2016 honoree. Built in 1957 for Turecamo Boats, the 146-ton, 84'8"x24'x9'6" **Frances** was stationed at the Port of Rensselaer for ship assists throughout the late '70s and '80s. The boat has a telescoping pilothouse, which allows it to duck under bridges along New York's canals. Today, the **Frances** is a busy workboat along the East Coast, Hudson River, the NYS Canal System and the Great Lakes. Waterford is located in Saratoga County, N.Y., about 3 hours north of New York City, and is the entry point into the New York State Canal Barge System. An historic canal village, the town is home to a mix of tugs and other working canal boats, as well as pleasure craft. *(Source: Workboat.com)*

FIRST SHIP OF MPSV12 SERIES 'BAKHTEMIR' LAUNCHED AT NEVSKY SHIPYARD



Nevsky Shipbuilding, Ship Repair Yard (Nevsky Shipyard) on August 19 hosted a launching ceremony for the **Bakhtemir**, a multitask, shallow draft 2,5 / 3 MW tug of Project MPSV12. The lead ship in two salvage tugs series is under construction at the shipyard for Directorate of State Contracting Authority, the shipbuilding firm said. The ceremonial launching was attended by representatives of ministries and departments of the Russian Federation, of St.-Petersburg and Leningrad region, representatives of the Customer and other officials. Keels of the first and second serial tugs (Hull No 1201, 1202) were laid on June 2, 2015. The salvage tug was designed by Marine Engineering Bureau-Design-Spb and will be built to the RS class: KM Arc5 [1] AUT2 FF2WS DYNPOS-2 Salvage Ship. General characteristics: LOA - about 79.85 m, LBPs - 73.39 m, breadth - 16,80 m, breadth overall (including fendering) - 17.36 m, midships depth – 6.70 m, DWL draft - 3.20 m, draft max - 4.50 m, DWT at DWL draft - about 320 tonnes DWT, draft max - around 1820 tonnes, main engines max rated power – 2 x 2600 kW. The



Arc5 class small draft salvage ship with multifunctional capabilities has is powered by diesel propulsion, two propellers, with two fore and one aft thrusters and is designed for patrolling, emergency response, salvage in the areas of shipping, fisheries, offshore oil and gas fields in accordance with class notation, for search and assisting stricken ships, for diving support at the depth of 60 meters, including underwater survey, cutting & welding, for towage of stricken ships and floating facilities to safe harbors, for open sea towage of vessels and floating objects and in ice covered waters. The ship is equipped for firefighting to extinguish burning oil on water surface and can response to oil spills, and features many more capabilities. *(Source: PortNews)*

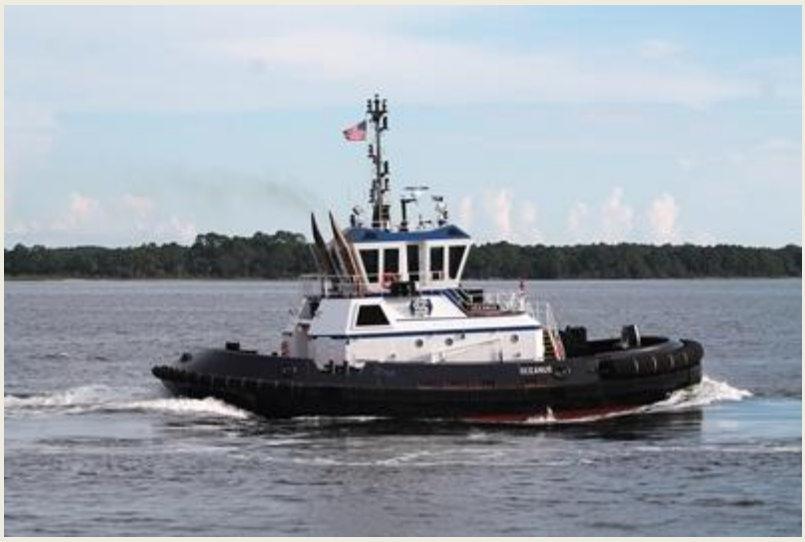
WHO NEEDS AN ASSIST BOAT?

This choice has to be made frequently when a barge arrives at or sails from a terminal: Should you use an assist boat? Sometimes, because of a mandatory assist policy at a barge terminal or for a specific berth or set of conditions, the decision has already been made. But this is the exception. Most of the time, for better or worse, it's left up to the mariner's judgment. It's the classic "damned-if-you-do, damned-if-you-don't" scenario. Companies and customers generally want to keep costs at a minimum, but they also want a virtual guarantee of safety. That means no incidents, no injuries

and no damages. There is an inherent, unresolvable conflict between the two. And never forget the wildcard in this equation — operator ego. When that gets in the way of clear thinking (Assist boat? You want an assist boat? We don't need no stinking assist boat!), carnage may ensue. Regardless, there are several variables that must be considered and planned for each time a barge arrives at or departs from a terminal: the draft/freeboard, trim and weight of the barge you're moving, the combined handling characteristics of both the barge and the tug, wind direction and velocity, current direction and strength, proximity of other berths and whether they are occupied or empty. If they're occupied, what size is the vessel or vessels? Other variables include dock configuration, including the types and locations of the mooring fittings, and water depths at and surrounding the berth. Is it a T-dock, finger pier or face dock? What kind of fendering? Are line handlers required or, if not, are they available? If they're not available, is the dockman capable of safely taking or letting go your lines in the predicted conditions? That's before you even consider the assist boat itself. What is its size, hull type, horsepower, clutch-delay, maneuverability, is it conventional or tractor, and what's the operator's skill and experience level? All of the aforementioned are relevant and necessary considerations, and some of this information will not be available to you. Yes, it's a lot to think about, but you must do this if you want to come and go quietly and without incident. *(Workboat.com)*

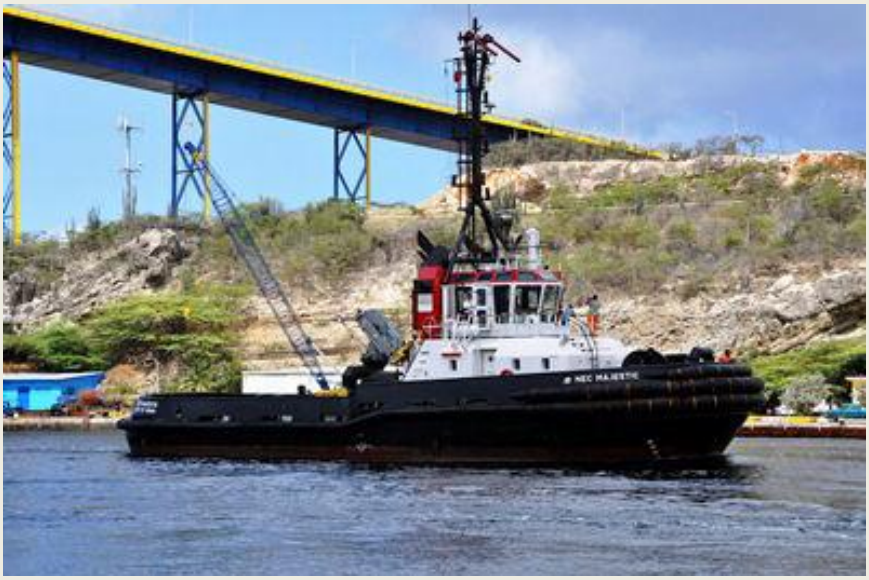
EASTERN SHIPBUILDING GROUP, INC. DELIVERS THE ESCORT TUG OCEANUS TO SUDERMAN & YOUNG TOWING

Eastern Shipbuilding Group, Inc. is pleased to announce the delivery of the Escort Tug **Oceanus**



(Hull# 240) on July 29, 2016. The **Oceanus** is the third in series of four (4) identical Robert Allan, LTD. (RAL) designed Z-Tech 2400 Class Terminal & Escort Tugs currently under construction for Suderman & Young Towing Company at Eastern's Nelson Street facility. The **Triton** (Hull #235) and the **Neptune** (Hull #237), the first and second vessels of the series, have already been delivered. Eastern is also constructing four (4) tugs for BayHouston Towing Co. G&H Towing Company is the Owners' onsite representative and agent during the engineering, construction and delivery for both companies Suderman & Young and Bay Houston. G&H Towing Company will operate the vessels for the Owners after delivery. Robert Allan, LTD (RAL) of Vancouver, B.C. has provided the Z-Tech 2400 Class Terminal & Escort Tugs design and Eastern has provided detailed engineering. G&H Towing's fleet currently consists of eight "Z-Tech" tugs in operation. This "Z-Tech" incorporates the latest technology for escort service and ship assist. The **Oceanus** Z-Tech 2400 features the following characteristics: ESG Hull #: H240, 3rd Vessel in the Series of (4); Dimensions (Overall): 80'-0"x 38'-3"x 15'-9"; Total Horsepower: 5,150 HP @ 1,600 RPM; Main Engines: (2) Caterpillar 3516C (B rating) Tier 3 marine propulsion diesel engines; Main Propulsion: (2) Schottel Model SRP 1215FP in Nozzles Z-Drives; Main Generators: (2) John Deere 4045AFM85 Tier 3, 99kW 480V @ 1800 RPM marine diesel generator sets; Hawser Winch: (1) Markey Machinery Fairleader 50HP Electric Hawser Winch, Model DEPCF-48S, 36" wide Drum Mid-drum brake holding capacity 300,000 lbs; Classification: ABS A1, Towing Vessel, AMS and Escort Service ABS Loadline (SoC), Statement of Compliance; Flag: United States of America. *(Press Release)*

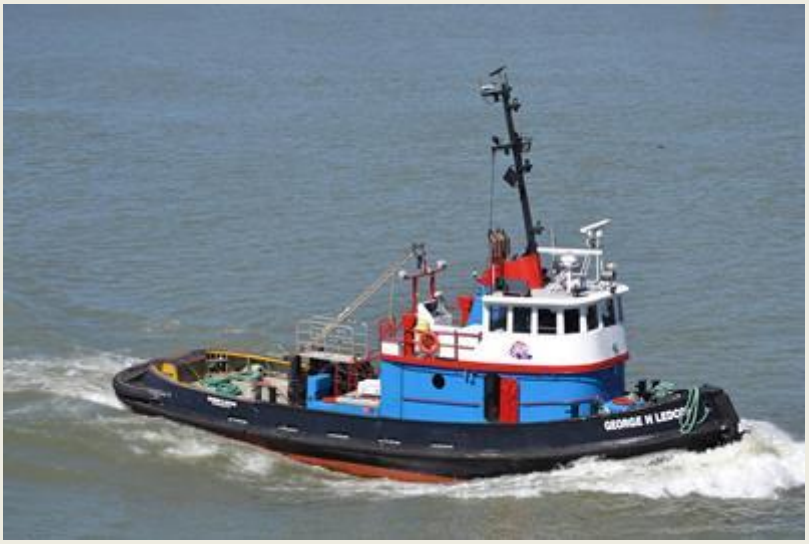
NEC MAJESTIC FOR DRY DOCKING AT CDM



Last week was seen the arrival of the 2004 built Trinidad and Tabago registered with call sign 9YFY tug **NEC Majestic** (Imo 9295828) with destination the Curacao Droogdok Maatshappij. The hull of the Damen design ASD 3110 was built by PO SevMash Predpriyatiye – Severodvinsk; Russia under number 511723 and delivered to Coulorerd Financial Management Ltd., and managed by NEC - National Energy Corporation of Trinidad & Tobago Ltd. - Port of Spain. She

has a length of 30.82 mtrs a beam of 10.59 mtrs and a depth of 4.80 mtrs. The two Caterpillar 3516B-TA-HD/B engines develops an output of 3,450 kW (4,625 bhp). She has a free sailing speed of 13.5 knots and a bollard pull of 56.5 tons ahead. She is classed Lloyd's Register of Shipping. *(Photo: Kees Bustraan)*

STORM BREEZE RENAMED



It is reported that the 1965 built Ledcor tug **Storm Breeze** has been renamed **George H Ledcor** and seen her upbound on the north arm of the Fraser river on August 2016. The tug was built by Star Shipyard (Mercer's) Ltd - New Westminster, BC; Canada as the **Evco Breeze** and delivered to Ocean Cement Co. Ltd. – New Westminster. She was sold to Ledcor and renamed **Storm Breeze** and recently renamed **George H. Ledcor**. She has a length of 19.29 mtrs a beam of 6.22 mtrs and a depth of 2.99 mtrs. The Caterpillar engine has an output of 700 bhp. *(Photo: Robert Etchell)*

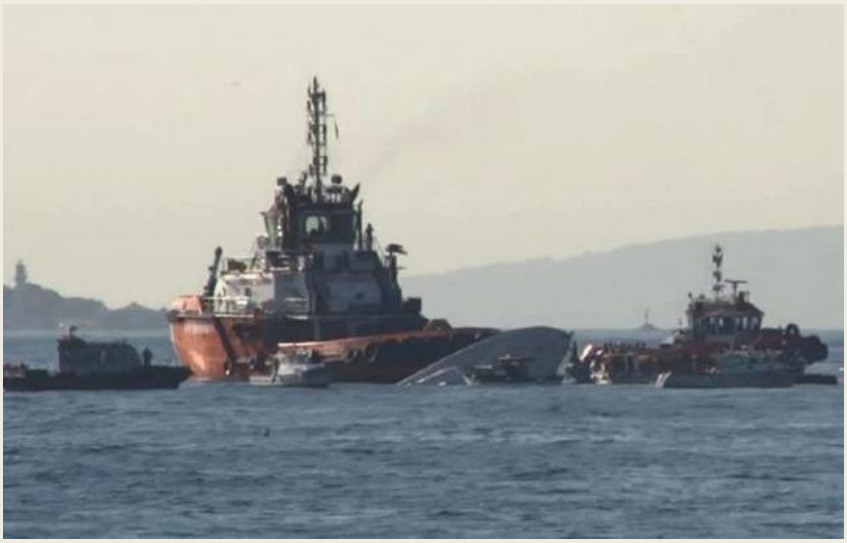
DETAILS WANTED ON TUG ATLANTICO

Some readers of the Tugs Towing & Offshore Newsletter are searching for details on the tug **Atlantico**. As they have found; she was built in 1922 in Germany by Schichau-Werke and commisioned by Yacimientos Petroliferos Fiscales – Buenos Aires. 291 brt., T 3 cil. 550 ipk. After 2007 the wreck was drained by Prefectura Naval Argentina

(Coast Guard). The company has two other tug the **Almirante Irizar** built in Germany in 1927 and the **Santa Lucia** built in 1928 under number 1139. See also HERE If you have details you can forward this to the TT&O – jvds@towingline.com *(Photo via: Jaap Bijl)*

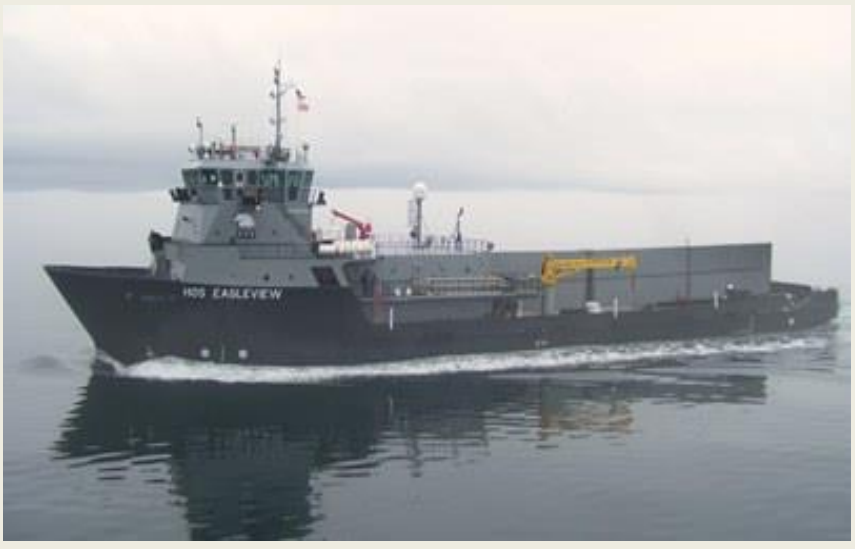
ACCIDENTS – SALVAGE NEWS

TOLUNAY COLLIDED WITH TURKISH COAST GUARD VESSEL



The 158 meter long bulk carrier **Tolunay** collided with the Turkish Coast Guard boat **SG-25** in the Bosphorus, Turkey. The **Tolunay** was headed to Odessa from Casablanca when it struck the **SG-25** causing it to capsize. Six of the seven crew members of the **SG-25** were later rescued, but one man remained missing. Three of the rescued sustained injuries and were taken to hospital. The **Tolunay** proceeded to the anchorage off Buyukdere while authorities conduct an investigation. *(Source: Shipwreck Log)*

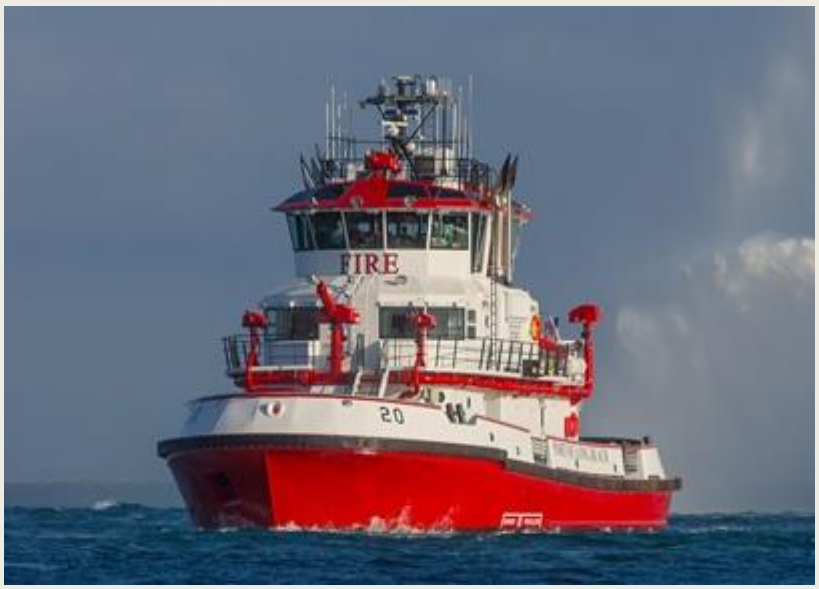
US BALLISTIC MISSILE SUBMARINE COLLIDES WITH SUPPORT BOAT IN PACIFIC OCEAN



The US Navy has confirmed that a ballistic missile submarine collided with a support vessel off the coast of Washington State in the Pacific Ocean. No casualties have been reported, while an investigation is currently underway. The collision of the USS **Louisiana** and the offshore support vessel took place in the Strait of Juan de Fuca, which separates Washington State from Victoria Island, Canada, on August 18. The incident was reported on the US Submarine Force Pacific's website a day later. An investigation is underway into why the submarine and the US Navy Offshore Support Vessel collided, while a damage assessment is being carried out. The two vessels have been taken back to their respective port. The US Navy Offshore Support Vessel returned safely to port at Port Angeles, Washington, and the USS **Louisiana** returned safely to homeport at Naval Base Kitsap Bangor, Washington. In July, one of Britain's newest Astute-class submarines suffered a

"glancing collision" with a merchant vessel. However the UK Royal Navy said the HMS **Ambush** suffered "absolutely no damage" in the incident, which occurred off the coast of Gibraltar. *(Source: RT Question More)*

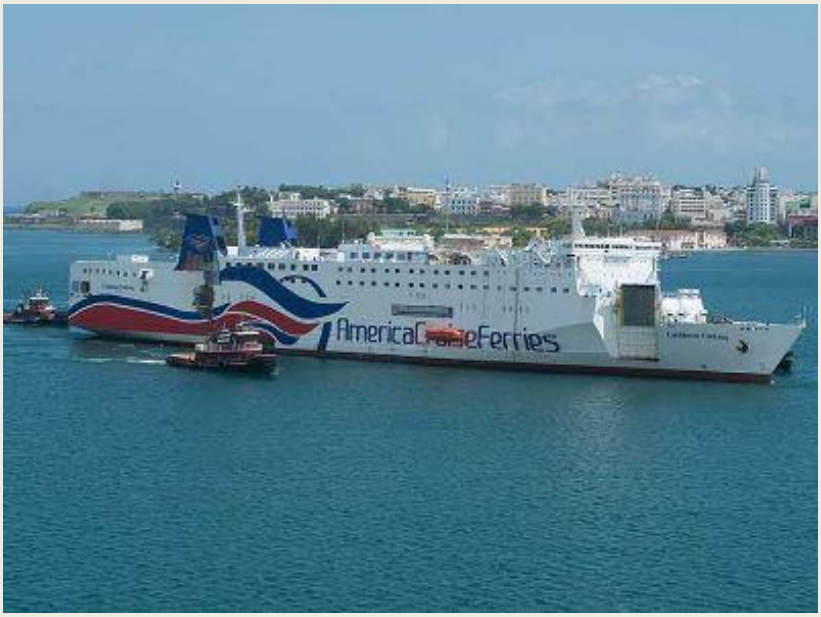
TOUGH TWINS: THE FIRST RANGER V-3300 ARRIVES AT THE PORT OF LONG BEACH



Robert Allan Ltd. has emerged as a global leader in designing high-performance response vessels of many types and in particular, large fireboats for major ports worldwide. In addition to their outwardly obvious role of fighting fires, these vessels also serve as incident command centers or as primary response vessels for any local emergency actions requiring water-based control. In the summer of 2011, Robert Allan Ltd. was awarded a contract to prepare plans and specifications for a pair of fireboats for the Port of Long Beach, California. Due to operational proximity, the Los Angeles fireboat **Warner L. Lawrence** (a 2001 Robert Allan Ltd. design) heavily influenced the owner's requirements. The first RAnger V-3300 fireboat **Protector** went into service in June of 2016 with the second vessel Vigilance expected in mid-2017. These new fireboats feature Voith cycloidal drives in a tractor configuration, giving the vessels exceptional manoeuvrability and the ability to fight fires in any orientation. High speed was not a priority for this project; low wake and good seakeeping were deemed to be of greater importance. During the design phase, Robert Allan Ltd.'s in-house CFD capabilities optimised the hull form, ensuring the vessel meet two important criteria: minimum wake when traveling both ahead and astern at 8 knots and good heavy weather seakeeping ability. The total aggregate pumping capacity of each vessel is 41,000 gpm, with the single largest monitor capable of delivering 12,000 gpm a distance of almost 600 feet. The vessels are also capable of providing over 30,000 gpm of water shore-side through 4" hoses to support land-based firefighting operations. The new fireboats are equipped with CBRN capacities, comprised of a citadel enclosure, specialized HVAC filters, a decontamination shower, and chemical detectors. The vessels also include a Command Information

Center that enables them to perform on-scene command duties and communicate with other agencies. *(Press Release Robert Allan)*

CARIBBEAN FANTASY TOWED INTO SAN JUAN HARBOR



The cruise ferry **Caribbean Fantasy** was moored safely Saturday at Pier 15 in San Juan Harbor. Salvage and firefighting teams boarded the vessel Friday to assess the status of the fire, assess damage to the vessel and determine the stability of the vessel. They located the remains of two missing pets near the disembarkation area. They had been left on board when 511 people were evacuated from the ship following a fire Wednesday, Aug. 17, 2016. When the salvage and firefighting teams boarded the vessel, the fire was still active but was contained inside the engine room and said to be in the decay stage. Teams accessed the majority of the vessel but were not able to clear the engine room, the generator room or the steering gear. The vessel was refloated around 10 p.m. Friday and a tow line was established around 2 a.m. Saturday by tug boats. Dive teams inspected the vessel's hull around 8 a.m. Saturday and reported no significant damage. Ardent, the responding salvage company, finalized a vessel salvage and towing plan that was approved by the Coast Guard and the vessel was subsequently towed into San Juan Harbor. The Unified Command is developing an assessment and disposal plan for potential hazardous and non-hazardous waste. The Coast Guard has established a 100-yard safety zone around the vessel. There have been no reports of sheening or pollution near the vessel at this time. The vessel is being closely monitored and 2,500 feet of boom has been deployed around the vessel as a precautionary measure against potential discharge from the vessel. The Unified Command has implemented an air monitoring plan in the vicinity of the vessel and Pier 15 to ensure the safety of responders and the local community. The **Caribbean Fantasy** Response Unified Command consists of the Coast Guard, the Puerto Rico Environmental Quality Board, the Puerto Rico Department of Natural and Environmental Resources and Baja Ferries (owner of the Caribbean Fantasy). Also assisting the response efforts are American Cruise Ferries, Ardent, the U.S. Fish and Wildlife Service, the Department of Planning and Natural Resources, the Environmental Protection Agency, the National Response Corporation, the National Oceanic and Atmospheric Administration, O'Brien's Response Management, the Puerto Rico Emergency Management Agency and the Puerto Rico Fire Department. A joint marine casualty investigation with the Coast Guard, the National Transportation Safety Board, RINA Services and the flag state, Panama, is underway. The 1989-built Panamanian-flagged vessel has a less than sparkling inspection record. According to the Equasis data base, which categorizes the ship as a Passenger/Ro-Ro Cargo Ship, 10.53% of the vessels inspections in the past 36 months have led to detentions. A U.S. Coast Guard inspection in San Juan earlier this month found four deficiencies related to fire safety measures and one related to the propulsion and auxiliary machinery. None was severe enough to warrant detention of the vessel. The most recent

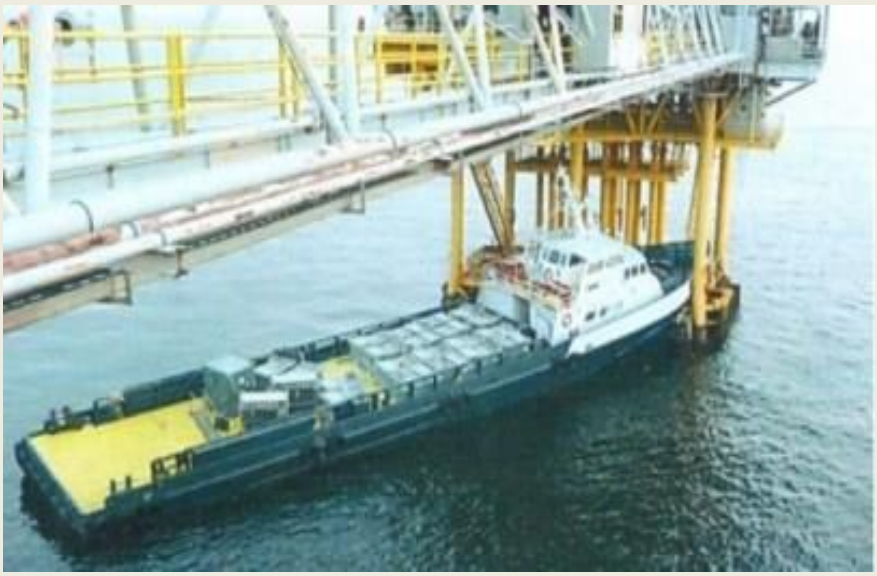
detention recorded in the Equasis data base was in Gibraltar in July this year and was for six days and related to deficiencies related to the auxiliary engines. In October of last year, the vessel was detained in San Juan for three days by the U.S. Coast Guard for three deficiencies related: fire safety measures (international shore connection); crew certificates (certificates of competency) and ship's certificates and documents (safety manning document). Watch the video HERE *(Source: MarineLog)*

RIG GROUNDED ON LEWIS BEACH TOWED AWAY BY TWO TUGS

Transocean Winner, the rig that grounded on a west Lewis beach two weeks ago, has begun to be towed round the island by two tugs. The 17,000-tonne structure was refloated on a high tide at 22:04 on Monday. The tugs **Union Bear** and **Union Princess** are towing the rig to the east side of Lewis. The journey to Broad Bay covers about 54 miles (87km) and was expected to take more than a day to complete. Hugh Shaw, the Secretary of State's Representative for Maritime Salvage and Intervention, who is overseeing the salvage operation, said the passage to Broad Bay was slower than anticipated. He told BBC Radio's Good Morning Scotland programme it could be the early hours of Wednesday morning before the rig reached the bay, where the structure would be secured to eight anchors. Mr Shaw said the phase of the salvage operation to move the rig from where it ran aground on a beach at Dalmore had been a "success". He said a "fantastic job" was done by personnel on board the tugs and **Transocean Winner**. The beach at Dalmore, near Carloway, remains off limits to the public until checks have been made for debris and other pollution. Mr Shaw said there were no pollution concerns at this stage and a sheen of oil detected on the surface of the sea in the initial stages of the tow had been found to amount to a litre of oil. Tonnes of diesel oil have been removed from the rig's fuel tanks. However, thousands of gallons of the fuel was lost from two tanks during the grounding of the rig. Mr Shaw said monitoring for pollution was ongoing, adding: "An aircraft from the Maritime and Coastguard Agency will overfly the bay where it was last night and then overfly the tow itself." **Transocean Winner** could

remain in Broad Bay until the middle of September while divers check for damage, and the rig's owners, Transocean, make a decision on what to do with the rig. At first the movement was too gentle to be visible from the shore, but then came confirmation from the salvage tugs it was underway. There was applause from the 75 or so local people and visitors who had gathered to watch the **Transocean Winner** go. The semi submersible rig had been aground on rocks at Dalmore's idyllic beach on the west coast of the island of Lewis for the past two weeks. It will take 20 hours or so to get it round to a bay where it can be securely anchored and its condition properly assessed. So this is the end of this part of the story, but there are questions still to be answered about how and why it went aground in the first place. It was being towed from Norway to Malta, from where it was to be later moved to a yard in Turkey to be broken up. Mr Shaw said options open to Transocean included resuming that tow or, if the rig was found to be too badly damaged, loading it on to a semi submersible ship and moving it that way. He acknowledged that there were yards on the Western Isles and Scotland's west coast that could potentially handle the scrapping of the rig, but he said it was for Transocean to make a decision on where the rig ended up. *(Source: BBC)*

USCG WARNS HOW TO AVOID AUTO-PILOT INDUCED CASUALTIES



USCG has issued a safety alert to address the safe navigation of vessels with auto-pilot engaged. Auto-pilot systems can reduce the monotony of steering by freeing up the helmsman to step away from the helm in order to perform other minor pilot house tasks and gain different navigational viewpoints. There are also disadvantages that have the potential to lead to negligent navigational practices. Over-reliance on these systems can allow an operator to get too engrossed in performing other work on the bridge and, in some extreme cases, can lead to watchstanders leaving the bridge for extended periods of time. This inattentiveness to the vessel's navigation has led to marine casualties. In the recent past there have been numerous instances in the Gulf of Mexico where a crew boat or supply vessel and other commercial craft allided with oil rigs or structures or collided with other vessels, causing significant injuries, property damage, platform fires, and oil or gas well shut-ins. These casualties often result in serious injuries and have the potential for multiple fatalities and serious environmental damage. In the "Oil Patch" it is standard practice to engage auto-pilot systems while transiting to and from job sites both in open and in restricted waters (e.g., platform fields), often regardless of visibility. Auto-pilot induced casualties are not limited to commercial oil field vessels and casualties have occurred on other vessel types that are equipped with auto-pilot systems. It should come as no surprise that when an inattentive operator meets with extreme circumstances, he or she usually has no time to take corrective actions. Also, in some past incidents, when there was time to take corrective action, the operator's lack of system knowledge hindered the need to rapidly change over from auto-pilot to manual steerage mode. Specific regulations govern the use of auto-pilots, and these regulations can be found

throughout 46 Code of Federal Regulations, with specific applicability within the respective subchapters. (46 CFR 35.20-45, 46 CFR 97.16, 46 CFR 122.360, 46 CFR 131.960, and 46 CFR 185.360) The general regulation found in 46 Code of Federal Regulations. *(Source: Safety4Sea)*

PUSHER TUG AND BARGE CAPSIZED FISHING BOAT IN VOLGA RIVER

Convoy of pusher tug **RT-2075** and cargo barge collided with fishing rubber boat and grounded on Volga River near the village Vasilyevo in Tatarstan. The convoy left the fairway, causing hard grounding of the barge into a mud shallow. The captain of the tug unlinked the barge and headed to floating cranes, but meanwhile collided and capsized fishing rubber boat with two people on board. The fishermen fell into the water, but were rescued by nearby boats without serious injuries. The accident was reported to the local authorities and at the scene of the accident arrived police and border guard. There is no report about water pollution and breaches from the tug and barge. The grounded barge did not suffered serious damages and breaches. The captain of the pusher tug was arrested after the policemen found high presence of alcohol in his blood, amounting to 2.2 ppm. The investigation for the root cause of the accident is under way. The pusher tug **RT-2075** and cargo barge were en route from Novocheboksarsk to Kazan, carrying 3,543 tons of sand-gravel mixture. The vessel is operated by LLC Volga Nerudnaya Company. *(Source: Maritime Herald)*

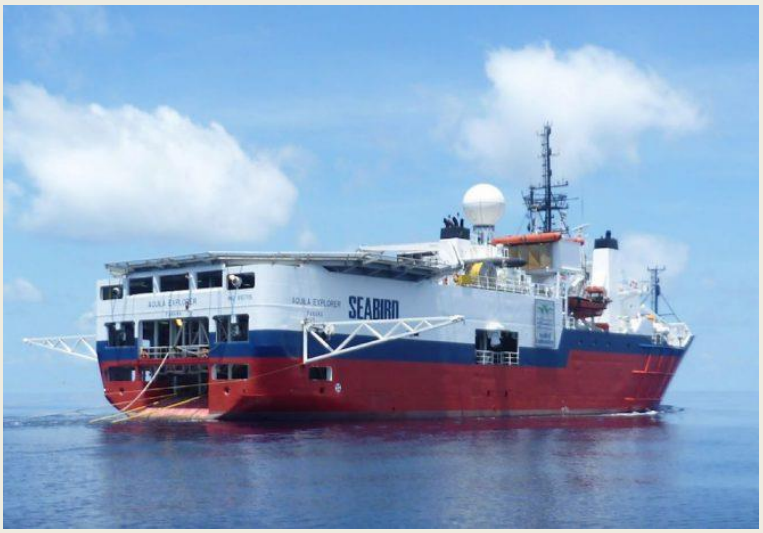
OFFSHORE NEWS

BANKS APPROVE SIEM OFFSHORE RESTRUCTURING PLAN

Siem Offshore, a Norwegian offshore vessel provider, has received approvals from banks for a

restructuring plan. The company said the new financial platform would position the company for the expected challenging market in the coming years. According to Siem Offshore, the approvals include a three-year extension of the final bullet payments of all mortgage debt due before December 31, 2019, deferral of instalments for the fleet of AHTS vessels for 2.5 years with a cash sweep mechanism, as well as easing of certain covenant requirements to the company's banks for the next three years. Payment of interest and installment on all bank debt except for debt related to AHTS vessels will continue as normal. The agreement is conditional on a restructuring of the Company's two public bonds, Sie. It is further agreed, Siem said, to establish a stand-alone AHTS vessel company, Siem AHTS Pool AS (SAP), where Siem Offshore Inc. through its subsidiary Siem Offshore Rederi AS has sold all its 8 AHTS vessels, and the pool partner Singa Star PTE LTD has sold 2 AHTS vessels to SAP. All vessels have in the past been operated in a pool agreement between Siem Offshore and Singa Star. Post the transaction, Siem Offshore and Singa Star will hold shares in SAP in proportion to the net value of the vessels transferred to SAP, representing a share for Siem Offshore of 78.16% and Singa Star of 21.84%. *(Source: Offshore Energy Today)*

SEABIRD RETURNS TO BLACK AS REVENUES INCREASE BY 14 PCT



SeaBird Exploration, a provider of marine seismic data to the oil and gas industry, returned to profit in the second quarter of 2016 despite weak seismic market while its revenues increased by 14 pct due to higher vessel utilization. The company on Friday reported a net income of $0.1 million for 2Q 2016, compared to a net loss of $16.8 million in the same period in 2015. Revenues were $22.2 million in 2Q 2016, an increase of 14% compared to 2Q 2015 and revenues of $19.6 million. The increased revenues are primarily due to higher fleet utilization. The cost of sales was $12.9 million in Q2 2016, compared to $20 million in the prior-year quarter. The decrease is predominantly due to fewer vessels in operation, lower operating expenses and non-recurring restructuring charges for onerous long-term lease contracts taken in 2Q 2015. The company stated that the second quarter of 2016 was challenging with weak seismic market demand and that the timing of a sustained market recovery is still highly uncertain. Vessel utilization for the second quarter of 2016 was 82%, with the

fleet employed on the TGS Gigante survey in Mexico and two projects in North West Europe, down from 90.3% in the first quarter. Utilization is expected to be reduced in the second half of the year as several vessels are completing their contracts with no immediate new employment secured. The company had two vessels stacked during the quarter, the Munin Explorer and Voyager Explorer. During the quarter, SeaBird made the decision to redeliver the Voyager Explorer to its owners following the completion of its bareboat charter in August 2016. *Exploration spending to 'remain depressed'* SeaBird noted that, during the quarter, global seismic demand continued to be weak. Providing an outlook for the upcoming period, the company said that the oil industry exploration spending is anticipated to remain depressed for the foreseeable future and this is likely to continue to negatively impact seismic activity. The current market uncertainty makes it difficult to predict the level of contract coverage that is possible to obtain beyond the company's firm backlog. Consequently, the company said it is reviewing its fleet capacity and other measures to further reduce its operating cost level. SeaBird said that this may include stacking of additional vessels and further fleet reduction. *(Source: Offshore Energy Today)*

MEERCAT SELLS THIRD WORKBOAT TO DAWNFRESH

MEERCAT Workboats said it has sold a third workboat to Scottish aquaculture firm Dawnfresh. MC26, named Venetia, is an aquaculture specific workboat which will be delivered to Scotland in late August. Venetia is a 15m x 6m monohull workboat designed and principally engineered for aquaculture. The vessel is built to U.K. MCA workboat code of practice CAT 3. She displaces 44T and has a deck loading of 10Tm2. The vessel is powered by two Doosan L136 Ti 460Hp engines with a Beta-Marine 21kVA 50Hz generator. Her deck cargo capacity is 20T. The deck crane is a HEILA HLRM 25/4S (1600kg at 12.62m) and the deck winch a North Sea CW50 5 tonne tugger winch. "We've worked hard to market Meercat workboats in both Scotland and to the aquaculture sector," said Jamie Lewis, Meercat's Managing Director. "The fact that Dawnfresh are now on their third boat is both positive testament to the product and also the industrial application. Meercats are perfect for aquaculture." Meercat Workboats – based in Hampshire, U.K. – attended Aquaculture 2016 in Aviemore in Scotland. It is the U.K.'s biggest trade show and conference for the fish and shellfish farming industry. Jim Hepburn, the Chief Financial

Officer of Dawnfresh, said, "Working with Meercat is always a pleasure and we're extremely grateful for the innovative financial solution we sought to achieve an August delivery." Dawnfresh – based in Uddingston, Lanarkshire, is a U.K. producer of fish and seafood with a number of faring sites and specialized production facilities. The new vessel will be one of the last workboats to be built at the Meercat's current premises prior to the business's move to Hythe, at the top of Southampton Water in Hampshire. "We've been searching for a new home for 18 months and it's fantastic that we've found a superb landlord in Oceanic Estates and ideal new premises," Lewis said. "The footprint really is perfect, and we need it to deliver on our FY17 business plan and our current developing pipeline." *(Source: MarineLink)*

SINGAPORE GOVERNMENT TIPPED TO AID STRUGGLING OFFSHORE SECTOR

The Singapore government may step in to save some of its struggling offshore firms, global auditing firm EY has told Bloomberg. The city-state is still struggling with the news that oilfield services firm Swiber Holdings filed for judicial management three weeks ago, something that has spooked investors and banks alike. "It's possible that off-budget measures may be introduced, as the government has done previously, to help these businesses tide over the slowdown should economic conditions worsen," Chia Seng Chye, a tax partner at EY in Singapore, told the financial newswire. A recent report from UBS shows that some 28% of the S$18bn in corporate bonds due over the next 18 months are from industries facing structural headwinds. "In the absence of further bank support, refinancing this debt may prove difficult, potentially leading to more defaults over the next year," analysts Devinda Paranathanthri and Clarissa Lee wrote. "The bond market is currently not open to issuers from troubled sectors such as oil and gas, industrials, transportation, and metals and mining." Commenting on the news, Andre Wheeler, Splash's lead offshore opinion writer, said: "It looks like they will follow the same path as South Korea. I wonder if there will be same outcry from the market." The South Korean government's decision to pour billions of dollars into its ailing shipyards and shipping lines has drawn enormous flak this year from the general public and opposition political parties. *(Source: Splash24/7)*

WESTERN LINK CABLE LAYING OPS MOVE FORWARD

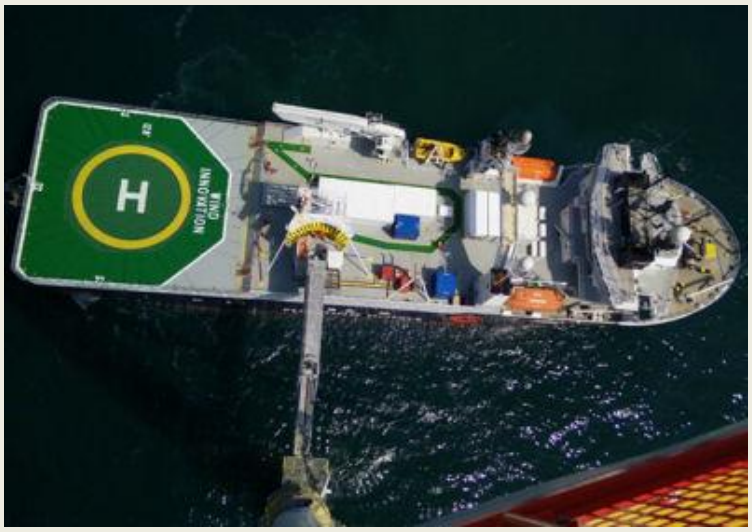
Cable laying vessel **Giulio Verne** and support vessel **Go Pegasus** are continuing with installation and survey work in the Irish Sea along the Western HVDC Link cable route, AWJ Marine informs. The Western Link Project consists of installing two 600 kV DC submarine cables in the Irish Sea from Ardneil (Scotland) to Wirral (England) for a total route length of about 387 km. The first campaign of about 117km has been now completed, together with the second campaign and the third campaign. *The first campaign* The 28km of cable that has been in wet storage to the south of the Isle

of Man since December 2015 has now been recovered, joined to the existing cable, and then laid and buried on the seabed. The cable lay vessel **Giulio Verne** and the support vessel **Go Pegasus** are planned to conduct post survey on the third campaign. Operations are expected to be completed by the end of August 2016. *The fourth campaign* Starting in the second half of September 2016, the vessels **Giulio Verne** and **Go Pegasus** are due to be carrying out fourth campaign of the cable installation, which will run parallel to the recently completed third campaign. This work will start between the Isle of Man and Northern Ireland and will terminate in the mouth of the Clyde. For the fourth Campaign (C6), the Western Link HVDC cable will be installed by using a laying and burial "in tandem" technique, in which the vessel **Giulio Verne** will surface lay the cable on the seabed, while a plough towed by its support vessel **Go Pegasus** will bury them at a short distance behind. *(Source: Subsea World News)*

WINDFARM NEWS - RENEWABLES

WIND INNOVATION JOINS VEJA MATE TEAM?

Dutch offshore shipping company, C-bed Floating Hotels, will send its DP2 Walk-2-Work vessel, Wind Innovation, on a new offshore wind project in the German part of the North Sea, scheduled to start early next year. According to C-bed, this vessel will be deployed during the installation phase of a 400MW offshore wind farm and will serve as a floating hotel and a base camp. The project will kick off in January 2017, and Wind Innovation is chartered under a 7-10 months contract. C-bed will assist in the full installation and commissioning phase of the wind farm's 67 offshore wind turbines. Wind Innovation was recently upgraded to accommodate an additional 15 passengers. The vessel now offers accommodation for a total 105 passengers in 80 cabins. Flemming Hjorth, Senior Sales Executive at C-bed, says: "We made a significant investment in connection with acquiring and



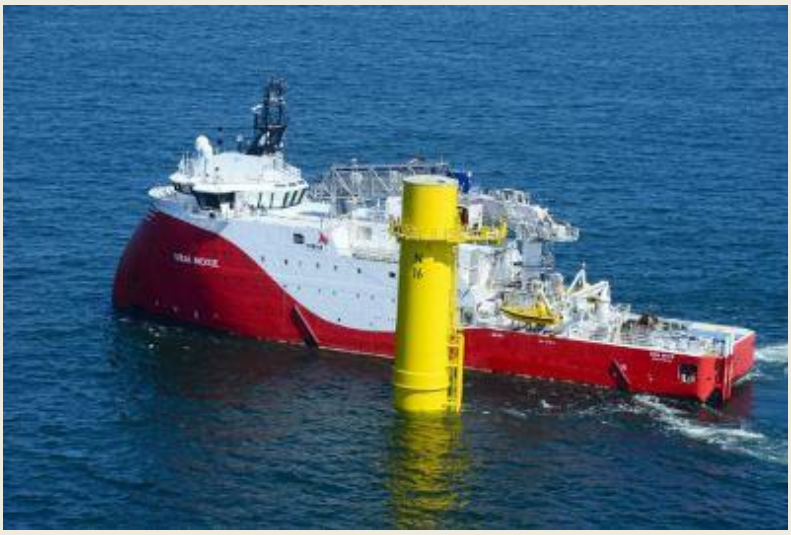
rebuilding Wind Innovation. Therefore, I am pleased to acknowledge a great interest in our vessel from offshore wind operators and to see that this tailor-made vessel makes a real difference for the offshore workers during the installation phase. We'll keep adding new features to Wind Innovation ensuring she remains state-of-the-art when it comes to offshore hotel and project solutions." C-bed did not disclose the name of the wind farm. However, the project's capacity, the number of turbines, and construction timeline suggests that Wind Innovation will be working on the Veja Mate project located 95 km northwest from the island of Borkum. This EUR 1.9 billion offshore wind farm will feature 67 Siemens 6MW wind turbines and is expected to be fully operational by the end of 2017. Wind Innovation is a former seismic survey vessel which was rebuilt to accommodate and transfer service personnel working on offshore wind farms. *(Source: Offshore Wind)*

VBMS IN ACTION AT SANDBANK

This summer, VBMS has completed cable installation and post-lay burial work at Vattenfall's 288MW Sandbank offshore wind farm in the German Bight. The company's scope of work included cable supply, CPS, installation, post lay burial, and termination & testing of 76 infield cables. VBMS deployed its multipurpose vessels **Ndurance** and **Ndeavor** in order to simultaneously perform cable installation and placement of messenger wires, cable burial, cable connection, and cable testing works. For the project, the company launched its in-house post-lay burial ROV 107-1100. When completed in 2017, the Sandbank offshore wind farm will comprise 72 Siemens 4MW wind turbines. The installation vessel **MPI Adventure** started installing the turbines at the site in July, and as of 18 August, 10 units had been assembled. The wind farm's offshore substation was installed in April. The 72 wind turbine foundations were put in place in mid-February 2016. Watch the videao HERE *(Source: Offshore Wind)*

JDR WRAPS UP NORDSEE ONE WORK

UK-based subsea power cable specialist JDR Cable Systems has completed its scope of works at the



332MW Nordsee One offshore wind farm in the German part of the North Sea earlier than planned. JDR was contracted by Siem Offshore Contractors GmBH to design and manufacture inter-array cables for Nordsee One in August 2014. According to the contract, the company was tasked with providing a complete package comprising over 70 kilometres of a new aluminium core inter-array cable, cable accessories and post-delivery offshore pre-commissioning services. Siem deployed the installation support vessel **Siem Moxie** and the cable lay vessel **Siem Aimery** to install the 59 inter-array cables at the site in June. The two vessels were expected to complete the installation works by the end of August and ahead of schedule. The Nordsee One offshore wind farm will have 54 wind turbines set in water depths of up to 34 metres. The development will utilise two JDR designed inter-array cables to collect the power generated: a 240mm2 aluminium conductor cable and an 800mm2 aluminium conductor cable. Both cables are XLPE insulated and type tested to IEC 605502-2 and CIGRE standards. The cables were designed by JDR's in-house design team and manufactured at JDR's Hartlepool facility. Nordsee One is owned by Northland Power Inc. (85%) and RWE International SE (15%). The wind farm is located approximately 40 kilometres north of the island of Juist. The commissioning is scheduled for 2017. *(Source: Offshore Wind)*

FUGRO GEARING UP FOR UXO HUNT AT BEATRICE

Fugro is getting ready to carry out a survey for unexploded ordnance (UXO) across the development zone of the 588MW Beatrice offshore wind farm located in the Outer Moray Firth off the east coast of Scotland. Fugro will deploy three survey vessels, Fugro Helmert, Fugro Frontier, and Meridian to carry out the survey, Beatrice Offshore Windfarm Limited (BOWL), the developer of the wind farm, announced in a notice to mariners. The UXO survey is expected to start during an appropriate weather window following 1 September and will continue over a planned minimum period of 8 weeks, weather permitting. The three vessels may not commence their activities at the same time but will likely operate simultaneously at times on the site over the survey duration. The vessels are

planned to operate from Wick and Inverness. The purpose of this survey is to carry out an investigation and removal of UXO ahead of the construction works at the site, including full high resolution UXO survey at the locations of all proposed wind turbine generator (WTG) and offshore transformer modules (OTMs), jack-up stand-off locations and along the inter array cable corridors in order to confirm that each site is free from potential UXO or other items that may pose a hazard to installation operations. The routes of the inter array cables may subsequently be altered, where possible, to avoid the UXO, or the UXO will be removed if no alternate route is available. Beatrice will comprise 84 7MW Siemens turbines scheduled for full commissioning in 2019. Offshore construction works are expected to start in 2017. Beatrice Offshore Windfarm Limited is a partnership formed between SSE, SDIC Power and Copenhagen Infrastructure Partners. *(Source: Offshore Wind)*

DREDGING NEWS

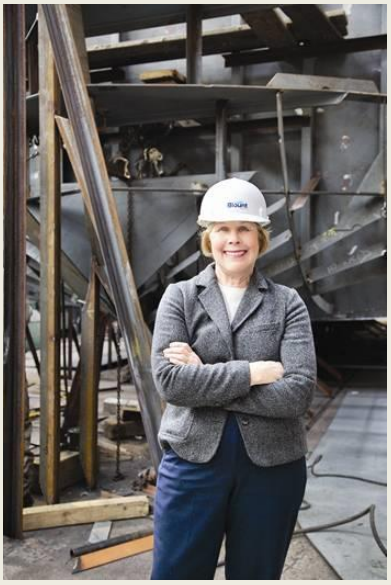
DAMEN SHIPREPAIR VLISSINGEN GETS TWO VAN OORD SPLIT HOPPER BARGES READY FOR WORK

Damen Shiprepair Vlissingen recently completed a broad scope of maintenance and repair works on the Van Oord-owned Split Hopper Barges **Jan Blanken** and **Jan Leeghwater**. The vessels, both with 2,853 m3 hopper capacity, left the yard on schedule just 10 days after arrival. Damen Shiprepair Vlissingen Project Manager Ron Brusket sums up the projects neatly, saying: "There were no major repairs to be carried out; it was rather a case of completing quite a lot of relatively small jobs to get them both ready for action again." For example, all the ships' systems needed to be checked and bought back up to speed where necessary. Minor steel works and touch-up painting were also required on both vessels. "We also renewed numerous sections of the hopper seals and removed the existing wooden main deck coaming." Damen Shiprepair Vlissingen handled the two sister vessels in its floating dock which, with its 229-metre length and 23,000-tonne lifting capacity, was more than able to accommodate the

pair. The yard's floating dock complements the rest of its facilities, including a 175-metre dry dock, a 215-metre covered drydock and three lay-by berths. The Damen team completed all the works within a 10-day period; allowing Van Oord to continue with their own planning on schedule. "We have a developed a good relationship with Van Oord over the years – one that is based on strong cooperation," notes Mr Brusket. "We look forward to working with their team again in the future." *(Press Release)*

YARD NEWS

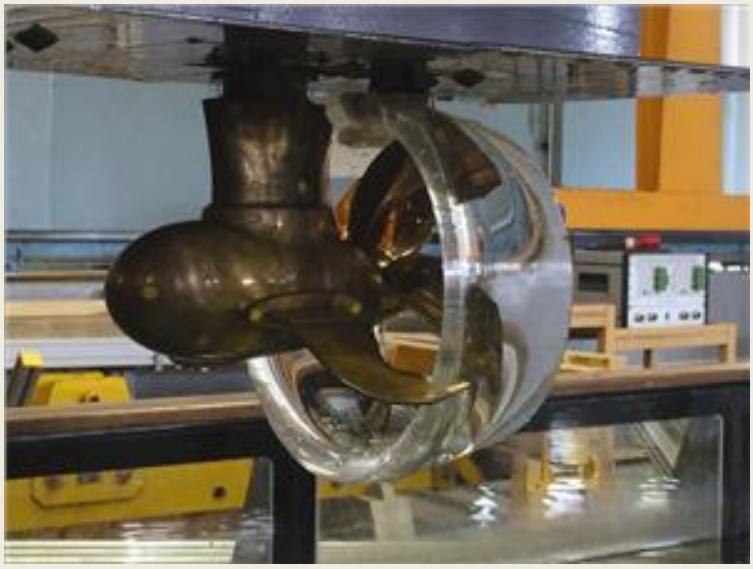
BLOUNT BOATS, INC.



The Company: Over time, the Blount shipyard has built more than 365 vessels. Today, Blount Boats' clients include Fire Island Ferries, Casco Bay Island Transit District, Puerto Rico and Municipal Islands Maritime Authority, Spirit Cruises, Circle Line Statue of Liberty (Hornblower), South Ferry on Shelter Island, Long Island, and the Kwajalein Army Base on the Marshall Islands. *The Case:* Blount has been building high quality, innovative shallow draft designs for 66 years. Blount's designs have created new industries such as dinner boats and mini-cruise vessels and also improved efficiency in the fishing and oil and gas industry. In April of this year, Blount Boats delivered the **Atlantic Pioneer**, America's first U.S.-flagged Crew Transfer Vessel (CTV) for Atlantic Wind Transfers. It began service for Deep Water Wind Block Island at the end of May. The 21-meter aluminum vessel was designed by South Boats IOW (Isle of Wight), who has designed and built approximately 81 crew transfer vessels for the European Offshore Wind Sector servicing wind farms throughout Europe. In 2011 Blount Boats signed an exclusive licensing agreement with South Boats covering the U.S. offshore wind industry. The South Boats' 21m is a twin hulled, all aluminum catamaran, dual certified to USCG Subchapter T (Small Passenger) to carry up to 47 passengers and subchapter L (Offshore Supply Vessel) to carry up to 16 offshore workers. Over the past three years, Blount has delivered 30 vessels, including a series of 16-meter aluminum crew boats, built under license with Damen. *(As published in the August 2016 MN100 edition of Marine News)*

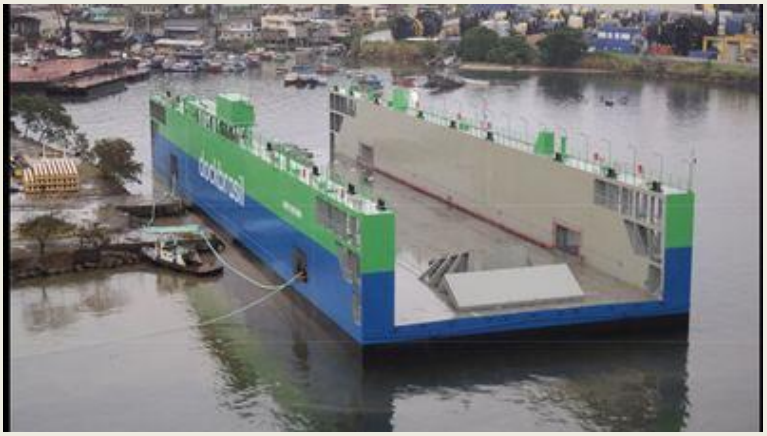
SCHOTTEL GMBH

The Company: The Schottel Group is one of the world's leading manufacturers of propulsion and



steering systems for ships and offshore applications. Founded in 1921, the company develops and manufactures azimuth propulsion and maneuvering systems, complete propulsion systems with power ratings of up to 30 MW and steering systems for vessels of all types. *The Case:* Since the 1950's, Schottel has propelled inland vessels with Z-drives and individually fitted thruster concepts. The firm's expertise is well represented by strong pushboats in Brazil, river cruise vessels in Europe and at home on U.S. inland rivers. Schottel now offers even more robust Rudderpropellers thanks to optimized coating processes. The result is maximum corrosion protection due to optimized resistance to abrasion and greater adhesive force in combination with thicker coats of paint. The environment benefits because paints contain lower quantities of volatile organic compounds and are harmless to aquatic organisms. The smooth surface inhibits adhesion of marine organisms, thereby contributing to improved durability and efficiency. If requested, a self-polishing, antifouling final coat can be applied. *(As published in the August 2016 MN100 edition of Marine News)*

DOCKBRASIL SHIPYARD AND FLOATING DOCK LAUNCH



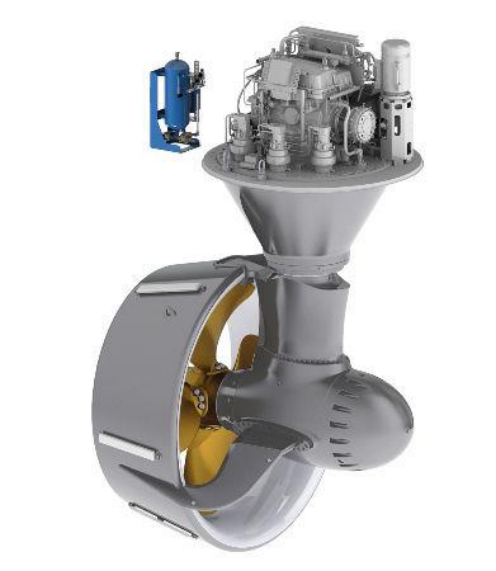
DOCK BRASIL Engenharia e Serviços S.A. a new repair shipyard in Rio de Janeiro, Brazil received in July / 2016, its first floating dock constructed at ZEMAR shipyard in Navegantes, Santa Catarina. The floating dock was named **COMANDANTE CRISTÓVÃO** in tribute to one of the shareholder father, an important Pilot at Rio de Janeiro port. The floating dock was designed by PROJEMAR and built to LLOYD´S REGISTER Class. She can dock vessels up to 5.000 ton, and its main characteristics are: LOA = 100 m; Breadth = 30,0 m and maximum vessel docking draft of 6,0 m. The Floating Dock **Comandante Cristóvão** was also designed to work as a load-in/out platform and can transfer weights up to 3.000 tons. With enhanced ballast pumps capacity, the load in/out operations will take at maximum 30 minutes, considering the biggest possible vessel size and weight. DOCK BRASIL will start docking operations in August and its target client vessels are: PSV and AHTS. First docking operation will be the PSV – C – OURO, owned by CAMORIM. *(Press Release)*

GIBDOCK CLOCKS RECORD SUMMER FOR OFFSHORE BUSINESS

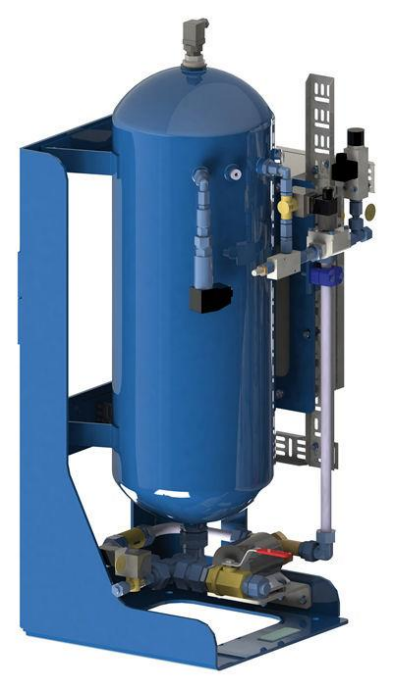
Simultaneous attention to four offshore support vessels at Gibdock demonstrates that the Gibraltar

yard is now a regional hub for this specialized repair, maintenance and renewal work, operating as a base for mobilisation and de-mobilisation projects. Gibdock achieved its busiest month this year in the offshore market in June 2016, pressing home its strategic location and reputation for high quality, on-time redelivery, at a time when it is updating a series of management, safety and environment accreditations. Four offshore vessels were at Gibdock at the same time, highlighting its status as the 'go to' regional hub for OSV, seismic survey ship, dive support vessel, anchor handling tug supply ship, pipe layer and construction support vessel work, says Managing Director Richard Beards. "We are now attracting offshore vessels operating worldwide, but our advantageous location enables us to be particularly competitive for assets being mobilised, or demobilised in the Mediterranean and West Africa areas," he says. The 127m long, 10,979grt CSV left the yard on June 29th following a 21-day stay in Dock 1. Work included the removal and overhaul of the complete propulsion system, and port and starboard gearboxes, plus routine five-year survey work. **Normand Cutter**. The biggest offshore vessel project undertaken by Gibdock so far this year involved Solstad Shipping's. Norway-based Solstad is now a regular Gibdock customer. Conrad Melhus, Solstad Shipping's technical manager, says: "We chose Gibdock because of the good relationship we have with them, their reliability, and their good 'hands on' management with short reporting lines. They are also centrally positioned, with easy access by road from the main spare parts hubs in Europe." Also in the yard in June were: Atlantic Offshore's 1,200 dwt, 1975-built AHTS **Ocean Sky**, for repair and maintenance in Dock 3, the 2011-built, 5,640dwt DSV **Harkand Da Vinci** in Dock 1; and Farstad's 2009-built, multi-functional 121.5m subsea support vessel **Far Samson**, for afloat repairs. Mr Beards says that Gibdock's recent investment in Pad 1, a specialized prefabrication area alongside Dock 1, has been especially beneficial for more offshore projects, allowing the yard to take on more complex projects. "In line with our offshore successes, we are continually improving our QHSE, at a time when owners are watching every last dollar and some shipyards may be tempted to seek work based on aggressive pricing alone. We know that safety and the environment in particular are key concerns for offshore owners and operators," Gibdock is transitioning from ISO 9001:2008 to ISO 9001:2015 quality and from ISO 14001:2004 to ISO 14001:2015 environmental standard accreditation. *(Press Release)*

NOW CERTIFIED: SCHOTTEL LEACON SEALING SYSTEM ENVIRONMENTALLY FRIENDLY ALTERNATIVE TO BIOBASED GEAR OILS



Following a technical update the SCHOTTEL LEACON system has now been certified by the independent classification society DNV-GL as a leak-free sealing system for the oil-to-sea interface. This optimized version has already been integrated in the ongoing production. This means that SCHOTTEL drives with LEACON can still be operated in US waters without the need to use bio-oils in compliance with the current VGP from EPA. *DNV-GL certified system* SCHOTTEL LEACON is a service-proven system and has been used in its principal function since November 2009. Separate seals on the seawater side and on the gearbox side ensure that both seawater entering the system and gear oil escaping from the system are collected in an intermediate chamber (LEACON chamber).



This prevents water from entering the gearbox and, in particular, oil from escaping into the seawater. The connected negative pressure system causes the leaking fluid to enter a compact tank in the engine room automatically. In addition to leak-free sealing of the oil-to-sea interface, the LEACON system also enables monitoring of the state of the seals. The automation system registers the quantities of leaked fluids collected, thereby determining at all times the operating condition of the sealing system. Eventual damage to the seals can be detected early and maintenance work can be planned in good time. *Safe with mineral oil-based gear oil* Consequently, SCHOTTEL customers can still use tried-and-tested mineral oil-based gear oil in accordance with the current SCHOTTEL lube oil regulations. This saves costs and eliminates the need for the time-consuming lubricant maintenance associated with bio-oil. If requested by the customer and under certain conditions, the SCHOTTEL LEACON system can also be used in combination with bio-oil to ensure maximum environmental protection. *(Press Release)*

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Last week there have been new updates posted:

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

- Eastern Shipbuilding Group, Inc. delivers the Escort Tug OCEANUS to Suderman & Young Towing
- BAE Systems Delivers Tug to Seabulk Tankers
- 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

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