

## TUGS & TOWING NEWS

### SVITZER TEAM VISITED SANMAR SHIPYARDS



Members of Svitzer's management team carried out inspection visits to both of Sanmar's modern custom-built shipyards to check on the progress of existing orders and discuss further contracts that the global market leader in towage and emergency response already has with the Turkish shipbuilder. Chief technical officer,

Kristian Brauner, and head of group newbuilding, Esben H Grundvig, were advised by Sanmar Managing Director Cem Seven that it was business as usual at both yards. The Svitzer team signed a new order for two 24m long, 70 tonne bollard pull, Robert Allan Ltd, Ramparts 2400 SX design Bogacay Class ASD tugs. Both vessels are in-build at the Altinova facility to be delivered in October. A pair of 80 tonne bollard pull, 28m Sanmar Terminal ASDs (RAstar 2800E design) are also under construction for Svitzer at the same shipyard. These larger more powerful vessels are destined for the Ichthys LNG project, located about 220 kilometres offshore Western Australia. Ichthys represents the largest discovery of hydrocarbon liquids in Australia in 40 years. Svitzer's faith in the builder has already been confirmed by awarding the six tug "Silver Bullet" project, all of which will be constructed at Sanmar's Tuzla-based shipyard. These vessels are also of the Terminal class but with 70 tonne bollard pull. *(Press Release)*

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Global  
Ship Delivery

## ASD 3300AV TUGBOAT SUCCESSFULLY DELIVERED

On July 6th 2016, another 3300AV tugboat named “**DARYABANDAR 3**” (Imo: 9794343) was successfully delivered from Zhenjiang Shipyard (Group) Co., Ltd. . To owner and managers Blue Ocean Ship MGMT and Eng. Ltd. – Hongkong. Designed by Canada Robert Allan Ltd, the tugboat is 33.75m in length (MLD), 12.20m in width (MLD) and 5.40m in depth. The tug also boasts a positive towing force  $\geq 70t$ , 4.23m of draft, a



continuous 4000kw power rate of its main engine and 13 knots of its sailing speed, which, ensures itself can be operated in unrestricted area. The class notations of this tug is from ABS, namely ABS A1 TOWING VESSEL, ESCORT VESSEL,®AMS, UNRESTRICTED NAVIGATION, FIRE FIGHTING VESSEL CLASS 1. The tug is Tuvalu registered with call sign T2WN4 with a grt of 497 tons and a dwt of 298 tons. She is classed American Bureau of Shipping (Source: Zhenjiang Shipyard)

## ANOTHER 3300AV ASD TUGBOAT SUCCESSFULLY DELIVERED



On July 19th 2016, another 3300AV tugboat named “**DARYABANDAR 4**” (Imo: 9794355) was successfully delivered from Zhenjiang Shipyard (Group) Co., Ltd. To owner and managers Blue Ocean Ship MGMT and Eng. Ltd. – Hongkong. Designed by Canada Robert Allan Ltd, the tugboat is 33.75m in length (MLD), 12.20m in width (MLD) and 5.40m in depth. The tug also boasts a positive towing force  $\geq 70t$ , 4.23m of draft, a

continuous 4000kw power rate of its main engine and 13 knots of its sailing speed, which, ensures itself can be operated in unrestricted area. The class notations of this tug is from ABS, namely ABS A1 TOWING VESSEL, ESCORT VESSEL,®AMS, UNRESTRICTED NAVIGATION, FIRE FIGHTING VESSEL CLASS 1. The tug is Tuvalu registered with call sign T2WP4 with a grt of 497 tons and a dwt of 295 tons. She is classed American Bureau of Shipping (Source: Zhenjiang Shipyard)

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*ON MODERN TOWBOATS, TECHNOLOGY RULES WITH ROOM FOR TRADITION*



I was impressed with a lot of things during my recent visit to a Marquette Transportation Company towboat on the Upper Mississippi River north of St. Louis. Among the highlights of the press tour organized by the Waterways Council: The quality of the food prepared by senior cook Steve Stapleton. The cleanliness and upkeep of the Christopher Myskowski. The view from the wheelhouse of the Mississippi River and the imposing Melvin Price Locks and Dam. Watching Asian carp, spooked by engine noise, jump high out of the river and land on the deck of the Army Corps of Engineers service vessel that ferried us to the towboat. Pretty ugly fish. But what I liked most was the discussion with the captain and crew about how advances in technology have influenced their professional and personal lives onboard. Satellite TV provides them with the latest shows to watch during their downtime. Cellphones make it easy to call home or share river information with other towboats. GPS provides accurate location. AIS has replaced VHS radios, allowing vessels to put out their positions and know who is around them. The internet keeps them in touch with favorite websites, email, weather forecasts, news, and sports. Such innovations make the long separations from family and friends more palatable, and allow crewmembers to be more effective at work.

Beyond personal conveniences, perhaps the biggest development has occurred with navigation. Like everything else, navigation has gone electronic, and things are fast, accurate and in realtime – in turn making them easier and safer. At first, many mariners were skeptical, but today they will be the first to tell you how electronic navigation is one of the best tools out there. “You see this over here?”



Capt. Jeff Stoneking, 54, asked, gesturing toward a display screen in the wheelhouse. “It’s the best thing ever designed for the river, and it’s getting better every year. There’s never a time that you don’t know where you are. It’s the major piece of equipment up here.” Stoneking, who has some 30 years of experience on the river, was referring to his vessel’s electronic charting system designed by Rose Point, a Redmond, Wash.-based marine electronics software company, that is widely used on workboats. Paper charts, once the only way to navigate, are now relegated to backup status, stored in a drawer. The Coast Guard requires them to be kept onboard. It’s usually the younger mariners who are gung-ho about technology. But on the Christopher Myskowski, Geoff Westgerdes, the 27-year-old pilot with seven years experience, isn’t totally giving up his paper charts. Like Capt. Stoneking, Westgerdes has witnessed the transition to digital, but paper charts are still an important part of his onboard navigation routine. “I like them because I can take notes on them,” he said, showing me a notebook that he keeps of U.S. Army Corps of Engineers maps of the Upper Mississippi routes that his towboat follows, mostly from St. Louis to St. Paul, Minn. “I keep my notebook. I take notes on making turns, as reminders to myself, “ he said. “And I take the notebook to my room to study as a refresher. Just goes to show you that there are still some things that technology can’t replicate. *(Source: Workboat.com by Pamela Glass)*




## A SMALL ELEGANT GOLIATH PULLING BEAST



Today’s features Nakilat Svitzer Wijismuller’s ASD 2810 Mooring Tugboat. The Damen ASD Tug 2810 is proven in the industry. More than 170 of these compact, powerful tugs are working in ports worldwide. They are known by their captains for their quick acceleration and manoeuvrability and, according to Damen, can work in any climate, no matter how challenging. Designed for ship handling. These tugs have a spacious foredeck with plenty of working space, making it easier to handle the ropes from a large ship. The deck is obstacle free

and with a 1.1 m bulwark. The engine room has been designed for safe operation, optimal accessibility and easy maintenance but, most importantly, power which, equipped with a high efficiency 16 cylinders Caterpillar 3516C TA HD/C, this tug has in spades. *(Source: gCaptain)*

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## *P&O MARITIME SPREADS ITS WINGS*

New contracts will extend service reach. Dubai-based P&O Maritime, one of the leading operators of tugs and marine service vessels in the Middle East region, has signed two significant agreements recently that will extend the scale and scope of its activities. In July the DP World subsidiary entered into a memorandum of co-operation with Odesa Commercial Sea Port which sets



out P&O Maritime's intention to manage and invest in the Ukrainian port's assets, primarily its towing fleet. P&O Maritime plans to develop a model to improve the existing manoeuvring operations system in Odessa and to enhance the efficiency of its tug fleet by implementing best practices. In another overseas venture, P&O Maritime has been awarded a 15-year plus, exclusive concession to provide a range of marine services, including tugs and pilotage, in the port of Limassol, Cyprus. P&O Maritime is already building up a presence in the port and is expected to fully take over local harbour towage services in January 2017. P&O Maritime operates a fleet of around 50 tugs of various types with bollard pull ratings up to 80 tonnes. Managing director Rado Antolovic says: "We have taken steps to expand and upgrade our tug fleet recently and we have further plans for growth over the next five years. The idea is to dispense with some of our less well performing assets and replace them with newer, more efficient vessels." Recent investments have included a number of new harbour tugs for Jebel Ali port, two 70-80 tonnes bollard pull escort tugs for its oil and gas fleet based in the Eastern Mediterranean, and several high specification, second-hand tugs for its Repasa joint venture in West Africa. The company is the exclusive provider of tugs within the leading Middle East port of Jebel Ali in Dubai, and other ports in the UAE, Yemen, and Egypt. Outside the Middle East it has a presence in ports in East and West Africa, Spain and on the inland waterway system in Paraguay. Capt Antolovic says: "We focus on relatively difficult, high risk but high reward locations outside the UAE, where localisation is a priority. We have invested heavily in training and maritime education so we can meet the need to provide local people with the skills they need." Providing towage services at Jebel Ali remains a core business, although it operates at arm's length from its parent, DP World, providing around the clock services to port users. Reflecting on current trends at Jebel Ali Capt Antolovic says: "The number of tug moves will be stable, but with bigger ships calling at Jebel Ali we will need different assets. This will require more investment in



powerful tugs to meet the needs of port customers.” *(Source: Tug, Technology & Business)*

### TUG REQUIREMENT IN TURKEY RELAXED



In an effort to attract more cruise ships to Turkish ports, particularly following the spate of cancellations of cruise ship calls due to recent unrest in Istanbul, the Turkish Ministry of Transport, Maritime Affairs and Communication has relaxed the requirements for cruise ships to use tugs. Requirements for employing tugs in Turkish ports are set mainly according to the ship's length, with the number

and power of tugs required being specified. However, the newly amended Ports Regulation says that where ship operators make a written declaration to the harbour master that the cruise ship has bow and stern thrusters in full working order, then the ship is no longer obliged to order tugs. According to Turkish tour company Tura Turizm, which organises shore-based services for many cruise lines, the change could produce aggregate savings for cruise lines of US\$15 million, based on 2015 statistics. *(Source: Tug, Technology & Business)*

### DETAILS ATLANTICO FOUND

Between us we know now suddenly everything about the tug ATLANTICO which was posted in the last Tugs Towing & Offshore Newsletter. Quite surprising. Here is the answer. The tug was built in 1992 by G. Wolkau – Hamburg as the [Hugo Stinnes 7](#) for owner A.G. Hogo Stinnes für Seeschiffahrt und Uberseehandel, Hamburg. In 1926 she was sold to Ministerio Agricultura/Yacimientos

Petroliferos Fiscales, Buenos Aires and renamed [Atlantico](#). 19xx sunk and refloated. 19xx laid up and abandoned in El Riachuelo, Buenos Aires, beneath the Pueyrredon Bridge. Which is seen on the picture. After 2007 wreck removed by Prefectura Naval Argentina (coast guard). The tug has a length of 32.46 mtrs a beam of 7.02 mtrs and a depth of 3.45 mtrs. The 3 cylinder Wollheim Triple Expansion Engine has an output of 550 ipk. Her brt is 241 tons. Thanks to all who have searching for the details of this tug it is very much appreciated. *(Photo: Historia y Arqueología Marítima)*



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*BALTIC WORKBOATS COMPLETED ITS FIRST ALL-NEW 22-METRE WAVE-PIERCING ALUMINIUM PATROL BOAT PATROL 2200 WP FOR BELGIUM CUSTOMS*



Baltic Workboats has completed its first all-new 22-metre wave-piercing aluminium patrol boat Patrol 2200 WP for Belgium state fleet DAB VLOOT. She has been named **Zeeleeuw** (Sea lion) and she will serve as a multi-function patrol vessel for Belgium Customs. “Building **Zeeleeuw** was extremely important step for us as she’s the first patrol craft

in our series of wave-piercing vessels and will add another product line to complement our high-speed wave-piercing range of extremely seaworthy boats” said Baltic Workboats Ltd. Director of Sales Jüri Taal. “We hope she’s the first of many to follow”. Patrol 2200 WP’s overall length is 21,97m with maximum beam of 6,40m and draft not exceeding 1,75m. Her displacement at full load is approximately 40 tons including 3000 liters of fuel, 500 liters of both water and waste as well as 300 l bilge water tank. The vessel carries a 5-metre RIB at the aft ramp, launchable at speeds up to 8 kn. Therefore the new Patrol 2200 WP has a central wheelhouse compared to aft one used with pilot boat designs. She also has an underdeck messroom with pantry and wc/shower room for improved crew comfort. The yard has put an extra effort to keep the noise-levels down so maximum noise registered at wheelhouse during sea trials was 62 dBA at full speed and 60-61 dBA at speeds of 19-21kn. She’s powered by twin Volvo Penta D16MH marine diesel engines, 405 kW @ 1800 rpm each, rotating 5-blade fixed-pitch propellers through ZF 665V marine gearboxes. This powertrain propels the Patrol 2200 WP to maximum speed of 22 knots exceeding contract speed of 20kn with a comfortable margin. The vessel is highly fuel-efficient consuming only total of 133 liters per hour at 20kn patrol speed. The Patrol 2200 WP built for DAB VLOOT is equipped to suit the requirements of her future working environment: as an example she has two radars – Simrad ARGUS radar for sea use and special Furuno river radar. Both of the radars are viable on twin 24” widescreen displays also used for ECDIS. There’s also a special office corner for the Customs procedures and a variety of rescue equipment to save lives when on duty. *(Source: PortNews)*

## YARD NUMBER 571705 COMMENCED TRAILS

Last week was seen the Damen Hardinxveld yard number 571705 **Shoalbuster 2709** design (Imo 9787950 commenced technical trails and bollard pull test in the Rotterdam Europoort. The Shoalbuster is designed for multiple roles undertaking varied assignments in diverse working environments. She is specially designed to work in shallow as well as deeper water, often in areas of limited



manoeuvrability. Further to her designed for heavy duties with an optimum bollard pull in combination with a shallow draft. The standard Shoalbuster 2709 has a length of 27.19 mtrs a draft of 2.60 mtrs. Her engines develops a total output of 2,238 bkW which results in a free sailing speed of 11 knots and a bollard pull of 38 tons. *(Photo: Ruud Zegwaard)*

## ACCIDENTS – SALVAGE NEWS

### TRANSOCEAN WINNER TOW SLOWER THAN EXPECTED - UPDATE



The semi-submersible drilling rig **Transocean Winner** is on the final approach to Broad Bay as part of the towing operation to remove it from Dalmore Bay, where it had been grounded for two weeks after having been hit by a severe storm. According to the UK Maritime and Coastguard Agency's statement on Wednesday, it was likely the drilling rig would be secured on its anchors by late

Wednesday afternoon. To remind, the MCA previously said the rig would reach the location on Wednesday morning. From there Transocean, the owner of the drilling rig, plans to carry out further work to assess its condition before deciding on next moves. A MCA verification aircraft has carried out a flight and no pollution has been detected in Broad Bay or along the track to Dalmore Bay. The temporary exclusion zone remains in place at Dalmore Bay and there is also a 1000 meters exclusion zone at Broad Bay, MCA said. Hugh Shaw, the Secretary of State's Representative for Maritime Salvage and Intervention said: "The tow has taken longer than anticipated. We have been clear from the outset that we would not compromise the operation in any way so I am delighted that



the 54 mile transit has been successfully completed without incident.” *(Source: Offshore Energy Today)*

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### INDONESIAN NAVY ARRESTS ROGUE VIER HARMONY

The Indonesian Navy’s Western Fleet Quick Response Team (WFQR) of Tanjung Pinang Naval Base has found and arrested the product tanker **Vier Harmoni** off West Kalimantan, Indonesia. The **Vier Harmoni**, carrying 900,000 liters of diesel worth around USD 390,000, was reported missing on August 16, 2016, when it left the Malaysian Kuantan Port without paying a bond to the country’s authorities. The tanker was initially believed



to be hijacked by pirates. However, later on it was revealed that the vessel was taken to international waters by its own crew, due to an internal dispute between the crew and the ship’s owner or charterer. The Indonesian Navy deployed assets, continuously searching for the tanker, according to Edi Sucipto, the navy’s representative. After it was found, the **Vier Harmoni** was escorted to the port of Tanjung Pinang. The vessel was expected to arrive at the port in the afternoon hours of August 25, local time. *(Source: World Maritime News)*

### EL FARO SANK 10 MINUTES AFTER CAPTAIN HAD CALLED TO ABANDON SHIP

The US’s National Transportation and Safety Board (NTSB) has revealed the harrowing, scary lead up to the sinking of the **El Faro**, via 26 hours of information gleaned from the ill-fated Tote ship’s voyage data recorder (VDR). The VDR was retrieved from the Atlantic floor off the Bahamas this month. The 40-year-old ship sank on October 1 last year, smashed by a passing hurricane. The recordings include the moment the ship started taking on water, then lost power and started to list. The VDR also shows the communication between the ship’s captain and the US Coast Guard and the



captain's eventual decision to abandon ship during incredibly tempestuous conditions. All 33 crewmembers onboard subsequently lost their lives. The last signal recorded by the VDR took place 10 minutes after the master had announced the time had come to abandon ship. The ship's owner has been negotiating with the families of the crewmembers over compensation, with many

accepting damages in the region of \$500,000. *(Source: Splash24/7)*

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### *PIONEERING SPIRIT COMPLETES FIRST HEAVY LIFT PROJECT*

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Allseas' dynamically positioned single-lift installation/decommissioning and pipelay vessel **Pioneering Spirit** has successfully executed its maiden heavy lift project: removal of the 13,500 t Yme mobile offshore production unit (MOPU). The MOPU was located in the North Sea, 100 km off the coast of Norway and



was removed on 22 August for Repsol Norge AS. The Yme MOPU is a jack-up type platform standing on three steel legs of 3.5 m diameter, which are inserted approximately 10 m inside the subsea storage tank columns at 93 m water depth. With this platform removal, Allseas was able to demonstrate the single-lift capabilities of the **Pioneering Spirit**. The platform has since been sea-fastened on board and the vessel is currently on its way to the newly developed dismantling yard in Lutelandet, Norway. *(Source: SWZ Maritime)*

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### *SALVAGE PLAN ALMOST COMPLETED*

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The removal of the "**Sea Worker**" is beginning to get started. The planning of the delicate operation to salvage the platform has almost been finished by the Dutch company DISA which was hired for the operation. The schedule was not yet fully in place, but the work was expected to begin in the near future. The "**Offshore Beaver**" (IMO: 8918564) with an inspection diver team other salvage equipment arrived on site in the morning of Aug 22. It requires a range of powerful equipment to raise the wreck which was being guarded by the Dutch catamaran ship "**Seazip 3**" (IMO: 9758686). It was expected that it must be cut into smaller parts which will be raised separately. The platform had





been declared a total loss by the insurance company. The financial loss to Operator A2Sea was limited as there were no major tasks for the "Sea Worker" that other of the company's ships could not overcome. (Source: *Vesseltracker; Photo: Shipwreck Log*)

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### *TUG GROUNDED OFF TURKU*

The "Mons" (Imo 5046970) ran aground in Airisto off Turku in the morning of Aug 25, 2016, because of a rudder failure. An oil Spill was observed, and the Rescue Department deployed oil booms. The small amount of hydraulic fuel could successfully be absorbed. Divers examined the hull and found it intact. After the tug was refloated, it continued on her own



power to Pansio harbour, Turku. None of the three crew members was injured. The 1963 built tug has a length of 25 mtrs a beam of 8 mtrs and a draught of 3.4 mtrs. Her grt is 139 tons. The Finland registered tug with all sign OJOO is owned and managed by Rauma Cata Oy – Rauma; Finland (Source: *Vesseltracker; Photo: Morten Christiansen-Shipping*)

## OFFSHORE NEWS

### MAERSK SHEDS TWO MORE OFFSHORE VESSELS



Maersk Supply Service has sold two anchor handlers, the **Maersk Puncher** and **Maersk Provider**, as part of its divestment plan to shed as much as 20 vessels in the next year and a half. Offshore Energy Today has already reported on Maersk Supply Service's plan to cut its fleet vessels and axe more than 400 jobs in the process. The company claims that the divestment plan is a response to vessels in lay-up, limited trading opportunities and the global over-supply of offshore supply vessels in the industry. Maersk said that the two vessels were officially

delivered to their new owners, the Istanbul-based Karadeniz Energy Group, on Tuesday. According to Maersk, both vessels will be modified by the new owner and will no longer compete in the offshore supply vessel (OSV) segment. The Maersk Puncher and Maersk Provider joined the Maersk Supply Service fleet in the early 90's. This brings the total of sold vessels to three after the Maersk Finder was sold in June. The current fleet now counts 54 vessels. *(Source: Offshore Energy Today)*

### VISIT US AT ONS 2016 IN STAVANGER

From August 29th until September 1st 2016 ONS 2016 will take place at the Stavanger Forum, Stavanger in Norway. ONS 2016 is one of the the largest offshore exhibitions in Europe. We are pleased to announce that Royal Wagenborg will be present at the exhibition showcasing her offshore services. We would



like to invite you to visit our booth during the exhibition (Hall 6 - Stand 6240) and meet our offshore specialists. Your project logistics are a challenge for them! Please check the floorplan below to find our booth at ONS 2016. *(Press Release)*

### OCEANTEAM BACK IN BLACK, LOOKS FOR BOND REFINANCING SOLUTION

Norway-based Oceanteam has posted net profit attributable to owners of the company of close to





\$100 000 for the second quarter ended June 30, 2016, bouncing back from \$1.5 million loss same time last year. The Oslo-listed company, comprised of two operating segments, Oceanteam Shipping and Oceanteam Solutions, generated \$16.8 million in operating revenues, down approximately 12% compared to \$19 million in the same period last year. Half-year 2016 revenue stood at \$31.6 million, versus last year's \$33.3 million. In the second

quarter, Oceanteam Shipping recorded 66% of the operating revenues, while Oceanteam Solutions generated the rest. Earnings for the first six months of 2016, attributable to owners of the company, came out negative \$2.7 million, narrowing the last year's loss of \$3.2 million. The company reported order backlog for 2016 and into 2019 for its CSV assets, totalling up to pro rata \$95 million, and equipment backlog of approximately \$14 million. *New Charters* Shelf Subsea has been extended the vessel contract for CSV Southern Ocean for five years until 2021. The extension was agreed after Shelf Subsea concluded a buy-out with Fugro. *CSV Bourbon Oceanteam 101* has started a new time charter contract in Angola. The contract is for a period of three years plus options. *Bond Refinancing* Oceanteam has not been able to secure alternative funding sources that would enable the company to refinance its bond. As a result, the company said it has initiated a process to review all alternatives available in order to secure a sustainable financing solution. According to Oceanteam, alternatives may include new debt and/or equity, restructuring of its current bond, as well as exploring other strategic options with the intention to present further details and a preliminary plan to shareholders, bondholders and other stakeholders by the end of 2016. (*Source: Subsea World News*)

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## tugs & Offshore

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### VROON OFFSHORE EXPANDS FLEET WITH NEW PLATFORM SUPPLY VESSEL

China's Cosco Guangdong Shipyard has delivered the platform supply vessel (PSV), VOS Passion, to

Dutch offshore vessel owner Vroon Offshore Cosco said on Wednesday that the delivery documents between COSCO Guangdong and Vroon were signed recently. Offshore Energy Today reported at the beginning of August that the newbuild PSV completed sea trials in China at the end of July. **VOS Passion**, a PX121-type platform supply vessel, is the fourth of six such vessels being built at the Cosco Shipyard for Vroon, all



featuring the Ulstein-patented X-BOW design. The PSV complies with ABS class requirements for dynamic-positioning system Class II (DPS-2) and reduced noise and vibration to satisfy a Comfort-Class notation. With a length of 83.4 meters and a beam of 18 meters, the vessel provides 850 m<sup>2</sup> of deck space and a load capacity of 4,200 tonnes (dwt). The naming ceremony for the PSV was held in July at the Cosco Guangdong Shipyard, China. *(Source: Offshore Energy Today)*

## *BOLLINGER DELIVERS USCGC ROLLIN FRITCH, THE 19<sup>TH</sup> FAST RESPONSE CUTTER TO THE USCG*



Bollinger Shipyards has delivered the USCGC **Rollin Fritch**, the 19th Fast Response Cutter (FRC) to the United States Coast Guard. Ben Bordelon, Bollinger President & C.E.O. said, “We are very pleased to announce the delivery of the USCGC **Rollin Fritch** to the U.S. Coast Guard, the latest FRC built by Bollinger Shipyards and the first to be stationed in the 5th Coast Guard

District at Cape May, NJ. This vessel represents over 30 years of continuous improvement as we have built the Coast Guard’s entire patrol boat/patrol cutter fleet. We are very proud of the fact that the FRCs already in commission have seized multiple tons of narcotics, interdicted thousands of illegal aliens and saved many lives.” The 154 foot patrol craft USCGC **Rollin Fritch** is the 19th vessel in the Coast Guard’s Sentinel-class FRC program. All previous cutters have been stationed in the 7th Coast Guard District in Florida or San Juan, PR. The decision to homeport the **Rollin Fritch** in Cape May, NJ is significant because it expands the footprint of FRC operations beyond the Bahamas and the Caribbean. Eventually FRCs will be stationed in virtually every coastal state. To build the FRC,



Bollinger used a proven, in-service parent craft design based on the Damen Stan Patrol Boat 4708. It has a flank speed of 28 knots, state of the art command, control, communications and computer technology, and a stern launch system for the vessel's 26 foot cutter boat. The FRC has been described as an operational "game changer," by senior Coast Guard officials. The Coast Guard took delivery on the 23rd of August, 2016 in Key West, Florida, and is scheduled to commission the vessel in Cape May, NJ during the month of November, 2016. Each FRC is named for an enlisted Coast Guard hero who distinguished him or herself in the line of duty. This vessel is named after Coast Guard Hero Rollin Fritch, who was posthumously awarded the Silver Star for his heroic efforts in defending the USS Callaway during Japanese kamikaze attacks in the Philippine Islands in 1945. *(Press Release)*

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## *EIDESVIK OFFSHORE SWINGS TO QUARTERLY LOSS*

Norwegian vessel owner, Eidesvik Offshore, has posted quarterly loss as it booked forex charges and its revenues plunged by some 42 percent in the weak market. In the second quarter 2016, Eidesvik generated revenues of NOK 180 million. Revenues in the corresponding period in 2015 were NOK 380.5 million. The company has also seen its half-year revenues go down to NOK 373 million against NOK 587 million in 1H 2105. The company recognized financial items of some



negative NOK 60 million, of which close to NOK 26 million relates to foreign exchange costs. The Oslo-listed firm recorded second-quarter loss of NOK 22.2 million or NOK 0.74 per share, compared to NOK 120 million, or NOK 3.97 profit per share in the corresponding period in 2015. However, profit for the first six months of 2016 grew some 54 percent at NOK 82.5 million, versus NOK 53.5 million in the first half of 2015. "We still experience imbalance between supply and demand of

vessels within all of the company's three segments. As continued low oil-price is leading to global reduction in activity, we do not expect that the challenging market condition will improve in a short or midterm horizon." the company said in its earnings report. Eidesvik announced further cost reductions onshore and offshore of MNOK 45 with full effect from november 2016. (*Source: Subsea World News*)

## SIEM OFFSHORE: OSV MARKET TO REMAIN VOLATILE FOR EXTENDED PERIOD



Norwegian offshore vessel owner Siem Offshore saw an improvement in the North Sea spot market for Offshore Support Vessels towards the end of the second quarter of 2016. The growth was particularly felt in the anchor handling tug and supply vessel rate levels, Siem Offshore, which runs a fleet of 46 vessels, said on Thursday. Presenting its quarterly results, the company posted a drop in operating revenues. Revenues were \$99.6 million for the quarter, down from \$124.4 million a year ago. Siem Offshore's net loss narrowed to

\$7.9 million, an improvement from last year's second quarter loss of \$45 million. While stating that the North Sea market somewhat improved in the later part of the quarter, Siem Offshore also said that market will remain volatile for both the AHTS vessels and PSVs for an extended period, with a number of rigs having been cold-stacked as end-clients continue to focus on cost-cutting and cash preservation. (*Source: Offshore Energy Today*)

## WINDFARM NEWS - RENEWABLES

### ESVAGT WELCOMES DUDGEON SOV

Esvagt has taken delivery of **Esvagt Njord**, a service operation vessel (SOV) purpose-built to service the 402MW Dudgeon offshore wind farm, from Havyard Ship Technology in Norway. The Dudgeon offshore wind farm will comprise 67 Siemens 6MW turbines installed some 32 kilometres off the coast of Norfolk, and is expected to be commissioned by early 2017. Esvagt Njord is expected to start servicing the wind farm in September 2016 from its base port in Great Yarmouth, Norfolk, UK. The vessel can accommodate up to 40 wind turbine technicians. The technicians, who will service and carry out maintenance on the wind turbines, will live on the ship, from where they will service the turbines and, among other things, be transferred to the turbines via a special gangway system. In December 2014, Dudgeon Offshore Wind Limited awarded Esvagt with a 5-year contract for the SOV. The contract includes options for extension, up to a total of 5 additional years. Statoil is in charge of the Dudgeon offshore wind farm in the development, commissioning and O&M phases.



Co-owners in the project are Statkraft and Masdar. The total investment in the offshore wind farm, which was officially approved in 2014, is estimated at GBP 1.5 billion. *(Source: Offshore Wind)*



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*DONG, VATTENFALL, E.ON ETC. ON BREXIT, THEIR MAJOR CHALLENGES AND OFFSHORE WIND BUDGET ALLOCATION*



As a result to the Offshore Wind survey we ran last month, Wind Energy Update had the answers

made into a short video so it's a quick and easy way to digest bit of information. You can see it here at <http://1.windenergyupdate.com/LP=14122> With 500+ responses from top executives at all owners/operators, every single OEM and a huge selection of the supply chain the results have been truly eye opening. Over a 3rd of offshore wind owners say they're spending the majority of their budget on data analysis. Watch the video [HERE](#) (*Press Release*)

## FUGRO AND NEXANS SIGN GLOBAL ENVIRONMENTAL ADVISORY CONTRACT



Fugro has been appointed by Nexans Norway AS for the provision of environmental advisory services as part of its global Environmental Advisor Framework. The global framework agreement with Fugro commenced this month and will be in place for one year. Nexans Marine Installation Department installs high voltage submarine cables around the globe using a variety of vessels and barges. Under the agreement, Fugro's services will provide environmental consultancy and

consenting expertise where Nexans secures business. Speaking about the new framework, Bjørn Ladegård, Director of Installation at Nexans said: "We are pleased that Fugro can support Nexans in our commitment to maintain high environmental standards in our projects. A complete range of services to identify, assess and suggest mitigating actions on various environmental aspects is required to plan and execute our cable installation projects." (*Source: Offshore Wind*)

## DREDGING NEWS

### ROYAL IHC UPGRADES UNDERWATER PUMP-UNIT TSHD FOR VAN OORD

Royal IHC has completed the upgrade of the underwater pump and jet water system on trailing suction hopper dredger (TSHD) **Volvox Terranova** for Van Oord. The renovation involved among others a complete engineering package. This package included a plan of repairs for the ship's hull and modifications to accommodate a jet pump unit and the frequency drive of the new submerged dredge pump unit. The delivery of a 1,700kW jet pump unit and the modification of the complete suction tube was completed on schedule. Furthermore, the underwater pump unit was redesigned in order to accommodate a new 6MW submersible pump unit, including an e-motor delivered by the customer and a new IHC high efficiency dredge pump with Curve® technology. Wouter Kruijt, Executive Director Services for IHC, said: "We are proud to have completed this challenging project in just ten months. This was made possible by the close cooperation between Van Oord and the IHC project team, as well as the timely production of newly designed equipment and the re-use of strategic spare parts from Van Oord." Jaap Bakker, Manager Design & Construction at Van Oord



added: “This was a successful project and delivered on time. The renovated equipment means we can operate the vessel more efficiently and improve her dredging capabilities.” This upgrade is part of the reinstatement of the TSHD being undertaken in Singapore. The refurbished key components will be transported from Kinderdijk to Singapore, where they will be installed onboard the vessel *(Press Release)*



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### *BOSKALIS MEGACUTTER ARRIVES AT ROYAL IHC FOR OUTFITTING*



Self-propelled megacutter, **HELIOS**, has arrived in Kinderdijk, the Netherlands, where she will be completed at the Royal IHC yard for Royal Boskalis Westminster (Boskalis). The outfitted hull was built at the Uljanik shipyard in Pula, Croatia and was recently transported to Kinderdijk. The completion of the construction includes the installation of the main dredging equipment, such as the cutter ladder and the spud carrier. The new build – with a length of 152 meters, total

installed power of 23,700 kW and a pump ashore capacity of 15,600 kW – is expected to be delivered to Boskalis in the course of 2017. *(Source: Dredging Today)*

## YARD NEWS

### *THRUSTMASTER OF TEXAS, INC.*

*The Company:* Thrustmaster builds a complete line of Z-Drive azimuthing thrusters from 500 HP to 4,000 HP for the inland towboat industry specifically designed to endure the demanding conditions when operating in brown water. Using Z-Drives on towboats results in substantially improved fuel efficiency, shorter trip times, decreased maintenance downtime and higher customer satisfaction when compared to traditional shaft and rudder installations. All thrusters are developed in-house by a complete engineering department for mechanical, hydraulic, electrical and



electronic design. Tooling includes machining and measuring equipment, CAD, vessel resistance and propulsion, 3D modeling and ANSYS Finite Element Analysis. The application of modal analysis, stress and strain analysis as well as rotor dynamic analysis of drive trains and transmissions are fundamentals towards the reliability and quality of Thrustmaster's products. *The Case:* Thrustmaster's products are built in the United States. A total of 289 employees produce results for customers in a facility that spans 200,000 square feet. This year's highlights include Thrustmaster's announcement that they had signed a service agreement with McGinnis Inc. – National Maintenance & Repair. This agreement extends Thrustmaster's service centers to six locations in the U.S. Thrustmaster of Texas, Inc. Service Locations now include South Point, Ohio, Paducah, Kentucky, Hartford, Illinois, Harahan, Louisiana, Houma, Louisiana and Houston, Texas. Thrustmaster's new capacities enables the firm to provide a new level of service, with even faster response times to customer requests. With Thrustmaster's new service sites and 24/7 service hotlines we are available for our customers anytime and anywhere. *(As published in the August 2016 MN100 edition of Marine News)*

### *EASTERN SHIPBUILDING GROUP, INC.*

*The Company:* Eastern's original shipyard was established in 1976 for the purpose of constructing commercial fishing boats for the company's founder and President, Brian R. D'Isernia. By 1980, 26 commercial fishing vessels had been constructed and delivered. Building on his passion for boats and the sea, Mr. D'Isernia decided to diversify Eastern's reputation from a 'Fishing Vessel' shipyard into a shipyard that could fulfill any type of custom vessel request, large or small. In 1981, Eastern's diversification began with the delivery of its first Offshore Supply Vessels. Today, Eastern's history includes a portfolio of over 350 vessels and Eastern is one of the most diverse vessel construction companies as a result of its state of the art production line and fabrication process. Eastern has built





everything from Offshore Supply Vessels to Tugs, Inland Towboats, a SWATH Vessel, Passenger Vessels, Ro-Ro/Passenger Ferries, Inland Transport Vessels, Barges, Fireboats, Research Vessels, Offshore Construction Vessels, Dredges, High Speed Passenger Vessels, Fishing Vessels, and more. As one of today's leading innovators in the marine industry, the sizable fleet of quality built Eastern vessels can be found from coast to coast and

around the world. With annual sales of \$300,000,000, the firm employs 1,700 workers. **Primary Product / Service:** Eastern has built everything from Offshore Supply Vessels to Tugs, Inland Towboats, a SWATH Vessel, Passenger Vessels, Ro-Ro/Passenger Ferries, Inland Transport Vessels, Barges, Fireboats, Research Vessels, Offshore Construction Vessels, Dredges, High Speed Passenger Vessels, Fishing Vessels, and more. Eastern's proven successful shipbuilding record stems from the fact that they are willing to accept any new challenge and are confident that they can successfully build and deliver any type of vessel that our Client's require, both on time and on budget. As Eastern moves into the future, they look forward to the continued diversification and growth of our portfolio of vessels which brings new challenges and ultimately grows the company. At Eastern, each employee starts and ends the day with the same goal in mind: work safe, work smart, and prove to the shipbuilding industry, clients, and themselves that you can't do any better than an Eastern built vessel. **The Case:** Eastern Shipbuilding is a global diversified shipbuilder located in Panama City, FL USA. During the time period between 2006-2016 Eastern has contracted and delivered (33)300' ABS Class DP PSV/AHTS/MPSV/ATB Tugs for the offshore market and (93) inland towboats and Z-drive tugs for the near coastal/inland market. Over this 10 year period Eastern has contracted and delivered on time and on budget a total of 130 vessels of all types averaging 13 per year. Today, the firm boasts two (2) Facilities; the Allanton and Nelson Street yards, totaling 326 acres. A total of 19 vessels are currently under construction and/or contract. *(As published in the August 2016 MN100 edition of Marine News)*

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**WESTERN CAPE PORT PROGRESS WITH OPERATION PHAKISA**

Operation Phakisa's biggest investment is a purpose-built oil and gas infrastructure at the Port of

Saldanha which is planned to come on stream in 2019. So says Nico Walters, TNPA General Manager for Strategy. He was addressing a business forum in the Mother City held in conjunction with the Cape Chamber of Commerce and Industry. "It includes an oil and gas supply base, a new Moss gas quay as well as a rig repair berth," Walters said. "This R10 billion investment is expected to generate 25,500 jobs at the jetty." He said the request for proposals for the offshore oil and gas



supply base had gone out to market in April 2016 and bids would close in September 2016. The expression of interest in the Moss gas and Berth 205 projects went out in May 2016 and closed this month. These developments will be supported through the industrial development zone adjacent to the port. The Operation Phakisa programme, launched in 2014, aims to unlock the economic potential of the country's oceans in order to create economic growth and job opportunities through fast-tracked development. Nationally TNPA is investing around R2.1 bn over the next five years to refurbish existing ship repair facilities and an estimated R13 to 15bn to create new facilities for private sector investment, aimed at supporting the growth of the local ship repair, ship building and oil and gas sectors. Operation Phakisa provides an aggressive set of timelines to position the country's ports as premium destinations for these services. Projects are expected to increase the GDP contribution of the Marine Transport and Maritime sector by R14 billion in 2010 to R23 billion by 2019 and to increase total employment from 15,000 jobs in 2010 to 40,000 to 50,000 jobs by 2019. The Cape Town port has also been earmarked as one of the important hubs for the delivery of Operation Phakisa and at least R615 million will be invested there over the next five years. Of this, at least R140 million is being invested to refurbish and rehabilitate the Sturrock dry dock, while another R60 million is being spent on repairs at Robinson dry dock. The Sturrock dry dock's water circulating pumps have been repaired and are currently undergoing commissioning tests. Further repairs are scheduled at the facility. Ten cranes for ship repair are being replaced at a cost of R 365 million. TNPA is also refurbishing the Syncrolift facility which is situated in the Victoria and Alfred Waterfront Precinct at a total cost of R50 million. The ongoing success of these projects is supported through skills development and capacity building, Walters said. "We as the port authority are excited about Operation Phakisa. The untapped Ocean Economy is where a lot of South Africa's growth will be coming from," *(Source: Ports & Ships)*

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## VOITH TURBO

*The Company:* Voith Turbo specializes in the design, manufacture and servicing of high performance driveline equipment. From drive components to electronic drive systems, technology from Voith Turbo impacts a wide variety of markets, including ship technology. Voith Turbo is a member of the Voith group of companies, a nearly 150-year-old German business that is one of the largest family-owned companies in Europe. The firm has annual sales \$5,000,000,000 and has 20,000 employees. *Primary Product / Service:* The Voith Water Tractor is the perfect vessel application when compact design, high maneuverability and precise steering are essential. One of the world's most agile maritime vessels, it offers outstanding maneuverability, safety, and reliability. The Voith

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Schneider Propeller is a unique system generating stepless thrust in all directions with precision and speed. Propulsion and steering are combined in one unit, allowing unmatched maneuvering capability – from full speed ahead to full speed astern in three seconds. The Voith Linear Jet is a new propulsor combining the best properties of conventional propellers with the best properties of conventional waterjets. This combination makes the low maintenance propulsor the ideal solution for ships with mixed operating profiles up to 40 knots. The Linear jet is a fully submerged, custom shaped deceleration/acceleration nozzle with a stator section aft of the rotor. *The Case:* Combining innovation and experience, Voith sets standards in advanced maritime solutions. Focused on technology

that makes maneuvering more precise, safer and faster, Voith develops custom-made propulsion systems and collaborates with customers to develop design concepts, such as the Voith Water Tractor or the Voith Bow Steering Module. *(As published in the August 2016 MN100 edition of Marine News)*

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## NEW CRANE ORDERS WITH A COMBINED LIFTING CAPACITY OF 20,000MT FOR HUISMAN

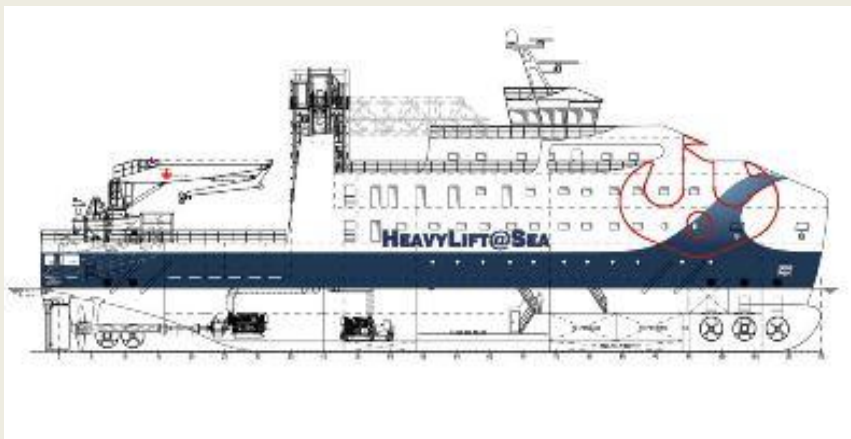
Huisman, the worldwide specialist in lifting, drilling and subsea solutions, has secured new crane contracts with a total value of around 300 million Euro from various major offshore, shipping and wind farm installation contractors: 2 x 900mt Heavy Lift Mast Cranes for BigLift Shipping; 1 x 1,600mt Leg Encircling Crane for Van Oord; 4 x 2,200mt Offshore Mast Cranes for OOS International; 1 x 3,000mt Offshore Mast Crane for Boskalis; 1 x 5,000mt Tub Mounted Crane for Allseas. The cranes will be built at the Huisman production facilities in The Netherlands, Czech Republic and China. Deliveries are scheduled for end 2017, 2018 and 2019. The two 900mt Heavy

Lift Mast Cranes for BigLift Shipping are envisaged for Biglift's third Happy S-type vessel 'Happy Sun'. The new built vessel is expected to be delivered in the first quarter of 2018. The 1,600mt Leg Encircling Crane for Van Oord will replace the existing 900mt crane onboard their offshore installation jack-up 'Aeolus'. The new crane will enable Van Oord to install bigger and heavier foundations and turbines for offshore wind farms. The crane will be delivered and installed in



the first quarter of 2018. To further expand their current fleet, OOS International has ordered two new build semi-submersible accommodation crane vessels. For the new vessels, Huisman will deliver two sets of 2,200mt Offshore Mast Cranes with deep water auxiliary hoist system and two telescopic access bridges. The two semis will be built for the oil & gas, renewable energy and decommissioning markets, delivery is scheduled for 2019. The 3,000mt Offshore Mast Crane for Boskalis will be installed onboard one of its existing F-class heavy transport vessels, which will be converted into an offshore transport and installation crane vessel. The delivery of the crane is expected by the end of 2017. The 5,000mt Tub Mounted Crane for Allseas will be installed onboard their new-build, offshore vessel 'Pioneering Spirit'. The crane design is based on the use of a 20 metre diameter slew bearing which is designed and manufactured entirely by Huisman. The 5,000mt Tub Mounted Crane will be delivered in the second half of 2018. *(Press Release)*

## HEAVYLIFT@SEA UNVEILS UPGRADED WIND FARM SOV DESIGN



German designer of offshore and multipurpose vessels HeavyLift@Sea has presented an updated version of its Service Offshore Vessel (SOV) customized to operate on offshore wind farms. The standard configuration of the SOV serves as a base for 60 technicians and crew members accommodated in

single cabins, but can also be reduced to 40, if required. Low noise level during operation of the vessel is achieved through acoustically insulated bulkheads and decks in the accommodation and adjacent to thruster rooms, engine rooms and hydraulic rooms, the designer said. Roll motions are minimised by a roll reduction tank system, and the vessel's tank and store capacities are designed for an autonomy of minimum 30 days. The vessel has a length of 71.40 m, a breadth of 16.70 m and a draught of maximum 5.60 m, offering a deadweight carrying capacity of around 1,800 metric tons. The trial speed of 13 knots is achieved by two main engines of 1,400 kW, three auxiliary engines of



1,200 kW and two controllable pitch propellers, the designer said. The vessel maneuvers with the help of two high lift flap rudders and five transversal thrusters. Exact positioning and station keeping (DP2) of the vessel is secured by three bow thrusters and two stern thrusters in combination with the propellers and the rudders. Several transfer systems onboard enable technicians and workers to access the offshore structures, including the motion compensated gangway which gives the SOV walk-to-work capability and is arranged on portside. The vessel also features a lift positioned next to the gangway which elevates personnel and cargo up to 300kg from main deck to the gangway system. The SOV's daughter craft is a closed superstructure type with redundant propulsion. It has a capacity of two crew and eight passengers, and a speed of up to 30 kn. For launch and recovery of the daughter craft, an active slipway system is arranged inside the garage. For recovery, the daughter craft enters the garage and a friction-based transport system will move the boat into the final stowage position. HeavyLift@Sea says that the stern hangar concept sets this SOV apart from other service vessel designs and allows safe launching and recovering of the daughter craft in bad weather conditions. For the use of external vessels such as crew transfer vessels, the SOV is equipped with an additional boat landing system. The SOV also has a covered warehouse for spare parts and tools. The dimensions of the cargo hold is 10.8 m x 15.2 m allowing the stowage of up to 6 TEU containers. The cargo hold is covered by two pontoon hatch covers. The deck crane of SWL 5t@20m is arranged portside and is of a knuckle boom type. *(Source: Offshore Wind)*

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## *TUCO REVEALS NEW ARCTIC WORKBOAT PRIOR TO THE SMM EVENT IN HAMBURG.*

Approaching next months SMM in Hamburg, one of the world's leading maritime meeting places. Danish producer Tuco Marine reveal a new Arctic Workboat Daughter Craft. The boat have been developed upon international requests and are in every detail optimized for operations in cold climate area's. Designed by a team of skilled engineers, through collaboration with multiple world leading naval experts, the Arctic Daughter Craft is developed upon the many requests Tuco have had for specialized, and Arctic featured, Workboats from the Tuco Marine ProZero series of Daughter Crafts, Workboats and FRC's. Worldwide, a huge number of Arctic Patrol Vessels, Icebrakers and Polar Research Vessels are under development and construction. And it is as a specialized Workboat Daughter Crafts for such mother ships the ProZero Arctic workboat is a great match. Tuco have been working closely with highly experienced Arctic operators to secure that the boat will fit the demands from this specific market. End users have therefore been closely involved in the design and layout of the workboat. ProZero boats are available in a multitude of variations, which are carefully

tuned to suit each individual user's particular requirements. Cockpit layout in the workboats are arranged to maximize the use of modern day operations management and situational awareness electronic aids. The ProZero's hull, in the arctic edition, features special hull appendages, to optimize for ice sailing, and the ProZero hull secures the boats capabilities of supplying a



stable ride, also in rough seas, where most vessels must give up. Arctic missions in rough seas are mainly limited by the human factor of shock mitigation and climate impacts. And therefore the ProZero workboat have been developed around our design team's shock mitigation strategy which means the design of the vessel, has had the highest focus on minimizing effects of shocks to the human body and the boat, and further minimizing the effects of the cold climate to humans, boat and equipment. The base of the design is to secure that the ProZero vessels outperform the current market in reliability as well as easy service. The ProZero workboats can be rapidly reconfigured to meet different roles and requirements, which can include SAR variants, fire support variants and command platform variants. Parameters like delivery time and customization according to customer demands are, during the design phase, a focal point. This is why the complete construction system behind the series is module based. The module-based system allows for easy adjusting and customizing. Watch the video [HERE](#) (*Press Release*)

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## WEBSITE NEWS

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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](#)



*Be informed that the mobile telephone number of Towingline is: +31 6 3861 3662*

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