Tugs Towing & Offshore Newsletter

LEKKO All about tugs

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

MIDWEEK–EDITION

TUGS & TOWING NEWS

REGAIN IN DRYDOCK

Last week it was reported that the 1997 built British tug **Regain** drydocked at her building yard. The tug designed by Chris Baker and Nick MacWhirter of Marine Data and was launched on 19 July 1997 by Delta Shipyard – Sliedrecht; Netherlands under yard number 965. On the 12th December 1997 delivered to Cory Environmental PLC – London. The Tugboat **Regain** is the first true 'lighterage' tug to be built for use on the River Thames since 1966. She has a length of 26.50 mtrs a beam of 9.40 mtrs and a depth of 2.30 mtrs. The two Caterpillar type 3508B-DITA diesel engines develops a total output of 1,200 kW (1,610 bhp) at 1,300 rpm which results in a free sailing speed of 12.6 knots and a bollard pull of 17.5 tons. Her grtb is 138 tons. *(Photo: Arie Boer)*

NEWEST MEMBERS OF THE Z-TECH® CLUB

This summer, Bay-Houston Towing Co. and Suderman & Young Towing Co. held christening

ceremonies for their newest tugs. The Robert Allan Ltd. designed Z-Tech® 2400 class vessels; **H Douglas M** and **Zyana K** and **Neptune** and **Triton** have joined the technologically advanced fleet operated by G & H Towing Co. Representatives of Robert Allan Ltd., Eastern Shipbuilding Group and other major equipment suppliers attended the festivities in Galveston, Texas. Particulars of the Z-Tech® 2400 are: Length, overall: 80'-0"; Beam, moulded: 38'-3"; Depth, moulded (hull): 15'-9"; Maximum draft: 16'-10"; Tank capacities are as follows: Fuel Oil: 37,600 US gallons; Potable Water: 6,200 US gallons; Sewage: 2,900 US gallons. The tugs are designed and built in accordance with ABS Rules for Towing Vessels and are compliant with Load Line regulations. As per their precursors (**Chloe K** and **Zeus**, delivered in 2014) the four tugs met or exceeded owner's requirements at sea trials and achieved a speed of 12 knots. Eastern Shipbuilding Group in Panama City, Florida is building two more identical Z-Tech® 2400 tugs for each of the two owners. Upon completion of these vessels, G & H Towing will operate 6 Z-Tech® 7500 and 10 Z-Tech® 2400 tugs, having one of the largest Z-Tech® fleets in the Z-Tech® club! *(Press Release)*

30 YEARS AND 500 VESSELS LATER, DAMEN TRADING IS JUST GETTING STARTED

Damen Trading's story begins in 1986, with Damen Shipyards Group responding to growing market demand for used vessels. Since then, Damen Trading has gone on to sell over 500 used vessels, right across the maritime spectrum, developing along the way a reputation for personalised, reliable service. The decision to establish Damen Trading was a logical one, says Senior Sales Manager Michel Radjiman "With Damen Marine Services already operating its own charter fleet, from the outset we had a lot of operational knowledge in-house. This helped us provide sound consultation to our clients, guiding them through the process of purchasing the right vessel for their requirements." Mr Radjiman says every sale is unique. The more than 500 vessels Damen Trading has sold to date have included offerings as varied as high-tech passenger catamarans and common river ferries to Damen Pushy Cats and large ASD Tugs. And, with the company's international footprint, the diversity is

guaranteed. *The personal touch* Damen Trading has always delivered a very personalised service to its clients, believing, like the Damen Shipyards Group generally, in the importance of developing relationships for the long term. Mr Radjiman explains: "We have managed to create a large network of owners and clients who return to us time and again when they need to buy or sell a vessel. In this way we have developed the kind of partnership with our customers where trust and mutual respect are strong features, to the benefit of both parties." As part of this personal approach, Damen Trading's Sales Managers and Sales Support team is there to assist clients with everything, be it the drawing up of sales documentation, conducting surveys, or simply arranging transportation necessary for viewing a vessel. The brokerage business has changed enormously since 1986 when Damen Trading started out with just telex, a fax machine and a telephone. With the arrival of the internet, everyone can become a vessel broker. But, as Mr Radjiman points out, not everyone has the track record of Damen Trading. "Coupled with the personal service, in which we take so much pride, we also have the experience to guide our clients throughout the entire sales process, from the initial first step to final delivery – and beyond. This is what makes the difference!" *(Press Release)*

PORT OTAGO TAKES DELIVERY OF $6M TUG BOAT

Port Otago's new $6 million tug boat, **Arihi**, arrived in Port Chalmers today, 25th August 2016, from the shipbuilders in Turkey following a two-month 16,000km voyage as deck cargo on the MV *Deltagracht*. The 18.7m **Arihi**, which has a 30-tonne bollard pull, will join Port Otago's larger tugs the **Otago** and **Taiaroa** as a workboat to primarily tow the barge *Hapuka* and then act as backup for moving ships. The Deltagracht's cranes lifted the tug and other cargo, including a privately-owned yacht, into the water this morning. "Together the **Arihi** and *Hapuka* represent a valuable addition to Port Otago by supporting both the ongoing dredging within the Dunedin seaport area and the deepening programme, currently under way," says Port Otago chief executive Geoff Plunket. *(Source: DieselTalk)*

ZUMAIA OFFSHORE ACQIRES MPP WORKBOAT AITANA B

In April 2016 Zumaia Offshore, S.L., leading workboat owner and operator based in the Basque Country, took delivery of the Cummins-powered MPP workboat "**Aitana B**" from Neptune Shipyards in the Netherlands. At 27 by 12-meters with a three-meter draft it is one of the largest models of Neptune's Eurocarrier series of workboats, which are specifically designed for dredging assistance, port construction & maintenance, dive & ROV support, sea renewables, Geotechnical survey and general offshore support in shallow waters. The range of equipment built into the rectangular platform is remarkable. An accommodation and wheelhouse block set on the port side provides six staterooms, mess and galley for up to 12 people. In addition there is another 150 square meters of clear working deck. Tankage includes 124 cubic meters of fuel and 76 cubic meters of fresh water. Mounted on that space is a veritable state of the art deck equipment capable of handling a wide range of marine projects. A forward deck crane lifts up to 11 tons at 18.5-meter extension, also mounting a 10 ton SWL winch for swift deployment of survey equipment. The aft mounted deck crane lifts ten tons with a 12.17-meter extension. In addition to the vessel's 15ton tugger winch located starboard aft, the vessel is fitted with an anchor-handling winch with a 125-ton braking hold force and capable of lifting 100 tons at nine meters per minute or 18 tons per minute with a high speed setting. The A/H winch carries 400 meters of 52-m/m wire. This workboat is fitted as well for towing with a dedicated 50ton winch with a 65-ton braking hold force with 550 meters of 36/mm wire, a 30-ton SWL towing hook and towing pins aft. The bow has a 6000 by 1220 m/m heavy duty roller with a Triplex guide pins, stopper and shark-jaws set up. The wooden deck has flushed-in container twist lock fittings for multiple container configurations. On request, the vessel can also be "plug&play" fitted with a 4 point mooring installation and hydraulic connections for LARS-ROV and diving support operations. The vessel also has deck fittings both fore and aft to allow an a-frame for related jobs. On top of the above, this workhorse has a Bureau Veritas certified AM/AT dynamic positioning system, based in independent rudders and powerful tunnel thrusters fore and aft, which provides safety and versatility for an increasing number of works in the current offshore support market. The vessel has been working on DP requiring projects non-stop from delivery, with a proven record of station keeping capacity during support operations on difficult conditions, proving a remarkable DP plot. The vessel is also equipped with a side-moonpool to assist survey operations with GAPS. With a speed of 10.8 knots, a pair of Cummins QSK38-M diesels powers the "**Aitana B**" producing 1381 bhp each at 1800 RPM. The engines turn 1850 m/m fixed-pitch propellers in nozzles. This provides a 35-ton certified bollard pull, which together with the towing-winch allows the boat to provide reliable towing services. In addition to the propulsion and rudder system, both thrusters mounted fore and aft, provide this vessel with increased manoeuvrability on close quarters. A configuration of three 200 kW gensets provides ample electrical power for services and hydraulic pumps, including transfer pumps for both fuel and fresh water with dedicated transfer hoses and reels. A smaller air

cooled genset is included in the set up for port or stand-by operations, as well as for a cost effective navigation between jobs or projects on mob/demob. A power management system ensures always reasonable use of power. *(Source: MarineLink)*

COAL GATEWAY LOOKS TO BOOST TUG CAPACITY

India's Mormugao port is poised to take on additional tugs to meet the need to handle larger bulk carriers, enabled by ongoing dredging works. India's state-managed, fast growing, bulk port at Mormugao will soon be issuing tenders to hire additional tugs as part of its capacity addition programme. The tugs will be deployed to handle the rising numbers of bulk vessels expected to call at Mormugao following the completion of the west coast port's capital dredging programme. Mormugao Port Trust (MPT) is presently undertaking work to increase the draught of its entrance channel from 14.5m to 19m, which will allow larger bulk carriers to access the port's dry bulk terminals. Imported coking coal traffic and finished steel exports through the port's berth number 6, which is managed by the private operator South West Port, are both poised to grow in the coming years, as is the volume of imported coal through berth number 5, run by another private operator Adani Murmugao Port Terminal. These upwards volume trends are largely a result of industrial developments in the port's hinterland. To meet rising coal traffic demand in particular, these terminal operators will be handling larger bulk carriers of up to 165,000 dwt after the completion of dredging. The port at present can accommodate bulk vessels only up to 90,000 dwt in size. "Bigger ships will minimise freight costs but additional tugs will be essential to handle these carriers with higher parcel loads," says Prema Kumar, personal assistant for technology to the MPT chairman, Shri I Jeyakumar. Mr Kumar continues: "The new tugs will also be used to handle vessels at our proposed new dry bulk cargo berth, which will have a quay length of 1,050m, which is being developed under a public-private partnership." MPT owns two tractor type tugs with Voith propulsion and a bollard pull of 45 tonnes. These tugs, which were built by Hindustan Shipyard, are 12 years old. The port also has on hire two more azimuth stern drive tugs, with 50 tonnes bollard pull each, from Indian private

service providers Ocean Sparkle and Tag Offshore. Sharing details of the new tugs to be hired, Parmjeet Singh Saini, harbour master at MPT, says: "Assured and high levels of productivity will be the most vital criteria the new tug services provider will have to meet, in order to ensure the port has continuous, fast towage services with maximum uptime throughout the year. This is especially important during monsoon periods, when the wind speed reaches between 30 and 40 knots and waves can be up to 2.5m high outside the breakwater." Because of the higher volumes of coal cargo being handled, fire-fighting arrangements on the tugs will be mandatory, he adds. Mormugao, in Goa, is one of India's fastest growing bulk ports. During the month of June 2016 MPT handled 1.7 million tonnes of cargo, compared with 1.16 million tonnes in June 2015, a jump of 47 per cent. Iron ore exports and coal imports accounted for 1.38 million tonnes of the June 2016 total. This upward trend is inevitably going to accelerate, with more, and larger, bulk carrier calls after the dredging works, making additional harbour towage and escort tug capacity essential if the port is going to meet its customers' requirements. *(Source: Tugs Technology and Business)*

CHRISTENING OF THE VENUS

Yesterday, 30 August 2016, Port Towage Amsterdam held christening ceremonies for their newest tugs **Venus** (Imo 9681053) and **Svitzer Amstel** (Imo 9771133) at the Felison Terminal – Ijmuiden; Netherlands. The **Venus**, owned by Iskes Towage & Salvage, was named by Mrs. Marleen van de Kerkhof, Harbourmaster Port of Amsterdam. The **Venus**, a Damen ASD 2411 design was built in 2015. She is Dutch registered with call sign PDCG. The tug has a Length o.a.: 24,47 mtrs. a beam o.a.: 11,33 mtrs. a depth at sides: 4,60 mtrs. and a draught aft: 5,53 mtrs. She is powered with two Caterpillar 3516C HD+ TA/D engines develops a total output of 4,200 bkW (5,632 bph) at 1600 rpm. driven two Rolls Royce US 255 which give the tug a free sailing speed of 13,3 knots and a bollard pull of 70 tons. Her grt is 268 tons and she is classed Lloyds Register of Shipping. Port Towage Amsterdam (PTA) chartered the vessel for their operations in and around the North Sea Channel *(Photos: Towingline)*

CHRISTENING OF THE SVITZER AMSTEL

As mentioned above, the other tug the **Svitzer Amstel**, owned by Svitzer Towage, was named by Mrs. Dertje Meijer, former CEO of the Port of Amsterdam. The **Svitzer Amstel** was built by Sanmar Denizcilik – Turkey. The 2015 built tug is Malta registered with call sign 9H4058 with Port of Registry Valetta. The tug has a length o.a. 24.40 metres a length waterline 23.38 metres a beam 11.25 metres a depth moulded 4.38 metres and a draft extreme 5.20 metres. She is powered with two Caterpillar 3512C engines develops a total output of 3,530 kW at 1,800 rpm. driven two Rolls Royce Aquamaster US 205 FP which give the tug a free sailing speed of 12 knots a bollard pull ahead of 60 tons and a bollard pull astern of 56 tons. Her grt is 312 tons, dwt 108 tons and nrt 94 tons. She is classed American Bureau of Shipping with notation ABS+, A1, +AMS. Port Towage Amsterdam (PTA) chartered the vessel for their operations in and around the North Sea Channel *(Photo's: Towingline)*

CMS WARRIOR

Working away on the Clyde last week berthing a bulker in Glasgow was the Damen built **CMS Warrior**. The 2015 built tug is a Damen ASD 2310 design with yard number 512916. The Clyde Marine Services tug has a length of 22.71 mtrs a beam of 10.43 mtrs and a depth at sides of 4.50 mtrs. The two Caterpillar 3512C TA HD+/C main engines develops a total output of 3,000 bkW (4,023 bhp) at 1,600 rpm. Her basic functions are towing and mooring operations. She has a bollard pull ahead of 51.5 tons and astern 47.1 tons. Her speed ahead is 12.7 knots and astern 12.2 knots. She is classed Bureau Veritas 1 x Hull * Mach tug unrestricted navigation AUT UMS incl. tonnage and loadline certificate. *(Photo: Tommy Bryceland, SCOTLAND)*

NAKILAT DAMEN DELIVERS 5 VESSELS FOR NEW PORT PROJECT

Nakilat Damen Shipyards Qatar (NDSQ) has delivered five vessels as part of an eleven-vessel order for New Port Project (NPP). Built entirely at the Erhama Bin Jaber Al Jalahma Shipyard in Ras Laffan Industrial City, the vessels were launched and delivered to NPP after successful completion of their sea trials. Measuring 15.4 meters long with a beam of 5 meters and a speed of 25 knots, the two Damen Stan Pilot 1505 pilot boats **Um Alhoul 1** and **Um Alhoul 2** will be used to carry out pilot duties and the transportation of personnel. The three Damen Stan Tug 1606 mooring boats, **Mwani 1**, **Mwani 2** and **Mwani 3**, measure 16.7 meters long with a beam of 5.9 meters and have a bollard pull capacity of 13.7 tonnes. These vessels will be used to assist ships entering and departing the port.

Eng. Abdullah Al-Sulaiti Nakilat Managing Director, said: "We are pleased to be delivering the first five vessels for NPP. This project is a reflection of hard work incorporated with vision that has worked well on all levels: successful new builds for a local client at Erhama Bin Jaber Al Jalahma Shipyard, based on a proven design. The cooperation between Nakilat and NPP is an excellent example of how local organizations are working together to support the development and growth of our local economy, that will in turn contribute to the achievements of Qatar National vision 2030." Capt. Abdulla AL-KHANJI, MWANI - CEO & New Port Project - General Supervisor said: "Hamad Port is being developed as a world-class facility as befits the State of Qatar. The delivery of these vessels is an important milestone in the delivery of the project. The completion of these marine units represent the culmination of a successful collaboration between NPP and NDSQ. To have vessels of such outstanding quality manufactured in Qatar, for use in Hamad Port is testament to the professionalism of all those involved." *(Press Release)*

ACCIDENTS – SALVAGE NEWS

TUG HUNG UP ON ROPE

On Aug 27, 2016, the fire rescue from Buggenhout was alerted after the "**Intrepide**" had started to sink at the quay of the Sint-Ursmarusst. in Baasrode. It ran into trouble when the tide turned as the mooring rope did not have the required clearance of five meters. When the water began to subside there was slack in the rope and came up under the pile of the pusher tug so that it was pulled up against the jetty and listed to port. The second rope broke under the pressure and the stern submerged. The fire brigade was trying to pull the ship back to the dock, but their efforts were in vain. Finally the rope was cut loose so that the tug came loose from the wharf. The operation lasted the whole afternoon. The skipper, a Frenchman, was not present at the time of the accident. *(Source: Vesseltracker; Photo: Dendermonde)*

ATTACKERS OPEN FIRE ON MIGRANT RESCUE VESSEL

On Thursday, humanitarian relief organization Medecins Sans Frontieres reported that the chartered

anchor handler **Bourbon Argos** was attacked and boarded by armed men the morning of August 17. The attack occurred 24 nm off the coast of Libya. The Argos has been conducting SAR missions to rescue refugees in the Mediterranean since May of last year. The men approached in a speedboat and fired off shots towards the **Bourbon Argos** from 500 meters out, then boarded the vessel. There were no refugees on board the vessel at the time of the attack, and the crew and aid staff retreated to a secure compartment. The men stayed aboard for approximately 50 minutes. They took nothing with them when they departed, and the only sign of damage was evidence of "several bullets shot." Stefano Argenziano, the NGO's mission coordinator on board at the time of the attack, told the Guardian that the gunfire appeared to be aimed at crew. "They were not warning shots," he said. "We received at least 13 bullets, hitting different parts of the bridge. People who were on the bridge . . . could have been killed or seriously harmed." "Although we don't know the identity of the attackers or their motivation, our initial assessment of the facts shows that they were professional and well-trained," Argenziano added in a statement. "This was a serious and worrying attack." MSF says that its three partnered vessels in the Mediterranean – the **Bourbon Argos**, the **Dignity 1** and the **Aquarius** – rescued a total of 3,000 people from small craft between April and June of this year. It said in a statement that the attack would not deter its work and its other vessels would remain deployed in the Mediterranean. The **Bourbon Argos** ' master, Captain Ruslan Voznuk, described the anchor handler's unusual mission in an interview last year. He said that over the course of the summer of 2015, the **Bourbon Argos** rescued 8,000 people – including one thousand migrants in one day. "We cannot remain indifferent to such situations, faced with all these people waiting to be rescued in makeshift boats and harsh weather conditions," Capt. Voznuk said. "But we keep a cool head at all times, putting aside our emotions: these operations require maximum concentration. Of course in my heart I feel things . . . But I cannot say more, I do my duty. We are well aware of the situation these people we are help are in, we know that all they want is to escape an extremely difficult life and we are pleased to rescue them at sea." *(Source: Marex)*

TOWING CASUALTIES DECLINE, BUT FATALITIES RISE

There were six crew fatalities in the U.S. towing industry in 2015, an increase of two over the previous year, translating to a projected fatality rate of seven per 100,000 workers. Three of these fatalities were the result of falls overboard which account for approximately 50 percent of towing vessel fatalities. The statistics were compiled by the U.S. Coast Guard, in partnership with the American Waterways Operators (AWO), and released in the National Quality Steering Committee's annual safety report. The report details towing industry data and safety measures for calendar years 1994 to 2015. Despite the increase in fatalities, there was a significant decrease (34 percent) in all towing vessel casualties recorded between 2014 and 2015. There were 1,184 marine casualties involving towing vessels or barges in 2015, and 84 percent of the towing vessel casualties were classified as low severity incidents. Medium and high severity incidents represented six percent and

10 percent of all casualties, respectively. This decrease in casualties may be attributed to changes in Coast Guard policy and procedures which impacted both marine casualty reporting and classification of incidents, states the report. The report states that approximately 147,070 gallons of oil was spilled as a result of 68 tank barge pollution incidents in 2015. This translates to a projected oil spill rate of 1.92 gallons of oil spilled, per million gallons transported. Two incidents account for 97 percent of the volume spilled. The committee has convened several working groups to address oil spills, and most recently has focused efforts to address smaller spills resulting from oil transfers. The report is available HERE (Source: Marex)

LAST SPONSONS REMOVED FROM COSTA CONCORDIA WRECK

The last two sponsons were removed from the **Costa Concordia** wreck this week, and the vessel is ready for transfer to dry dock. Deck 0 is watertight and the hull has been restored to autonomous buoyancy. A decision will be made on Monday about which day next week the wreck will be towed to Dry Dock no. 4, where the final dismantling operations will occur over the next few months. The **Costa Concordia** ran aground in the waters surrounding Giglio Island, Italy, in January 2012, and was parbuckled, refloated and towed away by the TITAN/Micoperi team in September 2014. The caissons were installed on the vessel in April 2013 using the SAL Heavy Lift vessel **Svenja**. The salvage was the largest, most technically demanding project of its kind in history. The wreck was towed to Molo ex Superbacino in May 2015

where it is being recycled by the Ship Recycling Consortium – a group formed by Saipem (51 percent) and San Giorgio del Porto (49 percent). The dismantling project is expected to take over a year and to cost $114 million. Around 50,000 tons of steel and 2,000 tons of copper are expected to be recovered from the vessel. Prior to arrival at Molo ex Superbacino over 5,700 tons of furniture and interior equipment was removed so the wreck could be towed over the breakwater of the Prà Voltri Port to reach the dismantling dock. Around 80 percent of the vessel is anticipated to be able to be recycled. *(Source: Marex)*

CARGO DHOW LOADED WITH CARS SANK OFF OMAN COAST

An Indian cargo dhow, with 11 crew members on board, sunk off the coast of Jalan Bani Bu Ali province, Oman, in the morning Aug 27. All crew members were rescued by Omani fishermen. Dhow was on its way from Sharjah, UAE, to Al Mukalla port, Yemen, and was carrying 69 vehicles, food stuff, tyres and engine oils. Dhow developed heavy list and understood to capsize and sink, due to cargo shift. Vessel is not listed in international databases, it's a regional cargo dhow, engaged in coastal trade. *(Source: Fleetmon)*

ARCTIA KARHU'S HARBOR ICEBREAKER AHTO PARTICIPATES IN NUOTTA 2016 -OIL SPILL PREVENTION AND RESPONSE EXERCISE

Harbor icebreaker **Ahto** participates in Nuotta 2016 -oil spill prevention and response exercise, directed by Lapland Rescue Department, Arctia says in a press release. Objective of the exercise is to practice cooperation in oil spills between authorities, organisations and volunteers. Nuotta 2016 will be held in the surroundings of Ajos, Kemi. In the exercise, **Ahto** collects oil in formation, positioning behind two vessels pulling an oil drag net. The formation enables vessels to collect oil from a large area. Arctia Karhu has a year-round oil spill preparedness service contract with the Lapland Rescue Department. *(Source: PortNews)*

OFFSHORE NEWS

SOLSTAD RESULTS SHED LIGHT ON WEAK OFFSHORE SERVICE MARKET

Oil services firm Solstad Offshore, which has a fleet of 44 wholly owned or partly owned vessels, reported a drop in operating profit to NOK 98 million in Q2 compared to NOK 219 million a year ago as low oil prices continue to keep exploration and development activity in the oil and gas sector at a low level, the company reported Friday. A few highlights from their financial results: * Market for supply vessels is weak and Solstad has 13 vessels laid up; * Says there is no expectation of an imminent improvement in the market; * CEO Lars Peder Solstad says: "We are in three segments today (PSV, or platform supply vessels; AHTS, or anchor handling tug supply vessels; and subsea) and they all desperately need consolidation. We want to take an active role and are chasing tonnage in all of these segments."; * CEO says: "We would prefer the subsea and anchor handling segments, but we will look at all opportunities."; * CEO says: "Consolidation will obviously give synergies on the cost side, but I also believe it can have a positive effect on rates."; * CEO says: "the Aker deal has put us in a great position when it comes to consolidation and our ambition is to come out strengthened on the other side of the slump."; * Investment firm Aker, in which billionaire Kjell Inge Roekke is the main owner, injected cash in Solstad and is now the main owner ahead of the Solstad family; * CEO says: "We will see a lot of consolidation in the market in the near future. A lot of things will happen."; * Solstad Offshore has already made a merger with smaller firm Rem Offshore. *(Source: gCaptain)*

TOPAZ: ONE OSV OPERATOR WITH PROFITABLE FIRST HALF

Dubai headquartered offshore support vessel specialist Topaz Energy and Marine has turned in a result for the first half of 2016 that's in happy contrast to most others in the OSV sector. Topaz reported an $818,000 net profit for the six months to June 30 – a 125% improvement on its $3.1

million loss for the same period in 2015. Topaz has a primary focus on the Caspian, Middle East and West Africa and Subsea operations in the North Sea and Gulf of Mexico. It operates a fleet of more than 90 offshore support vessels with an average age of 7 years, compared to the global average of 15 years. Business highlights in the half year included a $350 million deal signed in May to construct, supply and operate 15 vessels for a minimum period of three years for a Chevron operated TCO in Kazakhstan. That award and a major BP contract signed in the first quarter bring the company's order backlog up by 23% to $1.6 billion. Also helping: A strong performance in the Caspian with Azerbaijan fleet utilization of 94% and a "rigorous cost containment drive." Topaz says it is continuing; cash preservation program continues. It has mobilized for vessels to the to Caspian from the Mideast North Africa region to pursue better opportunities and has seven vessels in lay-up to reduce operating costs. "We have delivered a solid performance for the six months to 30 June 2016," said CEO René Kofod-Olsen. "Although our revenue has softened against the six months of 2015, our EBITDA has remained robust and we have improved our EBITDA margin to just over 51%. "Our Caspian and Azerbaijan fleets continued to deliver, with a utilization rate of 94% in Azerbaijan. Our Mena and Africa regions have had a challenging six months as the Mena market moves increasingly to spot rate contracts and our clients reduce or delay investment in the West Africa offshore market. We expect the Caspian and Azerbaijan fleets to deliver a solid performance for the remainder of the year, where we generate the majority of our EBITDA." *(Source: MarineLog)*

REM OFFSHORE POSTS $113M IN VESSEL IMPAIRMENTS

REM Offshore has posted NOK 929m ($113m) in write-downs of the value of its vessels and other assets during the year to date, of which NOK 899m ($109.5m) was realised in the second quarter. “Combined with the newbuild cancellation costs, this means that the company is in breach of covenants relating to equity and the value of the fleet. The company has been granted a temporary waiver of these covenants through a standstill agreement with the banks, and has asked bondholders to approve a temporary waiver,” REM said in its financial report for the second quarter 2016. The latter waiver will be discussed at a bondholder meeting on September 6. REM said it had 18 vessels in its fleet as of June 30, comprising six

construction subsea vessels (CSVs), 11 platform support vessels (PSVs) and one offshore construction vessel (OCV). Four vessels have been laid up and REM said it is possible more lay-ups could follow due to the "challenging" upcoming winter period. The cancellation of a vessel being built at the Vard shipyard incurred costs of NOK 191.7m ($23.3m) for the Oslo-listed offshore support vessel owner. The cancellation will have no cash effect, however, as Vard is to be compensated with REM shares. Otherwise, REM called its current cash position "satisfactory", which is some good news ahead of its upcoming merger with Solstad Offshore, which will create a 62-vessel fleet. "The board expects the market for the company's vessels to remain challenging for some time. There will be a continued focus on steps to reduce costs, enhance liquidity and improve cash flow," REM commented in its Q2 report. *(Source: Splash24/7)*

EMGS IN BARENTS SEA SURVEY

Norway's Electromagnetic Geoservices ASA (EMGS) has entered into a data licensing agreement with a repeat customer for 3D EM data to be acquired over the Hoop area in the Barents Sea. The pre-funding amounts to $1 million. This new acquisition is expected to take place in Q3 2016 and will become part of the EMGS multi-client library. Christiaan Vermeijden, CEO of EMGS, said he was pleased that such a 3D controlled-source electromagnetic (CSEM) survey continues to add value to the exploration efforts for hydrocarbons in the Barents Sea. EMGS said this might encourage other customers to take advantage of the vessel being active in the area, however, the company did reveal the name of the vessel. The vessel in question might be the **Atlantic Guardian** which acquired data on multi-client projects in the Hammerfest basin, in the Norwegian Sea and in the North Sea in the second quarter 2016. Following this, the vessel started the mobilization of a Joint Industry Project. The **Atlantic Guardian**'s AIS shows the vessel working in the Barents Sea, having recently left Hammerfest. The geophysical company last week posted a second-quarter net loss of $11.2 million, compared to the net loss of $26 million in the prior-year quarter. Further, EMGS recorded revenues of $15.1 million in the second quarter of 2016, up from $12.1 million recorded in the corresponding quarter of 2015. *(Source: Offshore Energy Today)*

GOLDEN ENERGY GETS MORE WORK FOR PSV WITH TOTAL IN NIGERIA

Total E&P Nigeria has awarded Golden Energy Offshore, a Norway-based shipowner and operator of offshore service vessels, a six-month contract for one of its platform supply vessels (PSVs). Golden Energy said on Friday that the contract for the **Energy Scout** PSV has optional extension periods of six months each. Golden Energy did not specify how many of these optional periods are included in the contract. The company added that the **Energy Scout** PSV has already started the work. The vessel has already worked for Total in Africa, with the last four charters coming from Total E&P Nigeria, Total E&P Angola, and Total E&P Congo for general supply duties. The first contract with Total for the vessel was back in 2011 while the contract with Total in Angola was a long term charter which lasted over three years. The last contract for the Energy Scout was with Total E&P Nigeria back in May 2016. The vessel is a UT 755-L design and is a mechanically driven supply ship built by Brevik Construction and delivered in 2005. The vessel is designed for field supply & ROV duties, equipped with four thrusters and DP 2 class dynamic positioning system and is meant for all kind of offshore services. The vessel is built with an integrated system of two passive stabilizing tanks below the main deck to minimize roll. This allows the vessels to remain along the platforms in heavier weather. *(Source: Offshore Energy Today)*

SALE OF BOULDER AND BLUSTER

Tschudi Offshore have sold their long distance tugs "**Boulder**" (Imo 8516988) (12,000bhp) and "**Bluster** (Imo 8516976) (12,000) to Dubai Buyers. The vessels was safely taken over offshore Malta and Alexdandria (Egypt) and will be relocated to Middle East. F3O Dubai, who facilitated the sale, have been appointed exclusive broker for the tugs, and is now looking for tows towards East. Contact towage@f3offshore.com for further information. The **Boulder** was built in 1988 by Scheepswerven Waterhuizen, J. Pattje – Waterhuizen; Netherland under yard number 362 for A/S D/S Svendborg & D/S af 1912 A/S. and managed by A.P. Moller – Copenhagen; Denmark as **Maersk Lifter**. In 2007 sold to Boulder Intl. and managed by ITC - International Transport Contractors Holland – Heemstede; Netherlands, renamed

Boulder. The sister ship **Bluster** was built on the same yard as the **Boulder** under yard number 361 for the same owners as the **Maersk Launcher**. She was sold in 2008 to Bluster International BV and manaeged by ITC - International Transport Contractors Holland – Heemstede; Netherlands and renamed Bluster. They have a length of 69.70 mtrs a beam of 25.90 mtrs and a depth of 8.00 mtrs. *(Press Release; Photo: Jan Oosterboer)*

OCEAN KING VESSEL ENDS 30-YEAR RUN WITH STATOIL

Atlantic Offshore's contract for the multipurpose anchor handling, tug, supply (AHTS) vessel, the **Ocean King**, with Norwegian oil major Statoil has expired. Atlantic said on Monday that the vessel has been laid up as of August 26. This marks the end of a cooperation lasting a full three decades between Statoil and the **Ocean King** which has worked for the company since 1986. The last two extension options for the vessel were used in May 2015 until January 2016 and from January to July 2, 2016. Statoil had another 1×12 months option left but chose not to use it. Apart from being an AHTS vessel, Statoil has used the Ocean King as an Emergency Response and Rescue Vessel /(ERRV) as well. The vessel, formerly known as **Viking Queen**, was built in 1984 at Hellesøy Th Skibsbyggeri. In 2006, the vessel was purchased by Ocean LanHoy KS and renamed to **Ocean King**. It is operated by Atlantic Offshore Management AS. The vessel is 75 meters long with a gross tonnage of 2,295 tons. The vessel, which can accommodate 43 persons, has four main engines with 2,310 kW of power each and a pair of bow thrusters with a 1,000 BHP each. *(Source: Offshore Energy Today)*

LATEST SPLASH CHAT LIVE Q&A CASTS A LONG, DARK SHADOW OVER OFFSHORE

Offshore analysts, brokers, bankers, consultants and owners convened yesterday for the second ever live Q&A on Splash Chat, our new interactive forum. The discussion raised some shocking statistics and left many with the impression that there is still much more pain to come for the beleaguered offshore sector. Conversation kicked off naturally enough with transparency in public offshore companies in Singapore and the "Swiber effect". The oilfield services company has come in for

criticism from the Singapore Exchange (SGX) for its failure to disclose its real financial situation. It sought judicial management nearly a month ago, causing shockwaves across most other offshore related Singapore stocks. "Swiber was a train wreck in slow motion," commented Venkatraman Sheshashayee, ceo of Miclyn Express Offshore. "Unfortunately the SGX approach to transparency has glaring weaknesses," said Andre Wheeler, an offshore consultant and opinion writer for Splash. How Swiber will get out of its current financial mess took some of the discussion with Sheshashayee suggesting a scheme of arrangement is likely, much like Jaya's in the past. "The reality is the balance sheets of these companies cannot meet their debt / bond commitments. Working capital was used to grow bad businesses and with reduced revenues they don't have the cash to survive let alone pay debt," said Mike Meade, founder of offshore brokerage M3 Marine. Quite right concurred Sheshashayee: "For too long, short term assets have been used to fund long term liabilities," he said. Meade felt there would be no buyers for Swiber, and so it will have to be asset stripped, and flog Vallianz (in which it is a 25% shareholder) as a going concern and watch for collateral damage with the banks. No one participating in the discussion was willing to stick their neck out and suggest we are anywhere near the bottom of the offshore cycle. Sheshashayee noted how there are nowadays very few reliable data points for asset prices. "I am wary of saying 'we are near the bottom', as each time I feel that, there is a new bottom!" he said. Nevertheless the offshore owner veteran felt the time could be "ripe" for a non-industry player with reasonably deep pockets and a reasonable risk appetite to come in and build a fleet "super cheap". Leading ship financier and Splash columnist Dagfinn Lunde told Splash Chat: "The winner will be the ones getting modern tonnage today and having enough cash to see it through another two to three years." Lunde forecast OSV mass scrapping in about a year when the banks will have had enough. Meade was not so sure, pointing out that OSVs have no LDT so it is impossible to value a scrap sale. Nevertheless, Sheshashayee was adamant that scrapping is a necessity for the long term health of the offshore business, but he did admit scrapping has very little economic upside for owners, hence is generally ignored oe postponed. Andrew Craig-Bennett, Splash's lead opinion writer, observed that PSVs tend to sit out a downturn better than AHTSs. Wheeler agreed with this saying the AHTS market will split with real pain being felt in the smaller vessel market . Vessels with bollard pull of more than 100 tons and 8500hp will be attractive, particularly for the offshore wind farm sector and decommissioning. In terms of eye-popping stats that showed the true dire state of the OSV markets, Splash Chatters were told that there are more than 300 vessels delivered and waiting in China alone. In total, there are now between 1,300 and 1,400 OSVs off-hire and idle, equating to more than 35% of the global fleet. Given that, in general, breakeven utilisation is about 55-65%, this means that most owners are already running at or below breakeven. "One more even slight push and there go the covenants and DSCRs, much like Humpty Dumpty," quipped Sheshashayee. "The problem is that there is no place to hide left," commented Italian owner Giacomo Gavarone from Rimorchiatori Finarge. "In this sort of market, the good owners will fight desperately for work in order to keep their assets out of lay up and to keep their people together. When that fails, they roll over and die," said Craig-Bennett in the

busy offshore chat. Many felt the only way out was through dramatic consolidation in the sector. However, veteran banker Lunde cautioned: "Consolidation is good if you focus on new ships and scrap a lot of the old vessels, but consolidated bad balance sheets tend to be weak as well unless new money comes in and that is a long way away." "We will need banks to be understanding and give us tenors with wider latitudes and sweep-ins," said Sheshashayee. He then joked: "This market is a great teacher. I am learning a lot about night sweats and insomnia." Concluding M3 Marine's Meade had some advice: "Conserve cash, be evil with cost containment. Look after your people and now remember your friends are not in the client base nor the bank…god damn it's lonely here!" *(Source: Splash24/7)*

GC RIEBER SENDS 'POLAR EMPRESS' FOR SEISMIC WORK IN KARA SEA

Norway's GC Rieber Shipping has entered into a charter agreement for seismic acquisition and seismic QC services, with Russia's Sovcomflot subsidiary OOO SCF Geo. The job will utilize the 22-streamer ice-classed vessel **Polar Empress**. The job is estimated to take about two months and the mobilization for the operation in the Kara Sea will begin promptly, GC Rieber said on Monday. The vessel was built by Kleven in 2015. "We have had long lasting discussions with Sovcomflot related to this contract and we are very pleased to be able to conclude in time for this season's work. Our vessel's unique capabilities are tailor made for operating in these types of areas and we are glad to see that clients value our assets and our ability to adapt our work scope to specific need", says GC Rieber's CEO Irene Waage Basili. *(Source: Offshore Energy Today)*

MORE PRESSURE ON SWIBER AS $200M IN CLAIMS PILES-UP

Singapore's troubled offshore services company Swiber Holdings has seen a total sum of claims

against it reach almost $200 million. Offshore Energy Today reported earlier that Swiber had applied to wind up the company following demands from creditors, and requested to be placed under provisional liquidation back in July. The company withdrew its wind up application several days later and opted to go under judicial management. Bob Yap Cheng Ghee, Tay Puay Cheng and Ong Pang Thye of KPMG Services were appointed as Interim Judicial Managers of Swiber by the Singapore High Court. Swiber had said that claims against the company, as of August 4, summed up to $99 million. However, the sum of the claims has increased by almost $100 million in the space of three weeks. On Friday, August 26, Swiber stated that claims against the company now stand at around $197 million. Swiber added that it is currently seeking legal advice on the above claims. *(Source: Offshore Energy Today)*

WINDFARM NEWS - RENEWABLES

CWIND AND ROTOS 360 DELIVER BLADE REPAIR SERVICES OUT OF GRIMSBY PORT

CWind, a leading provider of services to the offshore wind industry, and Rotos 360, specialists in wind turbines O&M in onshore and offshore environments, have today announced that they are providing blade repair and maritime logistics services working out of the port of Grimsby in the UK. Rotos 360 is using the Gurit Renuvo UV cured blade repair method for which they achieved DNV GL certification two years ago. This method allows a significant reduction in the amount of time needed for curing thus speeding up the repair process. One of the two CWind vessels used, **CWind Alliance**, has had her wheel house moved to the rear to create space for the Rotos 360 Blade access platform utilising the vessel's modular pod system and specialist seafastenings engineered by CWind. The project is expected to be completed within two months. Lee Child, Operations Director at CWind was delighted about the project co-operation: "We are very happy to work once again with Rotos 360 on the successful delivery of this program of works. Grimsby is proving an excellent port of operation and together we are committed to deliver an efficient and cost-effective project to our clients. This summer campaign work is core to CWind's business." "We have established a very productive partnership with CWind which is producing cost effective and innovative blade repair solutions to

the offshore wind industry," said Rotos 360 Operations Director John Galliford. "The collaboration between Rotos 360 and CWind is shaping the future of blade maintenance in the offshore environment providing major O&M customers a turnkey operation that works." *(Press Release)*

DALBY OUSE TESTING NEW MOTION AND IMPACT MONITORING SYSTEM

Dalby Offshore is currently trialling a new system for motion and impact monitoring of offshore vessels, Oceanic Dynamics, on the recently delivered crew transfer vessel **Dalby Ouse**. Oceanic Dynamics is created by UK Electronic Solutions, part of NSSLGlobal Group, and is designed to protect the longevity of offshore assets by monitoring and reporting vessel impact on structures, passenger comfort and safety and engine performance and reliability. The system uses a Microelectromechanical System (MEMS) based orientation sensor to monitor motion and impact of the vessel as it docks, enabling vessel operators to keep in line with pre-specified ranges of impact force. Oceanic Dynamics is also able to monitor fuel efficiency, engine data, and route information, as well as the vessel's dynamic stability within the water. Steve Bartram, Operations Manager of Dalby Offshore, said: "We are currently trialling Oceanic Dynamics and have installed the system on our newest crew transfer vessel, '**Dalby Ouse'**. So far, we are extremely impressed with the results and have already seen real value in our investment, particularly as it helps us comply with the impact force and contractual regulations required by the client. The fact that the product is available on a contractual basis is also cost-effective and convenient." *(Source: Offshore Wind)*

YARD NEWS

HEAVYLIFT@SEA – OFFSHORE ACCOMMODATION VESSEL (OAV)

HeavyLift@Sea, the design specialist of offshore and multipurpose vessels, presents an advanced

purpose-built Offshore Accommodation Vessel (OAV) for operations at offshore wind farms. In terms of effective supply logistics the OAV serves as base for up to 60 technicians and crew members. Throughout the full service life of offshore wind farms the vessel responses to preventive and corrective maintenance tasks that cannot be solved by remote diagnostic techniques. Consequently, the OAV is a key asset for wind park stakeholders when it solely comes to performance and availability of electricity. The distant locations of wind farms necessitate extended work patterns. Typically, offshore workers spend two or more weeks offshore followed by a period of shore leave. The design concept of the OAV accommodates the current practices and focusses on the wellbeing of the passengers. The OAV prevents different measures for a comfortable and restful stay on board: • 60 single cabins; • Low noise level during operation of the vessel through acoustically insulated bulkheads and decks in the accommodation and adjacent to thruster rooms, engine rooms and hydraulic rooms. • Response to roll motions by a roll reduction tank system. At a length of 71.40 m, a breadth of 16.70 m and a draught of max. 5.60 m the OAV is designed for optimal sea going capabilities. The speed of 13 knots is achieved by two (2) main engines of 1,400 kW, three (3) auxiliary engines of 1,200 kW and two (2) controllable pitch propellers. High maneuverability is realized by two (2) high lift flap rudders and five (5) transversal thrusters. The proven conventional diesel-mechanical propulsion system is more cost efficient than azimuth thrusters or similar systems and particularly appropriate for long distances and fast transits. Exact positioning and station keeping (DP2) of the vessel is secured by three (3) bow thrusters and two (2) stern thrusters in combination with the propellers and the rudders. Several transfer systems onboard enable technicians and workers to access the offshore structures: • The motion compensated gangway gives the OAV walk-to-work capability and is arranged on portside. A lift is arranged next to the gangway and elevates personnel and spare parts up to 300 kg weight. Spare parts can be transferred via a pallet truck between the OAV and the offshore structures. • The 9.0 m daughter craft is a closed superstructure type with redundant propulsion. • A stern hangar is fitted for safe boarding of six (6) service technicians and cargo up to 500 kg weight in the daughter craft. The stern garage is operated by a hydraulic stern ramp which extends the runway of the daughter craft when open. A guiding structure for safe and easy recovery of the daughter craft is built-in to the stern door. The stern hangar concept sets this OAV apart from other service vessel designs and allows safe launching and recovering of the daughter craft even in worse weather conditions. The principle of the stern hangar system is already successfully operated by the vessels of the maritime rescue organization “Deutsche Gesellschaft zur Rettung Schiffbrüchiger” (DGzRS) since decades. • For the use of external vessels (e.g. crew transfer vessels) the OAV is equipped with an additional boat landing system for safe entering of the OAV. The OAV accommodates 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 6 TEU containers. The cargo hold is covered by two pontoon hatch covers. The respective deck area of 300m² gives sufficient space for service and maintenance work outside the workshops. The deck crane of SWL 25t@20m is arranged portside and shall be of knuckle boom type. The operation of the

crane is possible under harbor and offshore condition (HS = 2.50 m). The North Sea will remain the main region for offshore deployment. More than 3,200 turbines are now installed and grid-connected. Including sites under construction, there are 84 offshore wind farms in 11 European countries. The European wind service market has high growth potential due to the increasing number of installed capacities, aging of turbines and associated components resulting in growing demand for maintenance and repair measures and suitable service vessels. HeavyLift@Sea provides an advanced and well thought out Offshore Accommodation Vessel design that fulfils all the technical and operational requirements to successfully service the stakeholders in the wind energy market: • Accommodation for sufficient number of technicians, workers and crew; • Lay-out of the vessel corresponds to the technical workflow; • Clear und logical spatial separation of accommodation and working areas; • 300m² deck space for service and maintenance work at sea; • Save and fast launching / recovery of daughter vessel through stern hangar; • Capable deck equipment for handling of spares/tools and walk-to-work capability; • Conventional propulsion system ideally for long distance and high speed transits. *(Source: Heavy Lift@Sea)*

GLADDING-HEARN SHIPBUILDING, DUCLOS CORPORATION

The Company: For more than 60 years, Gladding-Hearn Shipbuilding has built steel and aluminum commercial vessels. Located on 6.5 acres on the deepwater Taunton River in Somerset, Mass., the family-owned and operated shipyard counts more than 417 vessels built as proof of its longevity and vessel reliability. A total of 38 customers own 120 Gladding-Hearn vessels. With in-house naval architecture and engineering capabilities and a cross-trained workforce, Gladding-Hearn is well-known for applying some of the most advanced shipbuilding techniques that rival many bigger yards, while still providing the personal customer service of a smaller yard. *The*

Case: Since 1955, Gladding-Hearn has been synonymous with pilot boats, having built more launches operating in the United States than any other shipyard. In 1978, the yard joined forces with designer C. Raymond Hunt to build the first launch with a deep-V hull, soon to become the industry standard. In 1977, the shipyard delivered America's first Z-drive tractor tug. An Incat Crowther licensee since 1987, Gladding-Hearn became the second shipyard in the country to build high-speed passenger catamarans and has built the majority of East Coast and Great Lakes fast ferries. In 2014, the shipyard built the first pilot boat application of Volvo Penta's IPS drives in the United States. Nearly 90 percent of Gladding-Hearn's business is from repeat customers. Recent high profile deliveries include Gladding-Hearn's second Tactical Response Vessel to the NYPD, as well as a new generation Pilot Boat for Tampa Bay Pilots. Both feature the unique C. Raymond Hunt deep-V hull. *(As published in the August 2016 MN100 edition of Marine News)*

LANKHORST SETS THE STANDARD FOR ROPE SUSTAINABILITY

Leading maritime ropes company, Lankhorst Ropes, continues to set the standard for sustainability in the maritime industry, based on its proven 'Through Life, For Life' business model. With investments in solar powered manufacturing and streamlined business and logistics, and rope recycling at an all time high, the company's investment in sustainability is paying dividends in more cost-effective manufacture and enhanced customer service. The 'Through Life, For Life' programme is a three pronged approach to sustainability involving: internal processes, customers and industry collaborations. Customers benefit from a complete rope sustainability life cycle from rope selection and training, through to care and maintenance, and ultimately rope recycling, all of which translates into higher performance, longer lasting ropes. Lankhorst has recently supplied materials for the ALP Maritime Services' **ALP Striker**'s recycled deck covers - the first offshore vessel in the world with KLP® Deck Covers instead of a traditional hardwood work deck. Lankhorst is actively involved with a number of wider sustainability initiatives such as, 'The Ocean Cleanup' project aimed at tackling one of the world's largest environmental challenges – waste plastic, and 'Project Circular Ropes' researching the technology needed to recycle maritime ropes in general. "Sustainability is at the heart of our business," says

Hans Pieter Baaij, commercial director - maritime, Lankhorst Ropes. "We've shown that 'Through Life, For Life' improves our customers' businesses through improved rope management based on higher performance ropes providing optimum service life." *(Press Release)*

REINTJES GMBH

The Company: Founded in 1979, Reintjes GmbH is an independent propulsion technology company that manufactures thousands of gearboxes annually. More than 90,000 units have been supplied to customers worldwide. Over time, Reintjes has expanded its product portfolio of marine gearboxes for engine ratings from 250-30,000 kW. Its maritime applications include dredging gearboxes and step-up gearboxes as well as complex system solutions such as pod drives and hybrid drives. *The Case:* The company is positioned in all major markets globally through sales and service networks, wholly owned subsidiaries, liaison offices and global partners on all continents. The firm designs, develops, and manufactures marine gearboxes for all manners of workboats. Products are sold through a sales and service network, and subsidiaries worldwide. It's gearboxes are trusted by myriad North American inland operators. The cutting edge Reintjes Hybrid System offers flexibility and economy for today's operators, utilizing proven Reintjes technology. The most commonly built inland towboats fall within this horsepower range. *(As published in the August 2016 MN100 edition of Marine News)*

DAMEN AND EVOQUA LAUNCHES DAMEN BALCON EC 1500 POWERED BY SEACURE® SYSTEMS

Damen Green Solutions and Evoqua Water Technologies will launch the DAMEN BALCON EC 1500 powered by the SeaCURE® ballast water management system (BWMS) at SMM Hamburg on 6 September 2016. The BALCON containerized deck house has been developed as a direct result of

customer demand for fast plug and play installation in the yard. "Damen enjoyed working with our partner Evoqua to develop the BALCON. Together we had a continuous focus on safety during the development of the BALCON. Evoqua, which has over 40 years' experience in manufacturing Chloropac® marine growth prevention systems, refined this tried and tested technology and integrated it into its SeaCURE BWMS. Damen focused on standardization throughout the development process as part of our remit to deliver safe and proven solutions to our shipyard customers on demand. The container will be classified as a deck house by the major classification societies," said Matthijs Schuiten, Product Manager Damen Green Solutions. "We were delighted to work with Damen to produce the BALCON, and take this next step in our relationship," said Lars Nupnau, Director Global Business Development Ballast Systems at Evoqua Water Technologies. BALCON is an ideal 'plug and play' solution, with the absolute minimum of downtime for the vessel. BALCON is also well-suited for tanker vessels (with submergible ballast pumps), where there is typically no space available for placement of the BMWS. It can also be used as a temporary system on vessels that are nearing the end of their life cycle and only need to bridge a short period before they are being taken out of service. With a footprint of 20" container for a 1.500 m³/h treatment capacity, this newly arranged BALCON is a compact solution for ship owners and operators with limited space below deck. The arrangement is optimized for maintenance, and can be assembled and tested offsite to shorten build time on board. Damen Green Solutions and Evoqua's SeaCURE BWMS is backed by a strong after-sales support service. They collaboratively provide services to ensure ongoing compliance for the lifetime of a vessel, from commissioning and installation at locations across the globe, to maintenance through partners in a multitude of territories. Damen Green Solutions and Evoqua Water Technologies are exhibiting at the SMM international shipping exhibition SMM in Hamburg from 6-9 September. Visit them in Hall X, stand X. Chloropac and SeaCURE are trademarks of Evoqua Water Technologies LLC in some countries. *(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. launches the POSEIDON for Suderman & Young

Towing Company

- 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

mailto: *jvds@towingline.com*

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