

## TUGS & TOWING NEWS

### *KASYMBORG TOWS MULTICAT FROM TURKMANBASHI TO AKTAU*



Wagenborg offers various logistics solutions in the Caspian Sea, as well as maritime support for the numerous oil companies and dredging operators. Wagenborg operates several tugs of with a limited draught, such as **Kasymborg**. Since the Caspian is very shallow in most places, towing operations requires the use of tugs which not only have sufficient power but can also operate in these shallow water. **Kasymborg** measures 25.8m in length and

generates 23.5 tonnes of bollard pull. Equipped with a crane. **Kasymborg** is often deployed as a service vessel, such as recently for dredging company Jan de Nul. Their Multicat **DN 34** was towed successfully from Turkmanbashi to Aktau by **Kasymborg**.

*(Press Release)*



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## EXPANSION OF THE RAMPARTS 3200-CL FLEET



The RAMparts 3200-CL was developed by Robert Allan Ltd. exclusively for Cheoy Lee Shipyards, Hong Kong. Since the first tug of this design was delivered in 2011, Cheoy Lee has delivered over 20 units of this series to its clients around the world. In July, Cheoy Lee was extremely busy with the delivery four more RAMparts 3200-CL tugs to their owners: three of them, Hawksbill, Flatback and Loggerhead for Loreto Maritime Pte. Ltd, Singapore and one, **Limin ASD 55**, for Limin Marine & Offshore Pte. Ltd., Indonesia. These tugs will be operated in Australia and Indonesia respectively. *Particulars of the RAMparts 3200-CL are as follows:* Length overall: 32.00 m; Beam, moulded, extreme: 12.40 m; Depth, moulded (hull): 5.40 m; Maximum draft: 5.00 m. The four new tugs were designed and constructed to Lloyds' requirements with the following notation: Notation: \* 100A1, Tug, \* LMC, UMS, Fire Fighting Ship 1 with Water Spray, IWS. *Tank capacities are as follows:* Fuel Oil: 230 m<sup>3</sup>; Potable Water: 48 m<sup>3</sup>; Lube Oil: 3 m<sup>3</sup>; Hydraulic oil: 0.7 m<sup>3</sup>; Sludge Tank: 3.5 m<sup>3</sup>; Oily Water: 4.5 m<sup>3</sup>; Sewage Tank: 4.5 m<sup>3</sup>; Grey Water: 1.5 m<sup>3</sup>; Foam: 7 m<sup>3</sup>. On trials, the tugs met or exceeded all performance expectations, with the following results: Bollard Pull, ahead: 71 tonnes; Free running speed, ahead: 13.4 knots. The vessels are outfitted to the highest standards for a normal operating crew of up to 10 people. The Master and Chief Engineer cabins are located on the main deck with four double crew cabins located in the lower accommodations. The deck machinery comprises a ship assist hawser winch on the bow, and one towing winch on aft deck. In addition, a



knuckle boom deck crane is installed on aft deck for handling of service parts and small cargo. Main propulsion for each tug comprises a pair of CAT 3516C diesel engines, each rated at 2682 BHP at 1600 rpm, and each driving a Schottel, SPR 1515 fixed pitch Z-drive unit, in ASD configuration. The electrical plant comprises

two (2) identical diesel gen-sets, each with a power output of 2 x 112 ekW. Fire-fighting monitors

are located at the top of wheelhouse, providing 'off-ship' fire-fighting service that meets Class Fire Fighting Ship 1 requirement. Ship-handling fenders at the bow consist of two rows of 800 x 400 cylindrical fenders at the main deck level, with a 480x300 mm "W" block fender below. A 300 x 300 hollow "D" fender provides protection at the main deck sheer line and along the knuckle, and 500x450 mm "W" block type fendering is used at the stern. *(Press Release)*

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### *RUSSIAN RIVER PUSHER TUG RECHNOJ-21*



The Russian Rechnoj River Pusher 29.22m long Tug **RECHNOJ-21** pushing a barge at Moscow River, Western Russia. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

## ZHU GANG TUO 11" ASD TUGBOAT SUCCESSFULLY DELIVERED

On September 3rd 2016, the 5000PS ASD tugboat named " **Zhu Gang Tuo 11**" built by Zhenjiang Shipyards was successfully delivered to Zhuhai Port Tug Co., Ltd. starting its sail smoothly. *(Source: Zhenjiang Shipyards)*



## HOPES FOR SECOND EMERGENCY TUG DASHED IN WAKE OF RIG GROUNDING



The Stornoway-based emergency towing vessel was scrapped by the UK Government in 2011. Hopes that Scotland's second emergency tug could return following the grounding of a 17,000-tonne oil rig in the Western Isles have been dashed. The Orkney-based **Herakles** has been Scotland's only emergency towing vessel

(ETV) since the Stornoway tug was scrapped five years ago. Repeated calls have been made for the reintroduction of a second tug in the Hebrides since the Transocean Winner ran aground on Lewis last month. The Maritime and Coastguard Agency (MCA) has now ruled out any prospect of a second Scottish ETV but suggested that the **Herakles** could be moved from Kirkwall in future. It said it is likely the vessel will patrol Scottish waters, rather than being based permanently in Kirkwall. An MCA spokeswoman said: "We consulted with a wide range of Scottish stakeholders during the early part of this year and commissioned an independent report to establish the emergency towing vessel requirement off north and north west Scotland. "The case for providing two ETVs rather than one was considered during discussions. "The operational experience of the past five years has demonstrated that a single ETV has been sufficient to meet the needs for emergency towage." She added: "Given this evidence, it has been decided that a second ETV - delivered at taxpayer expense - is not warranted. "The MCA will monitor the prevailing conditions and when appropriate will consider moving the ETV to a position within its overall operating area where the potential for increased risk has been identified. "The new ETV contract is likely to include a patrolling function which should see visits to all parts of the ETV operating area having due regard to weather forecasts and vessel traffic service requirements." Calls for a second emergency tug have been endorsed by the

Western Isles and Highland councils. Earlier this month, ten SNP politicians signed a letter warning the consequences of not having a tug in Stornoway could be "catastrophic". Western Isles SNP MSP Alasdair Allan said: "The sad reality is that when the oil rig went aground on Lewis, the Orkney tug was roughly 18 hours away from the scene. "The coastline of Scotland is massive and one tug simply cannot cover all of it. "This is certainly a disappointment but it will not make the campaign for a second vessel go away. "The people in my constituency are known for their knowledge of the sea and they do not regard this as a safe situation." Emergency towing vessels were first introduced in 1994 following the **Braer** oil spill in Shetland. The MV **Braer** spilled 84,500 tons of crude oil into the ocean when it went adrift and ran aground on January 10, 1993. A report published in the wake of the disaster called for the introduction of a fleet of ETVs which could rescue a drifting vessel before it foundered. Four ETVs were based at ports across the UK until 2011 after funding was slashed in the UK Government's 2010 spending review. *(Source: STV TV)*

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### OKSKAYA SHIPYARD LAUNCHES FIREFIGHTING TUGBOAT OF PROJECT TG-17 BUILT FOR ROSMORRECHFLOT'S MARINE RESCUE SERVICE

On September 9, 2016, Okskaya Shipyard (part of UCL Holding) launched the **Penai**, tugboat of Project TG-17 being built to the order of Rosmorrechflot's Marine Rescue Service, the shipyard says in a press release. The vessel is intended for towing of vessels and floating facilities in marine conditions; participation in oil spill response operations as an auxiliary transport for delivery of dedicated equipment and for



installation of booms; assistance in firefighting operations at floating and coastal facilities for transportation of general cargo on the deck with loading/unloading of cargo by port facilities or onboard crane. The contract for construction of the firefighting tugboat TG-17 designed by Marine Engineering Bureau LLC was signed on April 8, 2015. Okskaya Shipyard is a modern shipbuilding enterprise (member of VBTH, a division of UCL Holding). Okskaya Shipyard specializes in the

construction of oil tankers and medium-tonnage mixed 'river-sea' class dry cargo vessels, containerships, special vessels and barges. UCL Holding is an international transport group, consolidating a number of Russian shipping, shipbuilding, rail, stevedoring and logistics companies. UCL Holding also includes North-West Shipping and Volga Shipping companies, VF Tanker, a portfolio of shipbuilding and cruising assets. *(Source: PortNews)*

## SISONKE FLIES THE SOUTH AFRICAN FLAG



In support of the objectives of Operation Phakisa in growing South Africa's maritime economy, SMIT Amandla Marine's buoy tender vessel formerly known as 'Pentow Malgas' has been renamed 'Sisonke', and has officially been registered through the South African Maritime Safety Authority on the South African ships' register. The vessel is on contract to PetroSA, and her return to the South African flag is in line with the stated intent of SMIT Amandla Marine and

PetroSA. 'Sisonke' translates to 'togetherness'— reflecting the company's partnership approach. SMIT Amandla Marine holds a long term contract with PetroSA for the management of the Marine Loading Facility, which includes the Single Point Mooring (SPM) and Conventional Buoy Mooring (CBM), off Voorbaai. Earlier this year the 'Sisonke' was involved in an SPM change out which commenced on the 17th of April whereby the mooring hawser and both floating hose strings with a total of 28 floating hoses had to be removed. Both subsea hose strings were disconnected from the SPM and laid down on the seabed, still connected to the pipeline end manifold. The four anchor legs which are made up of 70mm chains were disconnected from the SPM and buoyed off after which the SPM was towed into port and berthed at Charlie berth, Quay 4. PetroSA disassembled the Multi Product Distribution Bearing and replaced all seals within the bearing, after which a pressure test was completed alongside. The SPM was then towed back out to location and reinstated. A dynamic team of specialist personnel ensure that environmental protection and safety in these operations are managed effectively and to high international standards. *(Press Release Smit Amandla)*

## CATERPILLAR DEVELOPS INTEGRATED PACKAGES FOR TUGS

Caterpillar Marine has developed propulsion packages for different types of tug. It has delivered the first full package of engine and thrusters for an offshore tug, and made combined systems available for escort and harbour tugs. According to Caterpillar regional sales manager for South East Asia Pacific, Jonas Nyberg, these packages include electro-mechanical hybrid azimuth thrusters that have electric motors and variable speed drives. "We have delivered hybrid systems for offshore support vessels in the past and have used that experience to tailor packages for the tug and salvage market," he said at the SMM exhibition in Hamburg. He added: "These are more compact, lighter and have fewer components. There is full integration of the engine, propeller and controls in one package."

We have delivered the first of these packages.” The latest delivery of a hybrid package was for a 120-tonne bollard pull anchor handling tug built by Keppel Singmarine. The next project could be for tugs with a bollard pull of between 80 and 90 tonnes. Mr Nyberg said there was interest from owners and shipbuilders in its integrated package. “It is very economic, and we are quoting in many projects worldwide,” he said. Caterpillar has produced hybrid thrusters for harbour tugs. It has developed an integrated package for these smaller vessels, including thrusters, engines and controls. “It is our strategy to offer integrated packages for the tug market,” Mr Nyberg said. (Source: [Tugs Technology and Business](#))

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## US OPERATOR ORDERS MORE

Harley Marine Services has announced an order for two more ship handling tugs which are to be built at Diversified Marine in Portland, USA. The vessels will be named [Rich Padden](#) and [Dr Hank Kaplan](#) and will be sister vessels to [Michelle Sloan](#) and [Lela Franco](#). They will be deployed to further



expand the company’s presence on the US West Coast. The vessels will each have a length of 80ft (24.38m), a beam of 36ft (10.97m) and a depth of 16ft 8in (5.1m) and are capable of producing 70 tonnes of bollard pull. Each vessel is equipped with two CAT 3516, Tier III propulsion engines, delivering a total of approximately 5,200hp, and two Caterpillar C7.1, Tier III generators. These engines will reduce NOx and particulate matter by 74 per cent compared with Tier II models. Also in the USA, VT Halter Marine has announced the delivery of the 6,000hp twin screw articulated tug barge [Frederick E Bouchard](#) from its Pascagoula Shipyard in Mississippi. A sister to Morton S Bouchard, delivered in February this year, the newbuilding will join Bouchard Transportation Co’s fleet of tugs used for servicing coastal operations in the USA. Another US yard, Eastern Shipbuilding, has delivered the escort tug David B to Bay-Houston Towing Co. This is the third in a series of four Z-Tech class terminal and escort tugs being constructed for Bay-Houston Towing Co. (Source: [Tugs Technology and Business](#))

## SOUTH AFRICAN SUCCESS FOR SHIBATAFENDERTEAM

Germany-based ShibataFenderTeam is supplying complete fender sets to eight sister tugs being built



by Southern African Shipyards for South Africa's Transnet National Ports Authority. The scope of supply includes cylindrical, W-type and wing fenders for the new 70 tonnes bollard pull tugs, two of which, **Qunu** and **Cormorant**, were named at the yard in May and entered service in June and July

respectively. The lead vessel, **Mvezo**, was handed over in April. ShibataFenderTeam is delivering the fender packages for these eight tugs in phases. The last of them is due to be shipped towards the end of 2016. FenderTeam and Shibata came together towards the end of last year to create a combined business with a uniform global profile. The new company, in which Japan's Shibata Industrial Co is the majority shareholder, has its headquarters in Hamburg. This office is responsible for all fender design, engineering, manufacturing and sales worldwide, except for Japan. ShibataFenderTeam managing director Jan Mursch said: "After a long and successful period of co-operation between Shibata and FenderTeam, this was the logical next step, to offer our customers global accessibility to high quality fenders and designs with the aim of further strengthening our leading position in the world market. (Source: Tugs Technology and Business)

## ACCIDENTS – SALVAGE NEWS

### *LONDON P&I CLUB CELEBRATES 150 YEARS OF OPERATION*

THE London P&I Club is celebrating its 150th anniversary during 2016/17, and has published a history of the club to mark the occasion. Nigel Watson, author of 150 years of The London P&I Club, says, "When the London Club was founded in 1866, shipping was dominated by the British mercantile marine, and the general cargo steamer was developing as the major conduit for world trade. As the club reaches 150, the world's shipping fleet is much more disparately owned and huge container vessels ship goods across the seas. One constant has been the prime importance of shipping to world trade and the way we live our lives in the modern world." As well as illustrating the momentous shifts in shipping since 1866, the story of the London Club also highlights the crucial role played by mutual insurance clubs in sustaining the role of international shipping.

In a foreword to the book, Alderman The Lord Mountevans, Lord Mayor of London and a former shipbroker with Clarksons, says, "The history highlights foresight and planning, for example in the early establishment of the overseas club offices. It also highlights enduring principles such as a



commitment to mutuality and the strong shipowner interest and engagement which clearly underpin the London Club's work." Further details can be accessed at: [www.londonpandi.com/about/history/](http://www.londonpandi.com/about/history/)

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## KOTUG PROVIDES SALVAGE ASSISTANCE TO REFLOAT M/V "GLADIATORSHIP"



Nacala, Mozambique: KOTUG provided salvage assistance to refloat M/V " **Gladiatorship**" after she ran aground just before high water. The vessel was unable to refloat herself and at risk of being damaged by the drop between high and low water. KOTUG employed two powerful Rotortugs to pull her free of the beach and back into safe waters, thus

refloating the M/V "**Gladiatorship**" within two hours of running aground. *(Press Release)*

## RO-RO SAFFET BEY REFLOATED

Ro-ro **SAFFET BEY** was refloated in the morning Sep 7 with the help of the tugs, and proceeded to Vatika bay, west of grounding site, understood under own power. Vessel understood to be anchored there for survey. The **SAFFET BEY** ran aground, while sailing at full speed, at Lacedaemonia coast, southeastern part of the Peloponnese Peninsula, shortly before midnight Sep 3. *(Source: Fleetmon)*



## FISHING VESSEL BURNS UP IN MAINE



A boat fire was extinguished Thursday off the coast of Jonesport, Maine. There was no one aboard at the time of the fire. At about 6:12 a.m., watchstanders at U.S. Coast Guard Sector Northern New England received a call from the owner, who was on shore, that his 32-foot fishing vessel **Bigger Dirls** was on fire in Hopkins Point Marina. Station Jonesport launched a 29-foot response boat crew. They arrived on scene where the vessel was tied to a mooring ball

and used their dewatering pump to begin fighting the fire. Jonesport Fire Department also arrived on scene and assisted in dousing the flames. When the fire was extinguished, the boat was towed by a good Samaritan to shore at Hopkins Point Marina. The cause of the boat fire is currently under investigation. (Source: [MarineLink](#))

## OFFSHORE NEWS

### MARCO POLO MARINE OMINOUSLY APPOINTS KPMG TO CONDUCT BUSINESS REVIEW

Marco Polo Marine could be the next offshore marine firm to send shockwaves through the Singapore market, announcing today that it has appointed KPMG as an advisor to the group to conduct an “independent business review” of the company. The move coincides with a meeting planned with Series 001 S\$50m 5.75% fixed rate noteholders which has been scheduled for next week, casting doubt on the company’s ability to honour the notes when they



mature in October. Sean Lee led Marco Polo has struggled this year, with a net loss of S\$7.5m (\$5.57m) posted for the first three quarters of its financial year. It has also been locked in a legal tussle with shipbuilder Sembcorp Marine after it cancelled its order for a Pacific Class 400 jack-up drilling rig at Singapore’s PPL Shipyard, which Marco Polo said was due to the yard’s “failure to comply with certain of its material contractual obligations”. In July another Singaporean offshore

vessel operator, Swiber Holdings, announced its liquidation only to later perform a u-turn putting the company into judicial management with KPMG as the manager. Shareholders and potential investors have been advised by the company to exercise caution in trading their shares and notes. Marco Polo Marine shares closed today, prior to the announcement, at S\$0.088. *(Source: Splash24/7)*

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### *PACIFIC RADIANCE SETTLES DISPUTE WITH CHINESE SHIPYARDS*



Pacific Radiance has reached a settlement with Shanghai Waigaoqiao Shipbuilding & Offshore and China Shipbuilding Trading (Shanghai) over the disputed construction contracts for two platform supply vessels (PSVs). The Singapore-listed owner served the two counterparties with notices of arbitration in Hong Kong on June 13. At the time, it said the arbitration “follows the rescission of the shipbuilding

contracts for the failure of the shipyards to deliver the PSVs in accordance with their obligations under the shipbuilding contracts”. The Chinese shipyards have agreed to refund the \$10,632,000 in pre-delivery installments paid by the claimant’s subsidiary Pacific Crest. The shipbuilding contracts were signed on May 8, 2013. In addition, the yard must repay \$52,000 in costs of equipment supplied by Pacific Crest to the facilities. The refund must be made within 60 days of the execution of the agreement, which is dated September 6, 2016. *(Source: Splash24/7)*

### *ARRESTED TOPAZ VESSELS FREE TO TRADE AGAIN IN NIGERIA*

A High Court injunction freezing the movement of three Topaz Energy and Marine vessels in Nigeria has been lifted, the Dubai-based OSV operator says. Seatrade Maritime News revealed last week that a disgruntled business partner, Cutra International Ltd, had filed an ex-parte motion – essentially a restraining order – blocking the vessels from trading in or leaving Nigerian waters. Cutra International reportedly also filed an associated law suit seeking \$9m in damages for an alleged breach of contract with the Federal High Court in Port Harcourt, the capital city of Rivers State and the centre of the country’s oil industry. Topaz hoped for a “prompt resolution” to the

dispute given that the value of the damages claim was significantly lower than the value of the impounded vessels - two PSVs, the twin 32,000 dwt **Amani** and **Seema**, and the crew boat **Breeze**. It appears to have been achieved that with the Mareva Injunction reportedly lifted yesterday. “The court has ordered the lifting of the restrictions on all three vessels and they are free to trade as of yesterday,” a Topaz spokesman said Wednesday.



There is no indication of whether Cutra International is still pursuing damages for the alleged breach of contract. Justice Ibrahim Watila adjourned the case until September 9 after granting the original Mareva Injunction on August 17 “pending the hearing and determination of the substantive suit”. The immediate movement of **Amani**, **Seema** and **Breeze** is also unclear. Topaz has six vessels currently deployed under its Africa arm where it operates out of Nigeria and Angola with a workforce of 237 offshore and 27 onshore staff according to its 2015 annual report. Energy major Total is Topaz’s biggest client in Nigeria. *(Source: Seatrade Marine)*

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## STANDARD DRILLING INVESTS IN PSV MARKET

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Standard Drilling, a former drilling contractor which was taken over by Saga Tankers last year, has entered into the market for platform supply vessels (PSVs) and has acquired a 20 per cent stake in PSV Opportunity I DIS for US\$2.4 million. The entity recently purchased three VS 470 Mk II PSVs – **ER Arendal**, **ER Bergen** and **ER Kristiansand** – for an aggregate price of US\$7.5 million. Fletcher Shipping has been appointed technical and commercial manager of the vessels, which have been renamed **FS Arendal**, **FS Bergen** and **FS Kristiansand**. The vessels were built at Kleven Verft in Norway in 2005 and 2006. *(Source: Offshore Support Journal)*

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## MERMAID MARITIME BAGS NEW SUBSEA CONTRACTS

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Mermaid Maritime has won two subsea contracts in South East Asia and a contract extension in the Middle East. Mermaid’s Eastern Hemisphere business unit, through its subsidiary Seascope Surveys, has been awarded two additional subsea contracts in South East Asia with a total estimated potential contract value of \$5.1 million. The first package of work involves the DP2 Dive Support Vessel ‘**Mermaid Nusantara**’ together with heavy duty work-class ROVs for a 30-day project in the Natuna Sea, Indonesia, carrying out installation activities directly for an international upstream oil and gas company. The company noted that the work on this first package is scheduled to start no later than

the first quarter of 2017. The second package, Mermaid said, is to provide survey and inspection services to a third party diving vessel for approximately 45 days working in Malaysian territorial waters. The work on this second package has already started, said the company. Mermaid also informed that its Western Hemisphere business unit has been awarded a one-month work extension by an EPC contractor in the



Middle East for its DP2 Dive Support Vessel 'Mermaid Endurer', together with an additional standalone saturation diving support work equipment and services. The awarded extension has an estimated potential contract value of \$1.8 million and has already started, the company concluded. *(Source: Offshore Energy Today)*

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## WESTERN LINK CONTRUCTION ADVANCES



Cable laying vessel **Giulio Verne** and support vessel **Go Pegasus** are continuing with installation and survey work in the Irish Sea along the Western HVDC Link cable route, AWJ Marine informs. The Western Link Project consists of installing two 600 kV DC submarine cables in the Irish Sea from Ardneil (Scotland) to Wirral (England) for a

total route length of about 387 km. The vessels have completed post-lay survey work, and are now

gearing up for additional pre-lay survey work and cable installation along the cable route. As a part of the third campaign, the post-lay survey of the cable has been completed in the North Channel and the mouth of the Firth of Clyde by the cable laying vessel **Giulio Verne**. As a part of sixth campaign, during the month of September, the Giulio Verne vessel is due to start the cable installation in the North Channel and the mouth of the Firth of Clyde. The work is expected to be completed in November 2016. The vessels **Go Pegasus** and **Maersk Connector** are due to carry out survey work along the cable route in the Firth of Clyde, and having completed this will carry out a pre-lay grapnel run along the route to ensure it is free of obstructions that could hinder burial. This work is due to begin on September 9, and to be completed by the beginning of October 2016. *(Source: Subsea World News)*

### MORE RED INK FOR BOURBON

Bourbon has seen its loss widened in the first half of 2016 as revenue fell on lower utilization and daily rates pressured by tough market conditions. French vessel owner and offshore services provider has recognized a €104.3 million (\$117.5 million) net loss (group share) for the first six months of 2016, compared to €3.7 million loss in the prior-year comparable period. In the first half of 2016, Bourbon saw its average utilization rate (excluding crew boats) at 68.1%, against 81.9% same time last year. Average daily rates also declined from \$19,012 to



\$15,741. The company generated a total of €599 million in half-year adjusted revenues. This result is approximately €160 million or 21% lower from €759 million in 1H 2015. Bourbon had €284.7 million in second-quarter adjusted revenues, down some 24% from a year-ago quarter (€375.2 million) and close to 10% sequentially. As for the subsea segment, adjusted revenues for the second quarter fell 14% year-over-year, but around 22% higher against the Q1 2016. Subsea division generated €110.8 million in 1H 2016 compared to €138 million in the corresponding period in 2015. “Subsea activity reached its low point in the 1st quarter 2016 and the improvement in the utilization rate in the 2nd quarter should continue for the following quarters,” Bourbon said in 1H 2016 earnings report. Bourbon said it expects a full year 2016 adjusted revenue reduction in the order of magnitude experienced year on year during the 1st semester and a slight decrease in adjusted EBITDAR/revenues margin. The company added that up to 46 vessels were stacked in the 1st half of this year. *(Source: Subsea World News)*

### SWIBER PLEDGES ITS 25% VALLIANZ STAKE TO DBS

Swiber Holdings has pledged its Vallianz shares to its lead creditor DBS. Swiber, an oilfield services provider, sought judicial management in Singapore at the end of July, causing massive shockwaves among fellow locally listed offshore firms. Swiber has a 25% stake in OSV firm Vallianz. Vallianz



issued a release to the Singapore Exchange today explaining that Swiber has in effect handed its stake to DBS. DBS is owed hundreds of millions of dollars from Swiber. Last night, Vallianz also announced that it was looking to raise up to S\$143.8m (\$106.1m) from a proposed rights-cum-warrants issue. *(Source: Splash24/7)*

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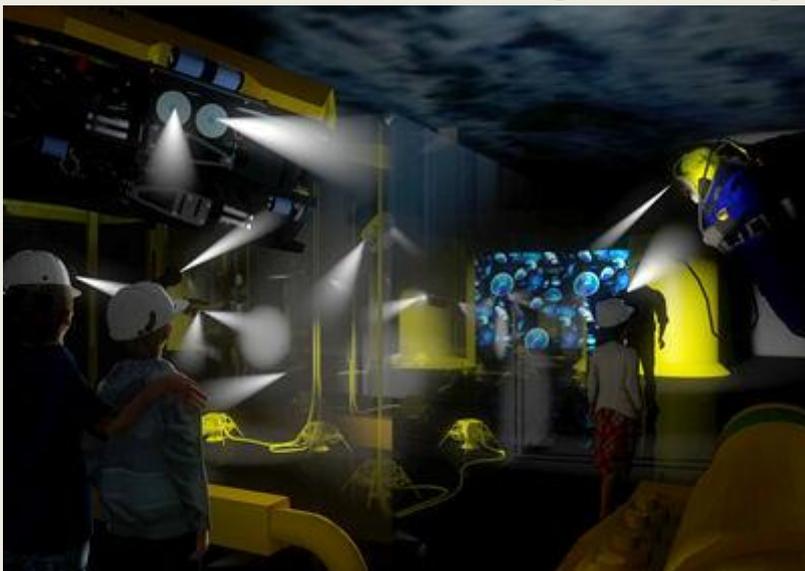
## MARITIME MUSEUM ROTTERDAM TO STAGE FIRST OFFSHORE EXHIBITION

New exhibition brings offshore ashore as the search for energy becomes an experience. Over forty-five leading companies in the shipping and offshore maritime sector are among those who have contributed to the funding for the first ever exhibition in the Netherlands dedicated to the offshore sector, to be housed at The Maritime Museum Rotterdam for the next seven years. Offshore Experience, which will open in mid-December, will provide visitors with a spectacular overview of the search for oil, gas, wind energy and renewables at sea.



Frits Loomeijer, General Director of the Maritime Museum says, “As the worldwide transition from fossil fuels to renewable energy continues apace, energy assumes increasing importance for the

economy and is essential for everyday living. Without energy, we could not recharge our mobile phones, put fuel in our cars or cook our food. A lot of the energy comes from oil, gas or wind and is obtained offshore at sea. “Dutch companies are in demand throughout the world for the expertise they can bring to complex high-tech offshore projects in the most dynamic conditions. After all, just how do you construct a wind turbine at sea? How do you position a 30,000-ton platform on the seabed, accurate to the centimetre? And how do you prevent gas leaks at 3 km depth? The question for the future is not whether we will be able to drill deeper or under increasingly difficult circumstances, but how we can be more sustainable. In a world where everyone has an opinion on energy, the Maritime Museum is offering its visitors a unique experience around energy production at sea, both now and in the future.” Visitors to Offshore Experience can witness what it is like to work at sea, perhaps even 3 km below the surface. People of all ages will be able to embark on a challenging search at sea for energy. Wearing a safety vest and helmet, they will experience what it is like to be on an offshore construction in the middle of the sea. A 360° film projection stimulates the senses. Ships come and go and helicopters land. Models of the newest and most advanced offshore ships will demonstrate their capabilities. Offshore employees will offer a glimpse into their lives at sea, and simulated presentations will enable visitors to experience for themselves how drillers, crane drivers, wind turbine specialists and helicopter pilots undertake their demanding tasks on the open sea, in a constant battle with the elements. A lift will take visitors down to a mysterious undersea world, from just below the surface to a depth of 3 km. The adventure ends in the future, as visitors vote for the best sustainable idea for producing energy at sea. As well as developing the exhibition, the museum is also expanding the limits of Holland’s maritime heritage by adding offshore to its collection policy. It is carrying out extensive research into the history of the offshore sector in collaboration with Erasmus University and setting an innovative course in terms of technology education and project-funding. The Offshore Experience has attracted strong support from the commercial sector. Over 45 companies from the offshore sector, plus a large number of other organisations, are financing two-thirds of the project, as well as contributing knowledge and items for the collection. Erwin Kooij, CEO of leading international energy logistics specialist Peterson Offshore Group, says, “We are proud of our sector and I think it’s time to show that to everyone”. Jan-Pieter Klaver, CEO of leading offshore oil & gas industry service provider Heerema Marine Contractors, adds, “The Offshore Experience is a unique opportunity, a challenging way of



getting young people to be enthusiastic about technology.” The Offshore Experience can also be programmed as an educational location for primary, secondary and vocational education. The exhibition is the basis of a new technology education programme in the museum which is in line with the National Technology Pact 2020. This is an agreement under which the Netherlands government and social partners

are setting out a long-term approach for increasing the numbers of technically skilled professionals. □ Companies which have made contributions as partners to the Offshore Experience include Heerema Marine Contractors, IRO, Van Oord Dredging and Marine Contractors B.V., Wäertsilä

Netherlands B.V., SBM Offshore N.V., Huisman Equipment B.V., Bluewater Energy Services B.V., Royal IHC, Allseas Group S.A., Seaway Heavy Lifting, Tideway B.V., Oranje-Nassau Energie B.V., Teijin Aramid BV, Saab Seaeye Ltd., JB Systems, MARIN, Jumbo, Iemants N.V., Peterson, ENGIE E&P Nederland B.V., HSM Offshore BV, GustoMSC B.V., TOS Netherlands B.V., STC-Group, Navingo B.V., Vroon B.V., Van Beest B.V, Falck, Volker Staal en Funderingen B.V., RedWave BV, Gunneman Group IMO, Hydac BV, Sif Group BV, Nature group, InterDam B.V., Primo Marine, RH Marine Netherlands B.V., International Paint (Nederland) BV onderdeel van AkzoNobel, Intramar Insurances, Scheepvaartkrant, Halliburton BV, Bureau Veritas Marine Netherlands, AncoferWaldram Steelplates bv, Koninklijke Niestern Sander Scheepsbouw B.V., Stemat bv, Fugro N.V., IHC Hytec BV, Rederij Groen, Seascope BV, TNO, Ulstein Design & Solutions B.V. □ Funds which have made contributions include BankGiro Loterij, Mondriaan Fonds, Stichting VSBfonds, Stichting Bevordering van Volkskracht, Stichting Zabawas, Prins Bernhard Cultuurfonds, Stichting Ondersteuningsfonds N.I.S.S., Vaderlandsch Fonds ter Aanmoediging van 's-Lands Zeedienst, Van Cappellen Stichting, G.Ph. Verhagen-Stichting, Erasmusstichting, Stichting Swart-van Essen, Directie der Oostersche Handel en Rederijen, Dorus Rijkers Fonds, Stichting Job Dura Fonds, Janivo Stichting, Stichting Doelwijk, Van der Mandele Stichting, M.A.O.C. Gravin van Bylandt Stichting, STOER, Stichting Physico Therapeutisch Instituut, Rotterdamse Stichting Blindenbelangen, Stichting Blindenhulp, Landelijke Stichting voor Blinden en Slechtzienden, Mr. A. Fentener van Vlissingen Fonds, Stichting Verolme Trust. (*Press Release-Maritiem Museum Rotterdam; Photo's: Kossmann,de Jong*)

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## MAERSK'S OSV FLEET KEEPS SHRINKING

Maersk Supply Service, a Danish provider of offshore support vessels, continues trimming down its OSV fleet. In line with last month's decision to unload 20 vessels from its OSV fleet, Maersk Supply Service has this week sold another vessel. The Danish firm has now sold the **Maersk Forwarder** platform supply vessel and handed it over to



the new owner on Thursday, September 8. According to Maersk, the 1992-built vessel will be

modified and will not compete in the offshore supply vessel sector. The company did not reveal financial details, but according to the VesselsValue estimates, the **Maersk Forwarder** market value is around \$1.22 million. The company said its divestment plan was intended to help restore the supply and demand balance in the offshore supply market. The company has so far sold **Maersk Finder**, **Maersk Puncher**, **Maersk Provider** and **Maersk Forwarder**, leaving the fleet at 53 vessels. **Maersk Puncher**, **Maersk Finder**, and **Maersk Provider** were sold for an undisclosed price to Turkish Karadeniz Holding in August. The vessels will be modified and removed from the offshore market. VesselsValue estimates the August deal from Maersk to Karadeniz Holding to be worth \$4.15 million. As for the **Maersk Forwarder**, the buyer has not been disclosed. However, the vessel is currently moored in Yalova, Turkey, so it might be that Karadeniz bought this one as well. To remind, along with the vessel cutting plan, Maersk Supply Service in August said it would reducing its crew pool by 400 offshore positions. *(Source: Offshore Energy Today)*

### SEABIRD IN 2D SEISMIC SURVEY IN BARENTS SEA



Seismic explorer SeaBird Exploration will acquire a long offset 2D multi-client survey in the Barents Sea. According to the company's statement on Friday, SeaBird and oil company Lundin Norway have jointly designed this survey of deep seismic profiles to be acquired in the Barents Sea during September-October 2016. The survey objective is

to acquire long-offset profiles that image large scale deep-seated crustal structures beneath the Norwegian Barents Sea. SeaBird added that Lundin Norway will be supervising the processing of this dataset. The program is fully supported with industry funding and SeaBird will be using the 2D long offset/source vessel **Harrier Explorer** for the work. *(Source: Offshore Energy Today)*

### RØKKE PRESSES AHEAD WITH REM MERGER, EYES FURTHER OSV CONSOLIDATION

More details of the merger of two big names in Norwegian OSV circles have been revealed. REM Offshore and Solship Invest 1, a unit of Solstad Offshore, will merge together. The merger will be completed as a statutory triangular merger, whereby Solship Invest will be the surviving company. Solstad, in which Norwegian industrialist Kjell Inge Røkke became the major shareholder, in June is now at the heart of OSV consolidation in the Scandinavian country. Solstad will in connection with the merger create a new set of class B shares which will have the same economic rights as the ordinary shares in Solstad Offshore, the latter of which will be renamed class A shares, but with 1/10th vote. "It is Solstad's intention that the new class B shares can be an instrument for further consolidation in the industry," Solstad said in a release today. As merger consideration, REM's shareholders will receive new Solstad offshore class B shares. Åge Remøy and his related companies will receive up to 6m Solstad Offshore class A shares for the first NOK75m in REM shares subscribed by them in REM's NOK150m directed share issue. It is a condition from Remøy's side that his

current controlling position in REM is reflected by a significant voting interest in Solstad after the merger. “The principal shareholders of Solstad have agreed to this and look forward to having Åge Remøy as a key industrial shareholder,” Solstad said in the release. Extraordinary general shareholders meetings have been convened at REM and Solstad for October 10 to push through the merger with a view to completing the process by the end of November. *(Source: Splash24/7)*



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## SEACOR CREWBOAT IS FIRST APPLICATION OF QSK95



Cummins recently delivered the first four QSK95 engines for a marine application and says four additional units will be delivered in December. The engines were delivered to long-time Cummins partner Seacor Marine Holdings for installation on a 57m

catamaran crewboat designed by Incat Crowther. “We are extremely excited to be working with Seacor to launch the first QSK95 marine engines,” said Cummins executive director, marine market Jim Schacht. “We leveraged all the experience and best technologies Cummins has to offer to design the QSK95 marine engine, which will deliver increased power and reliability, fast transient response and simple serviceability.” Two crewboats will be built, each powered by four QSK95 marine engines rated at 4,000hp (2,983kW) at 1,700 rpm, matched to MGX-62500SC-H marine

transmissions supplied by Twin Disc and quad HT-810 waterjets from Hamilton Jet, to achieve a maximum speed of 40 knots. The two forward engines will run Jason FiFi 1-class firefighting pumps off the front of the engine. Cummins is also providing auxiliary power; each vessel will have two QSM11-powered generator sets rated at 290 kWe, as well as a fully enclosed QSM11-powered deck generator rated at 270 kWe. Named Puma and Panther, the crewboats will be built at Astilleros Armon in Burela, Spain. The first is expected to enter into service in April 2017, followed by the second in July 2017. *(Source: Offshore Support Journal)*

## WINDFARM NEWS - RENEWABLES

### SANDBANK FEEDS FIRST POWER INTO GERMAN GRID

The Sandbank offshore wind farm, located in the North Sea, 90km west of German island of Sylt, has fed the first power to the German grid. The 72 wind turbines will be put into operation successively, with the entire wind farm expected to be on the network in the spring of 2017. The first wind turbine was installed at the end of July and a total of 21 wind turbines have been installed since then. During the commissioning of the wind turbines, a combined hotel and transfer vessel **Acergy Viking** is being used. By using this



modified type of ship, the project expects a significant three-month gain of time compared to the original planning. The “walk-to-work” vessel features a special gangway system which enables the commissioning teams to climb onto the wind turbines directly. The new concept also enables for work with enhanced safety standards and to be carried out 24 hours per day. This concept is used in German North Sea for the first time with the commissioning of the Sandbank wind turbines. Hergen Stolle, responsible package manager for wind turbines at Vattenfall, said: “The commissioning of the first wind turbines underlines the fact that it is possible to start with the generation of electricity shortly after the erection phase. It proves that offshore technology is becoming more and mature. And it also shows that the co-operation between all project partners works very well.” Christian Moldan, Head of Offshore Wind Projects at Stadtwerke München (SWM), said: “The according-to-plan- running erection phase of our project Sandbank is a good proof point for the fact, that the offshore business makes now profitable use of the experiences already made in previous projects. This includes Vattenfall and Stadtwerke München. We were able to transfer the know-how from the “sister project” DaTysk to Sandbank and thus to carry on with our successful co-operation.” When the wind farm is in full operation, the offshore substation, which was installed in May, will collect the wind energy from all 72 turbines, transform it from an AC voltage of 33 kilovolts (kV) to 155 kV, and deliver it to a converter station, from where the energy will be transported as DC over a distance of 165 kilometres to the landing point in Büsum, Schleswig-Holstein. *(Source: Offshore Wind)*

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**ART 80-32**

NEW INDUSTRY  
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## *WORLD'S LARGEST OFFSHORE WIND TURBINE UP AT BURBO BANK 2*



The first of 32 MHI Vestas 8MW wind turbines has been installed at the Burbo Bank Extension offshore wind farm. The turbines are the largest in the world and this is the first time they have ever been used in an offshore wind farm, DONG Energy said. Once completed, the 258MW Burbo Bank Extension will generate enough electricity to power over 230,000 UK homes. Claus Bøjle Møller,

project director, said: “The installation of this world-first technology shows DONG Energy is really leading the way in offshore wind energy. “By using bigger turbines we are able to bring down the cost of providing clean, renewable energy to homes around the UK.” The wind turbine was installed by A2SEA’s vessel **Sea Installer**. “This is the first time ever MHI Vestas’ 8MW turbine has been installed offshore. We used their new patented lifting tool and our newly extended boom. Our experienced crew did a great job in both handling the new equipment and the new components,” says Jan Riisgaard, Master on board Sea Installer. *(Source: Offshore Wind)*

## *ESVAGT NJORD JOINS DUDGEON OWF TEAM IN GREAT YARMOUTH*

Today’s opening event for the Dudgeon Offshore Wind Farm Operations Centre will also incorporate the naming of the wind farm’s purpose built 84-metre service operations vessel (SOV), **Esvagt Njord**. The vessel marks a new approach to operations and maintenance with accommodation for up to 40 wind turbine technicians who will live on the ship and walk to work on the turbines via a special gangway system, Statoil said. The Head of Statoil Wind Operations UK, Rune Rønvik, said: “We are the first offshore windfarm in the UK using a service operations vessel in regular operations and maintenance. We believe this is a solution for the future as the wind farms get bigger and are located further from shore.” Nauta and Havyard Ship Technology of Norway, the designer of the vessel, signed a shipbuilding contract for the vessel back in January 2015. Prior to that, in December 2014, Havyard received the order for the vessel from the Danish OSV operator Esvagt, after

Dudgeon Offshore Wind Limited awarded the company with a 5-year contract for the SOV. The contract includes options for extension, up to a total of 5 additional years. Esvagt took delivery of **Esvagt Njord** in August 2016. The new vessel arrived at the river port of Great Yarmouth on its maiden visit to the port on 6 September. Watch the video [HERE](#) (Source: *Offshore Wind*)



## YARD NEWS

### *McDONOUGH MARINE SERVICE*



*The Company:* Bernard P. McDonough created the company in 1945 by leasing barges from his construction company into the marketplace. Through a series of new and used barge additions, McDonough forged his company, expanding from the Ohio River to the Gulf of Mexico and eventually to the East Coast. His company was modeled around his fundamental philosophy of surrounding good equipment with very talented people. This recipe has yielded more than seven decades of dedicated service to its

valued customers' marine transportation requirements. After 70 years, McDonough Marine Service continues Mr. McDonough's legacy as a talented, family owned organization, serving exceptional clients with one of the largest fleets of inland and ocean spud, shale, hopper, and cargo barges in the United States. McDonough Marine Service core services are barge bareboat chartering, tugboat time charters, lump sum Project Cargo movements, and logistics management. These services are carried out by a modern fleet of 600 barges and five tugboats, dispatched from 15 fleet locations. The firm has offices in New Orleans, Houston, and Norfolk and has 41 employees. *The Case:* McDonough Marine Service has been the leader in the deck, spud, and material barge chartering market in the United States for 70 years. The firm operates a fleet of more than 600 barges with 15 fleet locations within Gulf of Mexico, Upper Rivers and East Coast. (As published in the August 2016 MN100 edition of Marine News)

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## POCKET TANKER FOR PUGET SOUND

“We wanted a vessel that would allow us to quickly and efficiently serve our diesel and lube oil customers in Puget Sound” explained Maxum Petroleum’s Mike Curry of the new 126-foot product tanker that the firm is having built. “We have 15,000 barrel barge doing the job now but this boat will be more efficiently handle our ATB customers. Most of our customers take smaller deliveries, so the new boat, with its six cargo holds taking 3700 barrels of fuel and



24,000 gallons of lube oil, will fill an important niche.” The **Global Provider** will be less than 100 gross tons and so qualifies for a two-man day-boat operation around Seattle. It also has accommodation for four crew making longer runs practical. “We have one barge each on the Columbia River and in San Francisco Bay,” explained Curry, “So if we have a barge in the dry dock in any of these ports we can send this boat down as relief.” With a 10-foot draft on a 14-foot molded depth and a 32-foot beam, the Grade B product tanker, to be named Global Provider, is fully double-hulled. Fuel tanks located port and starboard of the engine room will carry a total of 8900 gallons. Additional trim tanks are located in the forepeak and the stern quarters. Designed by the Elliot Bay Design Group, the boat is being built by Jesse Co Metal Fabrication and Machinery in Tacoma, Washington State. Brandt Schlender, Marine Project Management for Jesse Engineering, reports that the tanker is scheduled for delivery in February 2017. In the engine room, aft of the six separate cargo holds, a pair of Cummins QSK 19M Tier 3 diesels, each generating 660 HP at 1800 RPM will provide propulsive power. These two in-line six-cylinder engines will each turn into Twin Disc MGX=5202SC gears swinging 48-inch four-blade stainless steel props mounted on 4-inch by 17-foot shafts. A pair of Northern Lights generators will meet the boat’s electrical and hydraulic power requirements. On deck, a Rapp Marine HP30 5F crane will handle the hoses for product being pumped by a six-inch Blackmer pumps. *(Source: Alan Haig-Brown)*

## CUMMINS MARINE, INC.



*The Company:* Cummins, Inc. is a corporation of complementary business units that design, manufacture, distribute and service engines and related technologies, including fuel systems, controls, air handling, filtration, emission solutions and electrical power generation systems. Cummins has also created a dedicated Cummins Marine organization within the existing Engine Operating Segment. By consolidating its commercial and recreational teams, the Cummins

Marine organization is better positioned to serve its government and commercial marine customers.

*The Case:* Cummins has more than 90 years of experience in marine markets, and its marine organization combines Cummins expertise in a full range of marine products and vessel integration. Cummins offers a complete line of propulsion, generating set and auxiliary power solutions designed specifically for commercial marine applications, from inland rivers to offshore. Its products are supported at every major port with more than 1,500 locations worldwide. *(As published in the August 2016 MN100 edition of Marine News)*

## CONRAD SHIPYARD AWARDED CORPS OF ENGINEERS BARGE CONTRACT

Conrad Shipyard has been awarded a contract to build two deck barges for the United States Army Corps of Engineers. The barges will be delivered to the Corp's Mobile District and will be used to transport and store the district's stop logs used for lock maintenance and construction activities. The announcement was made by Conrad President and CEO



Johnny Conrad: "Conrad Shipyard has been delivering quality vessels to the Army Corps of Engineers for more than 20-years," he said. "We appreciate their continued confidence in our company and in the exceptional skills of our workforce." The two barges will be built at Conrad's Orange, Texas shipyard. The 24-acre facility, located on the Sabine River just north of the Gulf Intracoastal Waterway, has six fabrication buildings, NC Plasma manufacturing equipment and boasts USCG and ABS certifications. Conrad Orange is one of five Conrad shipyards located along the Louisiana-Texas Gulf Coast. *(Press Release)*

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## TWO BUYERS EYE STRUGGLING FRENCH SHIPYARD STX.



Two potential buyers have emerged for STX France, a shipyard subsidiary of the struggling South Korean group STX Corp, according to a French finance ministry source. The French state holds a 33 percent minority stake in STX France, which runs a naval shipyard in Saint Nazaire on the west

coast. Lossmaking STX Corp is in administration. A French finance ministry source said a South Korean court was poised to clear a decision to liquidate STX Corp's assets on Friday this week, a move that could clear the way for the sale of its assets. France, which has a potential veto right over any sale based on its holding and on the strategic significance of the military shipyard, is already negotiating with a buyout consortium, the source said. "There is also another candidate, which would be good news for the shipyard," the source said. "Talks are going on in a proactive way and in anticipation of the sale process." *(Source: Marex)*

## DAMEN SHIPREPAIR & CONVERSION STARTS OPERATING FROM CURAÇAO

On Friday 9 September the government of Curaçao and Damen Shipyards Group signed a concession agreement for the future operation of the current Curaçao Drydock Company. Damen will establish a new company on Curaçao under the name Damen Shiprepair Curaçao. It is expected that Damen will start up its operations in the two graven docks and on the available quays end October 2016. Part of the agreement



consists of Damen bringing in extra capacity in the shape of a floating dock. Furthermore it has been agreed a total of 40 Million US Dollars will be invested in the infrastructure and training facilities for personnel. The facilities of Damen Shiprepair Curaçao currently consist of two graven docks (280 x 48.00mtr and 193 x 26.5mtr) as well as approximately 2.000m of repair quays outfitted with 13 cranes. Mr René H. Berkvens, CEO Damen Shipyards Group, signed the agreement with the Minister of Economic Development Mr Eugene Rhuggenaath. “Whilst having a long history in building and delivering new ships to customers in the Americas this is the first step in our ambition to play a major role in shiprepair and conversion in the Caribbean area. This strategic partnership between Damen and Curaçao fits into our strategy to further expand our repair and service activities worldwide”. Damen Shiprepair Curaçao will become part of the Damen Shiprepair & Conversion group which currently operates 40 dry docks in 15 shipyards around the world. *(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:

- [Launching of the second dual fuel tug built in Europe](#)
- [Eastern Shipbuilding Group, Inc. Delivers the M/V HARVEY STONE to Harvey Gulf International Marine, LLC](#)
- [Svitzer names new tug in IJmuiden, The Netherlands](#)
- [Nakilat Damen delivers 5 vessels for New Port Project](#)
- [Eastern Shipbuilding Group, Inc. launches the POSEIDON for Suderman & Young Towing Company](#)

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