

TUGS & TOWING NEWS

MAIDEN VOYAGE OF ARCTIC TUG DENISE FOSS



Foss Maritime’s newest Arctic-class tug **Denise Foss** completed her maiden voyage recently, a cargo delivery to the North Slope of Alaska. The 132’x41’x18’ **Denise Foss** was paired with the 400’x105’x20’ double-deck barge American Trader to deliver modular cargo for an Alaska oil and gas

company. The cargo was loaded in Vancouver, Wash., and delivered to the North Slope by roll-off method. The **Denise Foss** is an ice class D0 tug. This means the hull is designed specifically for polar waters and reinforced to maneuver in ice. The vessel complies with the requirements in the ABS Guide for Building and Classing Vessels Intended to Operate in Polar Waters, including ABS A1 standards, SOLAS and Green Passport. The **Denise Foss** is powered by a pair of Caterpillar C280-8 engines putting out a total of 7,268 hp. Reintjes reduction gears turn a pair of fixed-pitch propellers in Nautican kort nozzles. Markey Machinery supplied the double-drum tow winch. The tug has a bollard pull of 221,000 lbs. The vessel incorporates several environmentally focused designs and structural and technological upgrades, including: Elimination of ballast tanks, so there is no chance of transporting invasive species; Holding tanks for black and gray water to permit operations in no-discharge zones (such as parts of Alaska and California); Hydraulic oil systems compatible with biodegradable oil; Energy efficient LED lighting; and High-energy absorption Schuyler fendering. The **Denise Foss** is named for Denise Tabbutt, one of the three sisters who are primary shareholders of Saltchuk, the parent company of Foss Maritime. *(Source: Workboat; Photo by Heather Ronek)*

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4 NOS OF ASD TUGBOATS WERE LIFTED FOR LAUNCHING AT THE SAME DAY WHICH CREATED THE NEW RECORD

At 8th September 2016, 4 nos of ASD tugboats which are self-designed and manufactured by Jiangsu Zhenjiang Shipyard (Group) Co., Ltd for SDIC CAOFEIDIAN PORT Co. Ltd and QINGDAO PORT INTERNATIONAL CO., LTD were successfully launched by lifting. This time 4 nos of ASD tugboats were lifted for launching at the same day created the new record of Zhenjiang Shipyard since 65 years and also created the new history of domestic



ship-building company which have the maximum quantity of tugboat's launching by lifting at the same day. Facing the serious situation of ship-building industry deep downturn, our company tick to our own characteristics, insist in technological innovation and digital shipbuilding, Continuous technology innovation and tooling technology reform, strive to improve enterprise production-management level and quality controllability, Added new power for enterprise's transformation and upgrading and marketing development. The successfully launching by lifting of these 4 nos of ASD tugboats, is the convincingly demonstrate that shipbuilding capacity and delivery performance ability increase rapidly since we carry out this new technology. Now in such a difficult situation that



Downturn in the shipbuilding industry and Marine industry was wounded badly, but our company still keeps a healthy development momentum. Since year 2016, we have new orders of 32 nos of ships and some ship's delivery period already scheduled to year 2018, and we had achieved such good performance which is "Zero order cancellation and all delivered successfully" for ocean engineering vessel, enterprise's asset-liability ratio and capital structure to be more

reasonable. Mr. Li Zhongjun - The vice-general manager of SDIC CAOFEIDIAN PORT Co. Ltd attend the launching ceremony. *(Source: Zhenjiang Shipyard)*

TIDEWATER TRANSPORTATION AND TERMINALS

The Company: Nearly 85 years ago, Tidewater pioneered commercial transportation on the upper Columbia Snake River system and opened up one of the nation's most isolated regions to global markets. Today, Tidewater Holdings is comprised of Tidewater Barge Lines, Tidewater Terminal Company, and since 2014, Tidewater Environmental Services, Incorporated. Tidewater Terminal Company works in conjunction with its Barge Lines, using key intermodal connections to railroads,

highways and pipelines. Tidewater's Environmental Services serves the marine and industrial business markets by providing on and offshore cleaning and waste transportation services. Almost 300 employees oversee Tidewater's fleet, which includes 16 towboats and 150 barges. The firm has facilities in Vancouver, Pasco, and Wilma, Washington, as well as



Boardman and Umatilla, Oregon. *Primary Product / Service:* Tidewater transports a wide range of commodities: grain, refined petroleum products, ethanol, liquid and dry fertilizer, cargo containers, wood products, and project cargo. Tidewater's operating area spans 465 miles on the Columbia and Snake River systems. The company's barge service is a critical part of the regional surface transportation system that helps offset rail and highway congestion. *The Case:* Tidewater's services on the Columbia Snake River system link shippers, ports, and communities to the global market, while providing quality family sustaining jobs. Tidewater is the largest and most experienced inland marine barge transportation provider west of the Mississippi River, handling 85% of the waterborne cargo along the CSR. In the fall of 2013, Tidewater awarded a contract to build three new towboats to Vigor Fab in Portland, Oregon. The first new tug, Crown Point, was delivered on April 20, 2015. *(As published in the August 2016 MN100 edition of Marine News)*

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WELCOME TO CAPO BOEO TUG BOAT!!!!

Today we celebrate the technical launching of **Capo Boeo** Tug boat YN 513501 at shipyard Damen Song Cam (Vietnam). A big welcome among to the fleet of Rimorchiatori Augusta. Rimorchiatori Augusta is a new venture for the Rimorchiatori Riuniti group and this will be the first new vessel for the company, demonstrating its commitment to future operations in the port. This ASD Tug 2810 is its first purchase since the deal was announced, and it will operate in and around the port of



Augusta. With 60 tonnes of bollard pull the ASD 2810 will bring a new level of capability. It will also be fitted with FiFi 1 fire-fighting equipment, upgraded towing hooks and have the necessary modifications required to meet Italian flag standards. The vessel will be handed over to Rimorchiatori Augusta in Italy at the end of this year. *(Source:*

Rimorchiatori Riuniti)

EN AVANT 20 WITH STALSUND TO SZSCECIN

The start of another warm late summer day in The Netherlands. The tug “**En Avant 20**” is proceeding outbound on the river Ems with the barge “*Stalsund*” (90.00 * 32.00) in tow. Destination Szscecin in Poland through the Kiel canal. *(Press Release)*



SEDCO 704 – GOOD FEELING BETWEEN FINARGE AND TRANSOCEAN!



RR Group pleased to announce that our two powerful vessels A. H. Varazze (19.000 BHP – 221 t BP) and A.H. Valletta (19.000 – 215 t BP) have been contracted by Transocean to carry out the towage service of the rig Sedco 704 from Burghead to Malta . Both vessels will also assist the rig in anchor handling and chains activities both at Burghead and at Malta. *(Source: Rimorchiatori Riuniti)*

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NOORDSTROOM REUNITED WITH “HONDIUS” IN CALAIS.

Lately our tug/workboat **Noordstroom** was regular seen in the southern part of the North Sea. After successfully doing a towage from Flushing to Rotterdam with the Sarens Group owned pontoon “**Louis**”, a few days acting as guard vessel near the “Europlatform”, assisting the Heerema Marine Contractors owned semi-submersible crane vessel “**Thialf**” with mooring operations at Caland Canal, the **Noordstroom**



was heading towards Calais (France) for reunification with the cutter suction dredger “**Hondius**”. This dredger owned by Jan de Nul Group of Belgium, with dimensions: 86.7x19.0x2.95 mtrs. was earlier towed this year from Pula (Croatia) to Calais, over a distance of 2,900 nautical miles. After passing the locks at Terneuzen, the dredger was delivered at Ghent / Zelzate (Belgium). Ready for her next assignment: Towing the pontoon “**DN 146**”, with dimensions: 71.0 x 20.2 x - / 1.8 mtr. and loaded with dredging equipment, from Zelzate to Kamsar (Guinea). Both orders were made possible through MCS International Marine Services BV. *(Source: VWMS / Photo: Wim Kosten-maritimephoto)*

LEDRA IV OPS IN MALTA

Last week the Tugs Towing & Offshore Newsletter received a lot of pictures from her reader Ko Rusman. Ko is a well-known specialist in the Offshore Supply market. A lot of books, cd’s coming from his hand with all supply boat vessels in the world. All vessels are registered in his database. Ko made recently a cruise in the Mediterranean and made special for all tugboat lovers pictures in and around the ports he visited. One picture I found in this collection paid my special attention was the tug **Ledra IV** (Imo 4902608) from Ledra Ena Shipping Cy Ltd – Limassol; Cyprus. The **Ledra IV** is one of the former 19 built UK Navy Dog-class tugs **Spaniel** (A201). The **Spaniel** was built in 1967 by



Appledore Shipbuilding Co – Appledore; Great Britain and delivered to the UK Ministry of Defence (Port Auxiliary Service) - London based at Devonport and Singapore. In 1971 she was transferred to Gibraltar and in 1972 transferred to the River Clyde. In 2003 she was handed over by the RMAS to Serco Denholm Marine Services Ltd. to take this tug in management. In 2008 she was renamed **SD**

Spaniel. In 2010 she was sold to Taylor & Taylor at Troon; Great Britain and renamed **Red Finess** and finally sold in 2013 to Ledra Ena Shipping Cy Ltd. The tug has a length of 28.68 mtrs a beam of 7.73 mtrs and a depth of 3.79 mtrs. The twp 8 cylinder Lister-Blackstone engines develops a total output of 970 kW (1,318 bhp) at 750 rpm. Her free sailing speed is 10.5 mknots and the bollard pull 16 tons. The tug here is seen towing Yokohama fenders. *(Photo: Ko Rusman-jw.rusman@gmail.com)*

ALP STRIKER READY FOR ACTION!

ALP is pleased to announce that we took the final delivery of the first of four new build Ultra long distance Anchor handling Tugs; **ALP Striker** (Imo 9737230). **ALP Striker** was intensively tested in the past weeks off the coast of Japan with most satisfactory results. ALP initially took delivery and raised the Dutch Flag onboard in Niigata on August 31, with only one test outstanding, the Bollard Pull test. Finding a location to test a vessel expected to pull over 300 tons was a challenge in itself. However, we found a test site conveniently located only days sailing away, in Pohang South Korea. Over a period of a week **ALP Striker** was prepared for the test in Pohang and on August 9 the test took place. A very impressive and most satisfactory 309.6 MT continuous was measured, the test witnessed by DNV-GL. With this final test being performed equally satisfactory as the tests performed off Niigata, the vessel joined ALP's fleet on 12 September. She is now re-positioning to Singapore and ready for action ! The vessel is Dutch registered with call sign PDDI and classed DNV + 1A1 Offshore Service Vessel+, Anchorhandling, Towing, E0, SF, Iceclass 1B, Fifi II, Tmon, Bis, Dynpos-Autr, Naut-OSV(A), Clean design, Comf-V(3), BWM-T, Recyclable. She has a length o.a. of 88.90 mtrs a length b.p. of 83.40 mtrs. a breath of 21.00 mtrs a desitn draft of 7.00 mtrs and a max. operating draft of 8.50 mtrs. She has a dwt of 4,250 tonnes. Her maximum free sailing speed is 19 knots with a service speed of 13 knots. *(Source: ALP maritime services)*



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RENAMING BHAGWAN TUGS

Referring to last week's info on the two Bhagwan tugs **Bhagwan Power** and **Bhagwan Pride** sold to Svitzers and have been renamed **Svitzer Waratah** and **Svitzer Bondi** respectively. Currently both are in Svitzer's complex in Sydney. *(Source: Ian Edwards- www.shipphoto.com.au)*

ICS SURVEY TO HIGHLIGHT TOWAGE PRACTICES



The International Chamber of Shipping (ICS) has started its Pilotage, Towing and Mooring Survey to find ways to improve existing practices. ICS expects the results of the survey will help improve safety, environmental protection and the efficiency of ship operations in ports and terminals around

the world. The organisation recognises the importance of pilots and tugs in mitigating the potential economic and environmental risk from manoeuvring large vessels in ports. But also that existing best practices may not always be followed and could be updated. Which is why it embarked upon its first comprehensive survey of pilotage, towing and mooring services. "Our aim is to establish an objective view of pilotage and related services worldwide, which will then inform our work on further enhancing application of existing industry best practice," said ICS marine director John Murray. "The balanced feedback from the survey will provide invaluable assistance with our goal of continuous improvement." ICS is evaluating the extent to which established best practice is being followed, such as that recommended by the latest ICS Bridge Procedures Guide. It urges masters and bridge teams to highlight examples of good practice which make particularly valuable contributions to safety. It is also an opportunity for seafarers to suggest any areas where existing practices may be of concern. The ICS Pilotage, Towing and Mooring Survey is being distributed via ICS member national shipowner associations to ship operators worldwide and will be available online until 16 October 2016. The survey covers a range of topics including the availability of pilot exemption certificates, conduct of pilotage and familiarity with electronic navigation aids, towage and mooring services, plus any incidents or near misses. The survey can be accessed using this link. [LINK](#) *(Source: Tug Technology and Business)*

TSAVLIRIS URGES TUG OWNERS TO INVEST IN SALVAGE ASSETS

Tsavliris Salvage Group is urging owners to invest in new salvage tugs, specialised equipment and crews to meet the increasing challenges in the sector. The group's chairman has called on tug owners to update their fleets instead of focusing on reducing costs. This is in response



to the rising number of large tankers, bulk carriers and container ships that have been delivered from shipyards in the past few years. "With the ever-increasing number of large vessels trading worldwide, and the complexity of their problems, the need for a properly-equipped marine salvage industry is clearer than ever," the chairman wrote in the latest report from the Greek group. "The shipping and insurance industries are fully aware of the need for renewal and improved technical capacity of salvors to respond to casualties." He said the needs of shipping can only be met if salvors are encouraged to invest in new salvage tugs, specific equipment and salvage team training. However this seems to not be the case in all markets. "While there is a consensus in favour of this [investment] view, stakeholders fiercely focused on cost reduction tend to forget it in practice," said the Tsavliris chairman. "This culture is not conducive in acting in the longer-term interest, but we are hopeful that this will again change with time." Tsavliris is one of the more active emergency response contractors for maritime casualties worldwide. It has tugs on permanent stations at strategic locations for marine salvage and towage. In August the group was dispatched to assist yacht **Emotion**, 31,762 dwt bulk carrier **Silverstar** and 78,397 dwt bulk carrier **Arcturus**, which had encountered mechanical failures and groundings. *(Source: Tug Technology & Business)*

JACKET TOW OUT SHAH DENIZ 2



Last week was the tow out of the *Shah Deniz 2*. On the photo is seen the sail away execution from the Shah Deniz 2 QP Jacket loaded onto the STB 1 Barge and towed by AHTV **Caspian Endeavour** and AHTV **Lankaran** *(Photo: Gerard Majntz)*

ACCIDENTS – SALVAGE NEWS

OSV CREW MEMBER DIES AFTER BEING HIT BY WATER CANNON

A crew member of an offshore supply vessel has died in Brazil after being hit with the waterjet shot from the vessel's water cannon, Brazilian media has reported. Three others were also injured. The incident occurred Monday aboard the **Astro Tamoio**, a Brazilian-flagged OSV that is on charter with



Petrobras, while the vessel was in Guanabara Bay near Rio de Janeiro. The four people were reportedly on the deck of the OSV when they were hit with the water during a test of the ship's firefighting equipment. Local reports said the Navy was not on hand during the test as is required by law. The **Astro Tamoio** was built in 2014 and is owned by Astromarítima Navigation of Brazil.

(Source: gCaptain)

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SEMI-SUBMERSIBLE SHIP COULD ARRIVE NEXT WEEK



The semi-submersible "**Hawk**" could arrive off the Western Isles around Sep 20 to move the "**Transocean Winner**" to a yard in Turkey where it will be scrapped. For the time being it remains anchored off Lewis awaiting its removal. Floating the rig on to the ship would require good weather. The work would involve a number of small tugs, which should begin arriving off the Western Isles

over the next few days. The "**Island Constructor**" meanwhile was conducting underwater surveys. *(Source: Vesseltracker; Photo: Cranes Today)*

TANKER FREED AFTER RUNNING AGROUND ON CUMBRIAN COAST

A tanker that ran aground off the Cumbrian coast has been freed. The cargo vessel carrying molasses - a thick, dark, heavy syrup - unexpectedly ran aground on a sandbank at Silloth at about 10am yesterday, 13th September 2016. It was trying to reach Silloth harbour. The tanker, called **Zapadnyy**, started out



from Workington early in the morning but its flat bottom became stuck just outside Silloth harbour. It then had to wait all day for high water at 10pm to start to free herself off the bank on the Southside of Silloth dock entrance. After a lot of manoeuvring and assistance from Silloth RNLI Lifeboat, using ropes, port personnel and the ships crew managed to free the vessel. A large fishing boat had tried earlier to pull it off the sandbank but could not get the tanker, which weighs about 1900 tons, moving. **Zapadnyy**, a Belize-registered tanker, was built in 1988 and is 78m long. In September alone it has travelled to Denmark and Germany. *(Source: News & Star)*

RIG REMOVAL IN PROGRESS



The work to remove the "**Sea Worker**" by the Dutch company DISA is progressing, but it will only be completed in spring 2017. Since late August salvors really got things moving, and the work is now in full using the calm late summer weather which is a key condition for the work. Actually salvors are removing parts from "**Sea Worker**" and right now working to remove portions of the accommodation unit that has

fallen off and was resting on the bottom next to the wreck as well as the crane boom, also located on the seabed. Currently on scene are the British work boat "**Walsa Lass**", 255 gt (IMO:9633812), the Dutch crane ship "**Cormorant**", 1505 gt (IMO: 7328073), which has been called from Terneuzen and was fitted out at Esbjerg from Aug 26 until Sep 5, the British work boat "**Voe Earl**", 200 gt (IMO: 9639983), the salvage ship "**Offshore Beaver**", 856 gt (IMO: 8918564), and the guard ship "**Seazip 4**" (MMSI: 244830668). *(Source: Vesseltracker)*

SALVORS TO REMOVE FUEL FROM CAPSIZED RIVERBOAT

Efforts to prepare the capsized riverboat **Spirit of Sacramento** for fuel removal operations are being conducted by the U.S. Coast Guard, California Department of Fish and Wildlife's Office of Spill Prevention and Response and other partner agencies. The 87-foot vessel reportedly began taking on water September 4, 2016, and sank near Bethel Island, Calif. Several scenarios are being developed to safely remove the pollution threat, which include



righting the vessel and removing the fuel, or removing the fuel while the boat remains in its current position. "Because this situation is so unique, the strong partnership between the Coast Guard and state and local agencies has been absolutely critical," said Lt. Cmdr. Rhianna Macon, the Coast Guard Sector San Francisco incident management chief and incident commander for the **Spirit of Sacramento** case. "The effort to leverage each agency's jurisdictional authorities to protect the public, environment and wildlife has been extensive. Our primary focus is to ensure we're doing this safely." In order to ensure the vessel is prepared for any course of action, the National Oceanic and Atmospheric Administration is scheduled to analyze the river depth and floor in the vicinity of the vessel. Global Diving and Salvage, Inc., are scheduled to commence welding operations Thursday to attach fittings on to the vessel that would be needed to rotate the vessel upright with a crane. Welding operations are expected to continue through the weekend, and possibly through the next week. To keep the vessel steady during welding operations, the Spirit of Sacramento is scheduled to be secured with mooring lines to a barge that is held in place on the river bed with steel shafts. The Coast Guard, Office of Spill Prevention and Response, and Contra Costa County Sheriffs will be on scene enforcing the 75-foot safety zone while welding operations are in progress. While conducting assessments Wednesday, Global Diving and Salvage, Inc., reported that the vessel had shifted onto its starboard side. An unknown amount of lube oil was released but remained inside the immediate vicinity of the vessel within the containment boom surrounding the vessel and was recovered using absorbent pads. *(Source: MarineLink)*

TYPHOON MERANTI VICTIMS

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**LEADING IN
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ONE MAN DEAD IN CAPSIZE OF FISHING VESSEL



The "[Shun Tien 606](#)", after being battered against the quay capsized and partially sank in Kaohsiung port on Sep 14, 2016, during the typhoon Meranti. One crew member died, 22 other fishermen from this ship and nearby fishing vessels, which were also severely damaged, have been rescued.

(Source: Vesseltracker: Photo: Fleemon) Update: Oil was leaking yesterday from one of

four fishing boats that ran aground on Wednesday night in Kaohsiung's Sizihwan Scenic Area during high winds and seas brought by Typhoon Meranti. However, the Environmental Protection Administration (EPA) said the spill was not serious. The four vessels, each weighing more than 1,000 tonnes, had been docked next to one another in Cianjhen Fishing Port in Cianjhen District before their lines broke during the typhoon, even though they had been tethered together. A crew member from one of the boats, surnamed Chen, died after falling overboard, the only fatality reported from the typhoon. His body was recovered yesterday. The other 22 crew members aboard the vessels were rescued. The loose boats drifted until they hit an embankment near National Sun Yat-sen University in Gushan District, about 9km away from the fishing port. Two vessels were tilted on their sides and one was leaking marine diesel oil, EPA Department of Water Quality Deputy Director Liu Jui-hsiang said. More than 10 tonnes of the oil had spilled, while an estimated 60 tonnes was still in the boat, he said. "The spill is not expected to seriously impact the local ecology because what the vessels carry is diesel, which is lighter, more volatile and less sticky than crude oil, so it is easier to clean up," Liu said. Another 250 to 300 tonnes of diesel oil on board the

other tipped vessel does not pose an immediate risk of leaking, he said. Taiwan International Ports Corp's Kaohsiung division is responsible for removing the boats and cleaning up the spill. It deployed oil booms to contain the spill, but efforts to tow the two upright vessels yesterday morning had to be called off because the tide was too low. The company was to resume towing operations last night after high tide. After the two upright boats are removed, the company is to start draining the fuel



on the two tipped vessels. The operation is expected to be completed in two days, if it is not disrupted by another typhoon that is moving near Taiwan, Liu said. The embankment is close to Gushan Fishing Port, and local fishermen have urged authorities to speed up the removal of the ships and the spill cleanup to prevent the diesel oil from spreading to the fishing port. *(Source: Update: Taipei Times)*

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TRAWLER CAPSIZED IN TYPHOON



The typhoon Meranti with gusts of up to 227 km/h wreaked havoc in Kaohsiung Port on Sep 14, 2016. Several fishing vessels were damaged or sank. The Taiwan flagged trawler "**Shun Tien 606**", (MMSI-No.: 416001500) after being battered against the quay capsized and partially sank. One crew member died, 22 other fishermen from this ship and nearby fishing vessels, which were also severely

damaged, have been rescued. The "**Yung Hsing Fa No. 168**" was blown onto a breakwater and capsized at Sizihwan. (Source: Vesseltracker: Photo:

NEWBUILD GIANT YM WIND VICTIM TO MERANTI

A newbuild **YM Wind** broke off her moorings at CSBC Corp. Shipbuilding Yard and drifted across the bay, landing at Sixth Container Center operated by Yang Ming Marine Transport Corp. Giant vessel contacted two gantry cranes, crushing them down. Vessel was put under control by several tugs. 153,500 ton **YM Wind** of 14,000 TEU capacity is to be delivered to



10-year charterer, Canadian Seaspan, in March-April next year, probably delivery will be postponed. Vessel is insured, scale of damages unknown, but definitely there were no major damages. Container terminal said to suffer serious damages, which will hamper scheduled cargo operations. Watch the video [HERE](#) (Source: Fleetmon)

MERANTI GROUNDED CONTAINER SHIP GANG TAI TAI ZHOU, XIAMEN



understood to remain on board, rescue boat standing by. No salvage plan yet. *(Source: Fleetmon) Update* Container ship **Gang Tai Tai Zhou** started to leak. Leak spotted at **Gang Tai Tai Zhou** grounding site in the afternoon Sep 16, along vessel's portside. Locals report strong oil smell. On a photo there's a distinctive narrow stain of black substance. No reports on salvage yet. *(Source: Fleetmon)*

Container ship **Gang Tai Tai Zhou** was at anchor on Xiamen outer anchorage, when typhoon Meranti struck Xiamen coast on Sep 15. Vessel's anchor dragged, **Gang Tai Tai Zhou** was pushed aground on southwest tip of Kinmen island. On a photo grounded **Gang Tai Tai Zhou**. Crew



OFFSHORE NEWS

AUSTAL DELIVERS CREW TRANSFER VESSEL RASHID BEHBUDOV



Austal shipyard has delivered the **Rashid Behbudov** offshore crew transfer vessel to Caspian Marine Services in Azerbaijan. Designed by Incat-Crowther, built by Austal in Australia, the 70-meter catamaran was handed over to its owners on Monday at Western Australian Maritime Museum in Fremantle. The vessel has been delivered less than a year after construction began in October 2015. The vessel features more than 400

square meters of cargo deck area and the ability to carry 150 passengers (plus 16 crew) 400 nautical miles at 30 knots. It features DP2 (DYNPOS-AUTR) dynamic positioning and an Ampelmann 'walk to work' gangway. Austal won the A\$44.5million contract to build the sister ship to CMS' **Muslim Magomayev** in June 2015. *(Source: Offshore Energy Today)*

OTTO MARINE WITHDRAWS HOE LEONG LIQUIDATION APPLICATION

Heavy equipment supplier and vessel charterer Hoe Leong Corporation has announced that Otto

Marine has withdrawn an application to wind up the company at Singapore's High Court. Otto Marine applied with the court to wind up Hoe Leong Corporation in August due to a debt dispute. The sum of \$920,000 was due from the dissolution of a shipowning joint venture between the two companies in 2014. Hoe Leong had called Otto Marine's petition for the company to be wound up an "abuse of process"



and said it previously agreed a debt repayment programme with Otto, which was still on schedule but not yet complete. Hoe Leong Corporation has now paid the \$920,000 without admission of liability that the debt is due. *(Source: Splash24/7)*

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POLARCUS WINS OZ SHOOT



Seismic contractor Polarcus has secured a letter of award from an undisclosed client for 3D marine seismic acquisition in Australia. The Oslo-listed company said it plans to carry the survey by utilizing its XArray acquisition technique. According to Polarcus the broadband data acquisition project is scheduled to start in the fourth quarter of 2016 and should last for one month. Financial details surrounding the deal have not been disclosed. *(Source: Subsea World News)*

NEXANS EXTENDS CHARTER WITH GC RIEBER

Norwegian offshore vessels provider, GC Rieber Shipping, has secured a charter extension with

Nexans Skagerrak, a subsidiary of subsea cables specialist Nexans Norway, for the CSV **Polar King**. The first time charter agreement announced in March this year, was set for a fixed period of about 8.5 months, plus option for extension, scheduled to start in January 2017. According to GC Rieber's Oslo Stock Exchange notice, Nexans has now exercised a 13-months option of extension, effective from September 2017. This extension should secure vessel utilization



through September 2018, with options for further extension at a later stage, the company said. As previously informed, the vessel will carry out survey, trenching and cable laying works in Norway, the North Sea, the Mediterranean and Canada. The Polar King joined GC Rieber's fleet in March 2011 following its construction at Freire Shipyard in Spain. *(Source: Subsea World News)*

SINGAPORE'S MARCO POLO MARINE SEEKS TO DELAY BOND PAYMENT AMID BUSINESS REVIEW



A Singapore provider of barges and tugs for coal, steel scrap and iron ores plans to ask bondholders for approval to delay paying S\$50 million (\$37 million) of securities due next month after appointing an external adviser to review its business. Marco Polo Marine Ltd. told some noteholders of the plan at a meeting Tuesday, and those

present "appeared generally supportive," it said in a filing to the Singapore Exchange. The firm said it will hold another meeting on Sept. 16 to allow investors to digest the proposed terms of the debt extension, which it didn't disclose. The company joins regional peers including Otto Marine Ltd., Perisai Petroleum Teknologi Bhd. and AusGroup Ltd. in seeking forbearance from creditors amid a slump in oil prices that have crimped spending by their customers. Energy-services provider Swiber Holdings Ltd. filed to operate under court supervision in late July after running out of cash to pay lenders and bondholders, while Keppel Corp. and Sembcorp Marine Ltd., the world's biggest builders of oil rigs, have both reported a plunge in profits. Marco Polo Marine's 5.75 percent bonds are due Oct. 18, according to data compiled by Bloomberg. The firm appointed KPMG Services Pte as adviser to conduct an independent business review of the group business, according to a Sept. 7 filing. The group had S\$18.3 million of cash as of June 30, while \$186.5 million of its S\$253.8 million borrowings were due within 12 months, according to its latest published accounts. *(Source: gCaptain)*

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MAERSK SUPPLY SERVICE WINS JANICE FIELD DECOM JOB

Maersk Supply Service has been awarded a contract to provide decommissioning services for the Janice subsea field in the North Sea for Maersk Oil UK. Maersk Supply Service said on Friday the company will assume responsibility for engineering, project planning, and managing the scope of the subsea decommissioning. “With the award of the Janice contract we are able to demonstrate that, together with our project partners, we can offer an innovative approach that provides an end-to-end work scope to our customers,” says CEO Jørn Madsen. He also added: “We see good potential for this service in the decommissioning market.” The Janice project will employ up to 10 vessels, utilizing all three of the company’s asset types: anchor handler, platform supply, and subsea support vessels. To date, all anchor chains have been disconnected, the first risers have been recovered and removed and the tow-away of the floating production unit has been completed. As lead contractor, Maersk Supply Service stated it has brought in three sub-contractors to execute a deconstruction of the Janice subsea facilities from start to finish. The project partners are supporting the engineering, ROV work, and waste management aspects of the project, the company added. The project end date is estimated during summer of 2018. Maersk Supply Service recently decided to divest up to 20 vessels and reduce its crew pool by 400 offshore positions as a response to vessels in lay-up, limited trading opportunities and the global over-supply of offshore supply vessels in the industry. In line with that decision, the company sold the Maersk Forwarder platform supply vessel earlier in September.



(Source: *Offshore Energy Today*)

ROLLS-ROYCE UNVEILS NEW ANCHOR HANDLER DESIGN

Rolls-Royce has produced a new design of anchor handling tug supply vessel aimed at meeting



customers' needs to cut building and operating costs while incorporating operational flexibility and efficiency in a variety of roles, including remote operated vehicle and maintenance operations, and offshore standby and rescue. The UT 7217 features a bollard pull of 100 tonnes. It

is powered by two medium speed Bergen C25:33L9P CD (Clean Design) 3,000kW diesel engines, each driving an azimuth thruster, a shaft generator or 400kW gensets to provide power. Jan Emblemståg, senior vice president of Ship Design & Systems, said: "The dramatic reduction in the oil price has forced both vessel operators and oil companies to trim their organisations and constantly look for more cost effective ways of working, eliminating gold-plated solutions. Our UT 7217 is designed to meet the requirements of the future, which will be significantly different to the past." (Source: *Offshore Support Journal*)

WINDFARM NEWS - RENEWABLES

MHI VESTAS TO USE VOS STAR DURING WALNEY 2 WORKS

MHI Vestas Offshore Wind has signed a contract with Vroon Offshore Services for the supply of offshore logistics support, accommodation and walk-to-work services during construction of DONG Energy's Walney Extension West offshore wind project. Vroon will deploy its newbuilding subsea-support vessel **VOS Star**, which provides accommodation and work space for up to 60 client personnel. The vessel will be fitted with a motion-compensated gangway facilitating easy transfer of personnel, equipment and spare parts to wind turbines during commissioning. VOS Star is also able to perform "mother-ship" duties for crew-transfer vessels, Vroon said. In December 2015, MHI Vestas received the order for the supply of 40 V164-8.0 MW turbines for the



330MW Walney Extension West project in the UK. The Walney Extension project is located in the Irish Sea, approximately 35km northwest from the Fleetwood and Blackpool coast. The Walney Extension West will be the first phase of the 660MW Walney Extension offshore wind farm project. The construction is scheduled to commence in summer 2017. Once fully commissioned in 2018, the wind farm will be delivering power to over 600,000 British households. **VOS Star**, and its sister vessel VOS Stone, will be delivered to Vroon by Fujian Southeast Shipbuilding in China ready to commence operations in the 2017 season. (Source: *Offshore Wind*)

Advertisement


 The banner features the ARMON logo on the left, which consists of a circular emblem with a stylized 'A' and 'M' and the word 'ARMON' in a bold, blue, sans-serif font. To the right of the logo, the text 'tugs & Offshore' is written in a large, bold, blue, sans-serif font. Below the text, there are four small rectangular images showing different types of tugboats and offshore vessels in operation on the water.

WINDENERGY HAMBURG: HOME MATCH FOR GLOBAL RENEWABLES SHIPBROKERS



Hamburg-based specialist shipbroker will again welcome guests at booth B4.EG.223 in hall B4. “The GRS team’s looking forward to the offshore industry’s most important meet-up and to talking to experts directly,” says Philippe Schönefeld, managing partner of GRS. From 27 to 30 September 2016, the shipbroker team at GRS Global Renewables Shipbrokers will welcome guests. In addition to vessel chartering and sale and purchase, it will be answering any questions on special topics such as turnkey contracting or market development in general. “At GRS we’re always happy

to listen to anything our customers have to say. Today we support our clients not just in vessel chartering, but also in the quest for competitive, experienced contract partners for complete turnkey solutions. We assist them in preliminary geological investigations, periodical inspections and all other tasks during the installation and O&M stage. Our clients benefit from more than five years of experience in the offshore renewables sector. As a result, they can save work, time and money,” explains Matthias Mross, partner of GRS. “Our offices in Aberdeen opened early in 2015 and in Paris at the beginning of 2016, underscoring the emphasis GRS places on not being far away from its customers. In this way GRS can collaborate especially closely with its customers and make the most of personal support locally,” explains Mross. At the booth, visitors will learn everything there is to know about the different ways of deploying offshore vessels. They can also check vessel availability in real time using the Quick Vessel Check and examine ship models in detail. *(Press Release)*

MTS SUPPORTS WAVE HUB CABLE WORK

Leading marine service provider, Marine and Towage Services Group Ltd, has announced today that its vessel, **MTS Xplorer**, has successfully completed 'as built' survey works as part of marine cable installation activity conducted by contractor James Fisher at the pioneering Wave Hub site off the Cornwall coast. Wave Hub provides a dedicated testing location for innovative offshore renewable energy technology, with purpose built transmission infrastructure enabling installed devices to export to the grid. Cabling work on the project has now been completed with a further six kilometres of cabling, connectors, cable abrasion protection and rock bag stabilisation installed. As part of a sub-contract with the principal contractor James Fisher Marine Services, MTS was employed by Cornwall based, Insight Marine Projects Ltd to provide a survey vessel to undertake a

high resolution as-built multibeam survey of the new cables. For the Wave Hub site, the reliable operation of installed cabling is critical in provision of an effective test bed for proving multiple offshore renewable energy devices. With a proportion of the MTS fleet based in the South West, James Fisher and the project team were able to benefit not only from the efficiencies created by a local vessel deployment, but also



from the firm's extensive experience supporting marine survey and construction operations for the offshore energy sector. "The experience garnered in cable installation and deployment in the wider offshore wind market is still highly relevant as we install pioneering new devices off our coastlines," said Steve Bendell, Commercial Manager, MTS. "We knew that in order to best support James Fisher's installation work that a reliable surveying platform would be needed. In deploying **MTS Xplorer** to the project from our Falmouth operation, we were able to provide a vessel and crew with many hours of surveying experience." "We welcome further planned device deployments at Wave Hub utilising the natural resources of the waters around the South West coastline." Richard Argall, Director, Mojo Maritime commented: "Here at Mojo Maritime, James Fisher's local subsidiary, we have developed a successful track record working with MTS over a number of years. Once again, working with MTS has enabled us to employ a local contractor with experience providing specialized vessels in support of our work in the maritime and offshore installation sector. MTS Xplorer and its crew assisted us in keeping our works on time and on-budget, enabling us to ensure a careful and highly competent installation of the project's associated cable works." *(Press Release)*

DREDGING NEWS

TSHD KRONSHLOT READY FOR SERVICE



Krasnoye Sormovo Shipyard has delivered second of three trailing suction hopper dredgers, the **Kronshlot**, to the Federal State Unitary Enterprise "Rosmorport". Following the launching and delivery to the seaport of Saint Petersburg, the 1000 m³ TSHD is now ready to take on maintenance dredging projects for Rosmorport's North-Western Basin Branch. The TSHDs were designed by Damen Shipyards Gorinchem, the Netherlands,

with the working design documentation provided by the Volga-Caspian Design Bureau (MNP Group), Russia. The three TSHDs, all to be equipped with the necessary equipment suitable for the climatic conditions of the region, will have an outboard multifunctional submersible groundwater pump type “DOP 200”. Delivery of the third vessel, the Kadosh, is expected by the end of this year. *(Source: Dredging Today)*

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BOSKALIS MEGACUTTER HELIOS NEARS COMPLETION

Royal IHC yard in Kinderdijk, the Netherlands, has completed installation of the cutter ladder for Boskalis' self-propelled cutter suction dredger **Helios**. The cutter ladder – which has a length of 47m and a weight of 1,717,000kg (excluding the side winches) – was built at IHC shipyard in Sliedrecht. The **Helios** has an overall length of approx. 152 meter, a total installed power of 23,700 kW and a pump ashore capacity of



15,600kW. Contract for this megacutter (Yard No. 512) was signed in late February 2014 between IHC Global Production B.V. of the Netherlands and Uljanik Shipyard in Pula, Croatia. The launching ceremony for the CSD Helios took place on May 21st 2016 at Uljanik. It is expected that the vessel will be delivered to Boskalis in the course of 2017. *(Source: Dredging Today)*

YARD NEWS

ZF MARINE PROPULSION SYSTEMS

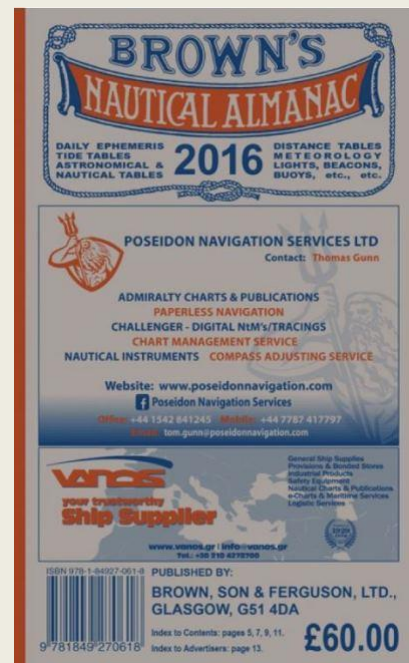
The Company: ZF Marine supplies propulsion system components for yachts, defense craft, high-speed ferries, workboats and commercial vessels, in a power range from 10 to 14,000 kW. The product portfolio includes a comprehensive range of transmissions (reversing, non-reversing and hybrid), propellers POD-drive systems, steering systems and CANbus-compatible, electronic control



systems, azimuth thrusters, tunnel thrusters, bow thrusters and sail drives. *The Case:* ZF Marine is a global leader in marine propulsion technology. ZF Marine is a leader in the integration of azimuth thruster or “Z Drive” technology with the brown water fleets. Early adopters have found performance gains, significantly increased maneuverability, and reduced fuel consumption with this technology. In order to continue to be successful with innovative products, ZF annually invests about 5% of its sales in research and development. *(As published in the August 2016 MN100 edition of Marine News)*

140TH EDITION OF BROWN'S NAUTICAL ALMANAC "THE SAILOR'S BIBLE" WILL BE AVAILABLE FROM OCTOBER 2016

Brown, Son and Ferguson Ltd is proud to announce that the 2017 publication of Brown's Nautical Almanac will be the 140th Edition. The Almanac will be available at home and abroad from October 2016. Established in 1850 on the south side of the River Clyde in Glasgow, Brown, Son and Ferguson soon started publishing books for the sailing ships that visited the city. In these early days there were few publications on maritime affairs available and its range of titles steadily grew. A new and exciting era dawned for the firm with the first issue of Brown's Nautical Almanac in 1876. Every year it continues to be completely revised with ongoing care and attention given to its preparation. It has been edited and arranged to ensure accuracy and ease of reference for a book in daily practical use. The entire book has been re-set so that Navigators will find the tables are sharper and easier to read. Orders can be placed now for an October delivery. Brown Son and Ferguson Ltd is dedicated to quality and traditional standards. The company provides nautical books and stationery for the maritime industry and is based in Glasgow, Scotland. Their publications can be found in colleges, marinas, ports and aboard ships around the world. The ISBN is: 978-1-84927-068-7 and the Price is £60.00. For further information please visit our website www.skipper.co.uk or email us at info@skipper.co.uk *(Press Release)*



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ALPHATRON MARINE SIGNS MAINTENANCE CONTRACT WITH CHEMGAS SHIPPING

Alphatron Marine is pleased to announce the signing of a premium member contract with Chemgas



Shipping. Covering 8 Gas Carriers, the contract will unburden their organization, ensure optimized operation and reduce daily running costs for the next years. Situated in Rotterdam, the largest sea port of Europe, Chemgas Shipping is the market leader when it comes to pressurized shipping of LPG, operating a modern fleet of inland, seagoing and sea/river-going vessels which trading routes stretches from

the Baltic Sea to North Africa. Alphatron Marine has been appointed for this contract as we are seen as a highly reliable and innovative business partner, guaranteeing quick and precise response to unexpected interventions and breakdowns. The Gas Carriers are fitted mainly with bridge equipment which Alphatron Marine has many years of experience of installing and also supporting these and other high tech navigation and communication equipment onboard. The contract also embraces equipment and services that is subjected to mandatory annual certifications and inspections but also life cycle support and a preferred partner service is included. Chemgas Shipping is well aware of the needs of its clients and always thinking of ways to further improve the transport solution. With the company operating in a constantly changing world, with highly fluctuating energy prices, economic turbulence and international security threats on land and sea and they have chosen Alphatron Marine for a risk free and long term partnership without having the worry of unforeseen costs, now and in the future. *(Press Release)*

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The advertisement features a central image of a tugboat moving through the water, leaving a white wake. To the left is the ROTCG TUG logo, which includes the text 'ROTCG TUG' in large blue letters and 'TUG DEVELOPMENT SINCE 1996' below it. To the right of the image is a blue box containing the text 'ART 80-32 NEW INDUSTRY BENCHMARK' in white, and 'By Rotantug' in a white script font below it.

NEWBUILD CONTRACTS AT LOWEST LEVEL IN 20 YEARS -BIMCO

Shipyards have become the next victim of the deteriorating conditions in the dry bulk, container and offshore markets as 2016 looks to set the record for the lowest newbuilding contracts in more than 20 years, according to international shipping association Baltic and International Maritime Council (BIMCO). After a decline from 2010 to 2012, shipbuilding had a rebound in 2013 and was expected to level out over the next few years. The reality was a slight decline in 2014 and 2015, but still high levels of contracting measured by compensated gross tonnage (CGT). Since then, shipyards

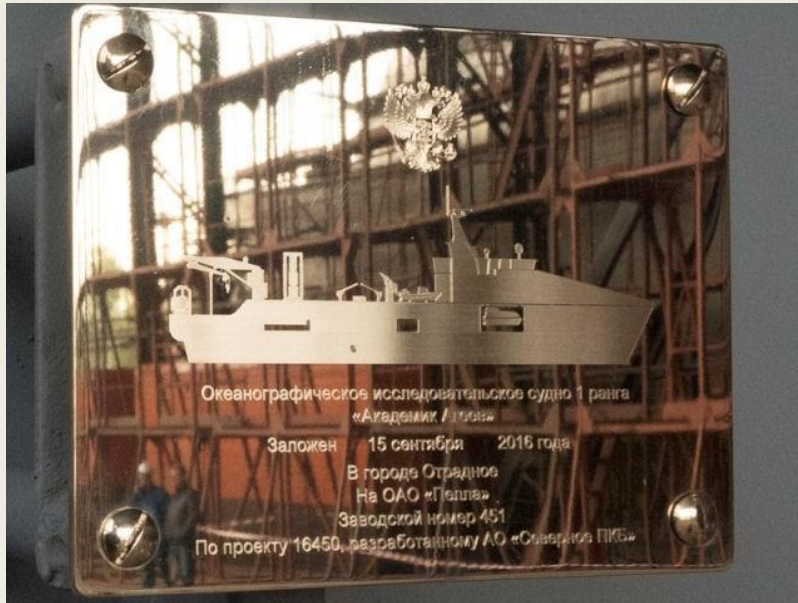
have crashed, as the contracted CGT globally has reached its lowest level since on record. “Since the high contracting in 2013, BIMCO expected the shipyards could come under pressure. This expectation became a reality at the start of 2016, with Q1 contracting the second lowest CGT in 20 years,” said Peter Sand Chief Shipping Analyst at BIMCO. “A low level of contracting is exactly what the



shipping industry needs in order to eventually restore the fundamental balance between supply and demand,” Sand continued. *Japanese and South Korean contracts down by 86 percent* The shipyards in Europe were the only ones to see an increase in contracting in the first eight months of 2016 compared to the same period in 2015. Europe contracted 2.52 million CGT, an increase of 45.3 percent compared to the previous year. Japan and South Korea have had the biggest decline in contracting, down by 86.7 percent and 86.5 percent respectively, compared to the same months the year before. China contracted 49 percent less CGT in that period. Globally, the tanker and container segments are the main reasons for diminishing new orders by percentage as well as in CGT in 2016. Combined, they were responsible for 67.7 percent of the total contracted CGT in the first 8 months of 2015. This year, tanker contracts are down by 80.1 percent and container contracts are down 84.1 percent compared to the same eight months last year. *Alarming order cover due to overcapacity at the shipyards* The effect of declining contracts and continuing shipyard overcapacity has put pressure on the shipyards order cover. The order cover is the number of years it will take to deliver the scheduled order book, based on the capacity of the shipyards. Therefore, a low order cover can be a result of high capacity at the shipyards, as well as a decreasing order book. Shipbuilding in South Korea is suffering the most, as they hold orders for less than two years of building. Europe continues the positive trend seen in contracted CGT, with increasing order cover. This shows that additional contracting orders are not being absorbed by new shipyards entering the market. “There is a declining trend for Japan, China and South Korea and with such low levels of newbuilding contracts being placed, this will look even more severe next year. However, the order cover could have been even lower, if capacity had been taken out due to shipyards cutting down on operations or closing entirely,” Sand said. *Troubles for South Korean shipyards started in 2014* South Korea saw the order cover start to decrease from 2014 to 2015, whereas China and Japan saw the decline one and two years later respectively. This might be an indication of South Korean capacity being held artificially alive by government support. Government support is seen in many places in the shipping industry. It’s positive to note that Europe’s order cover is still increasing and is currently 5.3 years. Europe is however only responsible for 9.3 percent of the global order book. The order book for Europe consists mainly of ferries, tugs and cruise ships. As 67.9 percent of the Chinese order book and 58.4 percent of the Japanese order book are deliveries for either the container, dry bulk or offshore segments, there is a possibility for postponements and cancellations. The postponements can add a further headache to the shipyards’ liquidity, as the final payments in these cases may be delayed. (Source: *MarineLink*)

SHIPYARD PELLA (LENINGRAD REGION) LAYS DOWN AKADEMIK AGEYEV, OCEANOGRAPHIC RESEARCH SHIP OF PROJECT 16450

On September 15, 2016, Shipyard Pella (Leningrad region) laid down an oceanographic research



ship of Project 16450 (Hull No 451), named **Akademik Agayev**, says the shipyard. The ship was ordered by Chief Directorate of Deep-sea Research. The design was developed by Severnoye Design Bureau (Saint-Petersburg). The **Akademik Agayev**, oceanographic research ship of Project 16450, is the third ship ordered by Chief Directorate of Deep-sea Research. Leningrad Shipyard Pella was founded in 1950 and privatized in 1992. The holding incorporates a head company

and a number of subsidiaries. The shipyard specializes in construction of tug boats for Russian customers. (Source: PortNews)

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EASTERN SHIPBUILDING GROUP SELECTED TO BUILD UNITED STATES COAST GUARD OFFSHORE PATROL CUTTERS

First series of Nine U. S. Coast Guard Offshore Patrol Cutters to be built by Panama City Florida Shipyard. Panama City, FL, September 15, 2016 After conducting a thorough evaluation of proposals submitted by competing shipyards, the U.S. Coast Guard has awarded the largest vessel



procurement contract in Coast Guard history to Eastern Shipbuilding Group in Panama City, Florida. Eastern Shipbuilding Group was selected to finalize its design and construct the first series of Nine Offshore Patrol Cutters to replace the Medium Endurance Cutters currently in service. The contract is initially for Nine vessels with options for Two additional vessels. The Coast Guard program goal is to build Twenty Five Offshore Patrol Cutters having a potential total contract value

in excess of Ten billion dollars. Initially, Eastern has been awarded the detail design effort with a value of approximately One Hundred Ten million dollars. Construction of the first vessel is expected to commence in 2018. “The OPC will be the backbone of Coast Guard offshore presence and the manifestation of our at-sea authorities. It is essential to stopping smugglers at sea, for interdicting undocumented migrants, rescuing mariners, enforcing fisheries laws, responding to disasters and protecting our ports.” – *Adm. Paul Zukunft, Commandant of the Coast Guard*. Eastern Shipbuilding is a family held shipbuilding company located in Panama City, Florida. A long time employer in Bay County for over 40 years, Eastern currently provides jobs for more than 1500 employees. Since 2008, Eastern has spent more than Seventy Five Million dollars in upgrading and expanding its facilities and shipbuilding capabilities to continue growing and meeting the needs of its commercial and Government customers. At the full ramp up of the OPC contract Eastern anticipates expanding its workforce with additional craftsmen and additional engineering and administration staff to fulfill the contract requirements. Eastern will also continue to provide quality vessels for commercial customers, maintaining its success and providing numerous jobs in the competitive, cost-conscious commercial shipbuilding market. Securing this contract was based on Eastern’s reputation as an industry leader in the construction of mid-range tonnage commercial ships. With a record of delivering 149 out of 150 ships on time and on budget since 2002, Eastern’s performance record is unmatched. Over the past 10 years, Eastern has delivered vessels, ranging from 80 feet to 433 feet in length, many with complexity comparable to the Offshore Patrol Cutter. Efficient, commercially based production processes ensure affordability in the construction of these Coast Guard vessels. The Coast Guard’s Program of Record, calls for procuring a total of Twenty Five Offshore Patrol Cutters as replacements for the Twenty Nine Medium Endurance Cutters currently in service. Eight shipbuilders originally provided draft designs for the cutters. The Coast Guard down selected to five shipbuilders to refine designs. In 2014, the U.S. Coast Guard awarded firm fixed-price contracts to Three shipyards to develop preliminary and contract design proposals for the project. The Coast Guard conducted a thorough evaluation of the three proposals based on technical, management, producibility, and price factors. Eastern Shipbuilding’s proposal was selected for the contract award. Eastern’s design is depicted in the picture below and includes the following features: Length 360 Feet; Width 54 Feet; Speed in excess of 22 knots; Capable of carrying an MH-60R or MH-65 Helicopter; Capable of carrying Three OTH small boats. The vessel also includes a highly sophisticated combat system and C4ISR communication suite which will allow the Coast Guard to continue to support and execute the Coast Guard’s missions. Brian D’Isernia, Eastern CEO and Joey D’Isernia, Eastern President expressed their absolute confidence in the ability of ESG to secure this contract. Joey said, “We knew from the beginning, that the U.S. Coast Guard would appreciate our excellent performance record of on time delivery of high quality vessels built by our first-rate craftsmen”. Brian added, “We believe that the Coast Guard is going to get the best value for its money and the finest vessels to succeed in its mission.” *(Press Release)*

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Last week there have been new updates posted:

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

- [Damen Shoalbuster 2709 sold to V.O.F. Sleepboot ISA](#)
- [Sir Edouard, the new RAstar for the Mauritius Ports Authority](#)
- [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](#)

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

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