

MIDWEEK-EDITION

## TUGS & TOWING NEWS

### ZWARTE ZEE ON THE BLOCKS



This time an small tug/workboat seen on the blocks at the Lockhorst shipyard – Warmond; Netherlands. The **Zwarte Zee** (ON: 23.07454) was built in 1933 at Ammerstol; Netherlands. As from 1978 owned by A.J.M. Reuser – Sassenheim; Netherlands. She has a Deutz type A6L 514 diesel engine of 105 hp. The **Zwarte Zee** is a very famous name in the tugboat world. The **Zwarte Zee** (3) from L.Smit & Co's

Internationale Sleepdienst Maatschappij saved a lot of tonnage during World War II. The later **Zwarte Zee** (IV) was one of the strongest tug in the '60 of the last century *(Photo: Maarten Versluijs)*

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### FOYLE PORT INVESTING £4M IN NEW TUG BOAT

A new £4m tug boat, which is to be Christened the ‘**Strathfoyle**,’ is currently sailing up the Yangtze to Shanghai, from where it will be transported to the Netherlands, and eventually to Derry, next

year. The new boat is being billed as a significant investment by Foyle Port and will be used to tow very large vessels in and out of its Lisahally terminal. The new boat, a Damen ASD 2310 vessel, will work alongside the Port's existing ASD tug, 'Shrove,' and replace another tug, the 'Culmore,' which will be kept in reserve for use when either of the



other tugs is in dry-dock for servicing. George Cuthbert, Engineering and Development Director at Foyle Port, said: "The new state of the art tug 'Strathfoyle' along with its sister tug 'Shrove' will ensure Foyle Port offers the safest, most efficient, manoeuvrable and powerful towage service for the very large vessels that berth at the Lisahally terminal. "This significant £4m investment demonstrates Foyle Port's continued commitment to our customers and facilitates further regional growth across the North West." The new tug is being built by Dutch shipbuilder, The Damen Group, which specialises in tugs, workboats and patrol vessels. Damen was selected to supply the vessel following an open European public tender process. Twenty-three metres in length it has a maximum bollard pull of 50 tonnes. It will be the most powerful vessel in the four-strong Foyle Port tug fleet. The tug will be used to bring large cargo ships in to dock at Lisahally. It was built at Damen's shipyard in Changde and is currently in transport in China. In Foyle Port's recently published annual accounts, Chief Executive Brian McGrath, looked forward to taking delivery of the new boat next year. He stated: "We keenly anticipate the delivery in 2016 of our new build Damen tug which was supported through a loan from the Department for Infrastructure. "This significant investment of c.£4 million demonstrates the long term commitment by the Commissioners in the future of Lisahally as the North West regional gateway. "This vessel will play a major role for years to come as a core piece of marine infrastructure." Chairman Bonnie Anlee concurred: "A statutory duty of Londonderry Port and Harbour Commissioners is to reinvest our profits into the organisation for the benefit of future generations of stakeholders. "During 2015/16 Londonderry Port and Harbour Commissioners invested £1.9 million in port assets and infrastructure including the first payment for our new harbour tug. Foyle Marine Services will take delivery of the new tug during 2016/17 representing a total investment by the Commissioners of £4 million. "The new tug will safeguard the marine operations of the Port well into the future and will also provide an emergency towage facility beyond the coast of Lough Foyle." *(Source: Derry Journal)*

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### *COAST GUARD FOUNDATION HONORS MORTON S. BOUCHARD III*

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Bouchard Transportation Co., Inc. President & CEO Morton S. Bouchard III was honored at the Coast Guard Foundation 36th Annual Salute to the United States Coast Guard National Awards Dinner, in New York City on October 6. Mr. Bouchard has been a proud supporter of the United States Coast Guard and the Coast Guard Foundation since 1985. Through his dedication over the past 30 plus years he has helped grow various programs including, education and the Fallen Heroes

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Scholarship program, support for USCG members both ashore and at sea, and relief for USCG members and their families during times of critical injury, or worse. His close relationship with the United States Coast Guard and the Coast Guard Foundation was recognized while surrounded by members of the United States Coast Guard and the Foundation, business partners, fellow industry executives, family and friends. Mr. Bouchard was introduced to the gathering by

Coast Guard Foundation Chairman and American Bureau of Shipping (ABS) Director, Will Jenkins. Mr. Bouchard said he proudly accepted the honor on behalf of Bouchard's employees, "who everyday go above and beyond, 365 days a year, to provide safe transportation of the various petroleum products on the coastal waters of the United States." He followed his acceptance with thanks to Coast Guard commandant Admiral Paul Zukunft, the evening's guests — whose contributions helped make the night a record breaking success, and the men and women of the United States Coast Guard. Mr. Bouchard concluded with a proposal to form a committee with the cooperation of fellow industry owners and operators, the USCG, AWO and ABS, with a goal to bind the entities together and work to provide ongoing industry support for the United States Coast Guard. Bouchard Transportation Co., Inc.'s history dates back to its incorporation in 1918 by founder, Capt. Fred Bouchard, the youngest tugboat captain in the Port of New York. Bouchard is a family owned business and the nation's largest independently-owned ocean-going petroleum barge company. The company's areas of operation span throughout the United States, Canada and the Caribbean. The fleet consists of 26 barges, ranging from 35,000 to 260,000 barrels, and 25 tugs, ranging from 3,000 to 10,000 horsepower. *(Source: MarineLog)*

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## *KOTUG SMIT CEO: TOWAGE IS ALL ABOUT PEOPLE*

Kotug Smit Towage chief executive Rene Raaijmakers expects the quality of tug crews to be the difference in towage operations. This was his clear message at a function in London on 5 October that celebrated the successful merger of Kotug and Smit towage operations in northern Europe. "We are a merger of many local businesses with local operators that are committed to making their ports



successful,” he said. “It is all about quality people that makes the difference.” Mr Raaijmakers explained this was vital – employing quality crews on tugs and having highly trained captains to lead them. “It is about the captain and the crews,” he said “Making sure they are doing the right thing, and are doing it



safely. It is about communications between people and building on these relationships.” The merger was completed in April 2016 and Kotug Smit Towage was formed to provide towage services in northwest Europe. It operates a fleet of 65 tugboats providing customised towage services in 11 ports in Belgium, Germany, the Netherlands and the United Kingdom. *(Source: Tug Technology and Business)*

## THE SUBCHAPTER M COAST GUARD OPTION



On October 4, 2016, I attended a joint Subchapter M conference in New Orleans put on by the American Waterways Operators (AWO) and the U.S. Coast Guard. The AWO representative gave a great overview of Subchapter M, with particular emphasis on issues of concern to industry that they have been working on with the Coast Guard. Both parties

should be commended for their efforts and results. *Coast Guard comments* The presentation by the Coast Guard was given by Captain Verne Gifford, Chief of Inspections and Compliance at Coast Guard Headquarters. Much of Captain Gifford’s presentation focused on the Coast Guard’s efforts to incentivize the Third Party TSMS option. The Coast Guard is concerned about manpower issues to inspect the 5,719 towing vessels in the U.S. I took the opportunity during the Q&A session to ask Captain Gifford to address some of the concerns I had heard from industry in response to the latest round of Subchapter M frequently asked questions (FAQs) issued by headquarters. I told the Captain that the FAQs seemed so one-sided in their attempt to incentivize the Third Party TSMS option that I have heard comments such as, “I don’t even think the Coast Guard wrote these,” and “This sounds like intimidation!” Captain Gifford assured us that it was not the Coast Guard’s intent to intimidate anyone, one way or the other, but that the Coast Guard does have concerns about available manpower to get the inspections done in a timely fashion. He estimated that half of the towing vessel fleet will go with the Coast Guard option. Other senior officers on the panel chimed in and explained that currently, inspections in the Eighth District are scheduled several weeks in advance, and sometimes only a few days. They stated, if you can deal with that, the Coast Guard option may be for you. Rear Admiral Callahan, Commander of the Eighth Coast Guard District, added that if you want to go with the Coast Guard option, they would do their best to accommodate you, but he just couldn’t promise how timely they would be in doing so. *Biggest takeaway* Rear Admiral

Callahan also provided the biggest takeaway for me at the end of his introductory remarks. He said he was going off-script when he gave us three things to ponder (paraphrased): 1. Does your safety management system (SMS) foster compliance, or a safety culture? 2. Is your SMS implemented, or is it just sitting on the shelf? 3. If your SMS is implemented, is it implemented across all levels of the company: top management, middle management, and on the deck plates? Normally, I might consider these comments standard Coast Guard SMS philosophy, but taken in the context of this conference where much of the talk was centered on going with the Third Party TSMS option, I took it as a warning: a warning to towing vessel companies to ensure, before they jump on this Third Party TSMS option, that everyone in the company is ready, from the deckhands on up. The opinions expressed herein are the author's and not necessarily those of The Maritime Executive. This entry has been created for information and planning purposes. It is not intended to be, nor should it be substituted for, legal advice, which turns on specific facts. *(Source: Marex by Kevin Gilheany)*

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## TUG TOWED DAMAGED MODERN EXPRESS TO ALIAGA

On Oct 10, 2016, the "VB Hispania" with the vehicle carrier "Modern Express" in tow dropped anchor off Aliaga after 20 days of crossing the Bay of Biscay along the Portuguese Atlantic Coast and finally crossing the Mediterranean from west to east. After having passed the Strait of Gibraltar, the towing wire was shortened from 900 meters to 600 meters. Captain Chaviano Izaguirre had prepared the towage plan



with a classic connection that included two separate sections of chains of 27 meters length, one fixed to the starboard and one to the portside bow of the "Modern Express" But the Spanish authorities deemed this insufficient and forced him to add another 27 meters on each side. Eventually the "Modern Express" will not become junk, but get repaired and repainted and continue travelling in the Middle East, Asia and Africa. *(Source: Vesseltracker; Photo: NAUCHERglobal)*

## HORIZON MARKS MILESTONE IN TUGBOAT CONSTRUCTION



Horizon Shipbuilding, Inc., Bayou La Batre, AL, has marked a milestone in a contract under which it is to build up to four 100 ft x 40 ft escort/rescue tugs for McAllister Towing & Transportation, New York, NY. The hull of the first vessel, the **Capt. Brian A. McAllister**, has been flipped and set on the shipbuilding ways. Prior to the flip, a considerable amount of work was performed while the hull was upside down including installation of all major pipe runs and manifolds, fabrication and installation of cable trays and bulkhead penetrations and fender installation. Hull now set on the ways, Horizon will be able to set the pre-fabricated and outfitted superstructure. "We have built a lot of boat so far in a relatively short amount of time. With the hull flipped a lot of work opens up," said Project Manager, Jesse Dunn. "We have the superstructure and the stacks ready to go and look forward to setting them in the next couple of weeks." The 100' x40' escort/rescue tugs are powered by a pair of Caterpillar 3516E Tier 4 engines with Schottel SRP4000 FP azimuth thrusters. The package will produce a total of

6,770 hp and 80 metric tons of bollard pull. The tugs are classified ABS Maltese Cross A-1 Towing, Escort Service, FiFi 1 and Maltese Cross AMS. The hull design from Jensen Maritime is for enhanced shipdocking in addition to direct and indirect escorting. Towing machinery will include a Markey asymmetric render-recover winch on the bow and a Markey tow winch with a spool capacity of 2,500' of 2¼" wire on the stern. Horizon's efficient production is, in large part, due to the use of its innovative management software, Gordhead. With Gordhead, the entire boatbuilding team sees where resources need to be focused to stay on schedule. Owner's also see real-time delivery dates that change as progress is made on the different tasks. Travis Short, President of Horizon Shipbuilding, stated, "Gordhead allows everyone involved in the process, from the owner to the front line supervisor, a say in how problems are solved. At Horizon, we don't say 'two heads are better than one,' we say 'ALL heads are better than one!' "The **Capt. Brian A. McAllister** is scheduled for a spring 2017 delivery from the shipyard." (*Source: MarineLog*)

## ACCIDENTS – SALVAGE NEWS

### FIRE-DAMAGED PRODUCT TANKER TOWED TO PORT

The damaged product tanker **Burgos**, which suffered an explosion and fire off of Veracruz September 24, has been towed to the Pajaritos Maritime Terminal at Coatzacoalcos for offloading, according to operator Pemex. In a statement, the state oil firm said that three tugs and one supply boat accompanied the Burgos on the tow trip to the terminal, where she will be thoroughly emptied



and cleaned to ensure safety during subsequent work. The cleaning and degassing process is expected to take about 10 days, after which a formal investigation into the cause of the accident can proceed, said Veracruz port authority director Juan Ignacio Fernandez Carvajal. At the time of the explosion, the Burgos was carrying about 170,000 barrels of



diesel and gasoline. The ship burned for 30 hours before fire-fighting vessels managed to extinguish the blaze. Much of the product in the affected holds was incinerated, but local fishermen reported a slick of several nautical miles in length two days after the incident, according to Mexico News Daily. Pemex said that the surface film was composed of a mixture of fire-fighting foam and fuel, and Mexican government agencies are monitoring a nearby coral reef park to determine if there is any impact. "We are concerned about the effect on the Parque Arrecifal Veracruzano from contamination by oil and the chemicals that extinguished the fire," said state attorney general for the environment Dalos Ulises Rodriguez Vargas. He said that his department would be involved in the response and would urge Pemex to do its best in cleanup efforts. A local coordinator for activist organization Sea Shepherd Mexico, Sergio Armando Gonzalez Ramirez, said that a lack of transparency from Pemex suggested that the firm was not well prepared to handle emergency situations. He told local media that activists had taken water samples from the vicinity of the vessel and the reef park and had sent them to a private lab for analysis. *(Source: Marex)*

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## *TUG DEATH: NO TOOLBOX TALK, NO PROTECTIVE EQUIPMENT*

The U.K. Marine Accident Investigation Branch (MAIB) has released its report on the death of a seafarer who fell and was crushed as the tug **Svitzer Moira** was being maneuvered alongside an unmanned tug at Royal Portbury Dock, Bristol in December 2015. No tool-box talk took place; the job was deemed as routine by the crew and assumptions were made, states MAIB. The engineer Kevin Jackman was not wearing the appropriate personal protective equipment (PPE) at the time of the accident, although it is unlikely that its use would have changed the outcome. The MAIB investigation concluded that Jackman probably fell while transferring to the unmanned tug before **Svitzer Moira** had come fully alongside. Although the vessel's crew provided first-aid and



emergency medical services arrived promptly following the accident, the engineer died of his injuries at the scene. There were no dedicated berths for tugs within Royal Portbury Dock, and so, when not in use, these vessels were moored alongside commercial berths. This meant that the tugs were often required to move from a berth to make way for an arriving vessel. The port tugs

were not manned on a continuous basis, and it had become common practice for a tug to move an unmanned tug. The investigation found shortcomings in the oversight and control of deck operations and lapses in the use of PPE indicative of a significant divergence between company instructions and working practices on board that had not been corrected by shore management. Following an internal investigation of the accident, Svitzer Marine Limited has identified a number of remedial measures which include a review of relevant safe systems of work and their associated risk assessments, and actions aimed at improving the safety culture on board its vessels. The report is available here. [HERE](#) (Source: *Marex*)

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## CCNI ARAUCO SALVAGE RESPONSE COMPLETED

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On October 6, Ardent Global reported that emergency response and remediation work on the burned container ship CCNI **Arauco** was complete. The vessel has been returned to her owners for shipyard repairs. A fire broke out in the aft container hold of the **Arauco** on September 1. Ardent emergency response crews worked with local firefighters to extinguish



the fire, a long process which drew dozens of firefighters from nearby regions and required 12,000 gallons of firefighting foam. After the fire, other experts from Ardent worked with stakeholders on follow-on cleanup operations. The aft hold was partly flooded during the emergency response, and the water in the hold was contaminated with firefighting foam. Modern firefighting foams are highly effective, but all contain perfluorocarbon compounds, some of which are under regulatory scrutiny for the risk of persistent environmental contamination. An Ardent crew pumped the contaminated water into tankers to bring it to off-site disposal facilities. Ardent also removed damaged containers from the hold, which were designated as dangerous waste and had to be handled with special treatment. Ardent said that it worked under a salvage contract, which sped up negotiations and got crews on scene quickly. “Minimizing an environmental impact has always been a priority for any operation for Ardent. We worked closely with Germany authorities to safely



dispose the contaminated firefighting water and cargo out of the vessel," said Lars Tesmar, one of the salvage masters involved in the operation. It was the second ship fire in a month for Ardent: the firm also handled the response to the Caribbean Fantasy fire and grounding off San Juan in August. Ardent was formed last year through the merger of AP Moller-Maersk's Svitzer Salvage and Crowley's Titan Salvage. The merger intends to build not only scale and market share within the salvage business, but also to diversify into other service areas like project work, offshore decommissioning and hull husbandry. The CCNI **Arauco** fire and other recent incidents have prompted the International Union of Marine Insurance (IUMI) to call for a review of shipboard marine firefighting equipment. Repeated CO<sub>2</sub> discharges from the ship's own fixed firefighting system were not sufficient to halt the blaze in the **Arauco's** hold, and a major shore-based intervention was required instead. Uwe-Peter Schieder, Vice Chairman of IUMI's Loss Prevention Committee, said that the situation might have been more dangerous under way. "At sea, below-deck fires cannot be fought with water and so CO<sub>2</sub> is used instead to displace the oxygen and extinguish the fire. However, if the fire is burning within a container, the box will protect it from the CO<sub>2</sub> and so this method of fire-fighting is rarely successful. Currently there are no other methods of fighting a container ship fire below deck [at sea]," he warned. *(Source: Marex)*

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## OFFSHORE SUPPLIER BURIED YACHT IN BARHÖFT



In the afternoon of Oct 9, 2016, at 5.18 p.m. the "**Achiever**" upon returning from the wind farms Baltic 1 and Baltic 2, slammed into a Polish sailing yacht which was moored at the pier of the petrol station in Barhöft. The yacht had completed refuelling, and luckily the crew of two had left the boat to pay the bill at the office of the port captain. The "**Achiever**" failed to stop and buried the yacht under the two catamaran hulls. She broke lose from the quay, the forestay broke and the mast was split and fell

onto the quay. Then the "**Achiever**" pushed the boat onto the catamaran "**Casper**" which was berthed next to it, before finally being stopped. A propane bottle fell from the sailing yacht against the quay

wall, and probably the valve was torn off so that gas escaped. Due to the prudent behaviour of the port captain, a possible explosion of the escaping gas was averted. The cause of the uncontrolled entry of the "[Achiever](#)" was the failure of the engine control to switch from forward to reverse so that the master could only push the emergency-stop-button. The Polish couple had just bought the yacht and intended to sail home to Poland. The boat was thought to be a total loss. Damage to the leisure boats was estimated to be around 60000 Euro, also the "[Achiever](#)" suffered damage. (*Source: Vesseltracker*)

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## MAESTRO DIAMOND AGROUND IN BALTIC SEA

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The 2015-built bulk carrier [Maestro Diamond](#) ran into trouble in the Baltic Sea, off the coast of Gedser, Denmark in the evening hours of October 7, according to media reports. Relevant authorities have dispatched the tug Kiel to assist with the salvage operations, however, the work is reportedly being hampered by unfavorable weather conditions at the site. Loaded with 30,000 tons of fertilizer, the bulk carrier is said



to be hard aground. There were no reports of injuries to the crewmembers or water pollution in the area. According to AIS data from MarineTraffic, the 36,920 dwt vessel was on its way from Lithuanian port of Klaipeda to the port of New Orleans, US at the time of the incident. The exact cause of the grounding is still unknown. (*Source: World Maritime News*) *Update: Bulkcarrier refloated by SFK-tug* On Oct 11 at 1 a.m. the three tugs "[Kiel](#)", "[Taucher Otto Wulf 5](#)" and "[Svitzer Thor](#)" succeeded in refloating the "[Maestro Diamond](#)". The salvage attempt started the previous evening around 9 p.m., and it took a few hours of pulling to get the ship off. It was directed to Kalundborg for surveys, ETA Oct 11, 1 p.m. The "[Svitzer Thor](#)" escorted the bulkcarrier on its way. It was believed to have suffered dents and bumps in the fuel tank area, but no breaches. As a precaution, the fuel had been pumped into more protected tank areas so there was no danger of an oil spill. (*Source: Vesseltracker*)

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## TRANSOCEAN THANK ISLANDERS AFTER RIG SALVAGE

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The owner of the stricken oil rig which crashed in the Western Isles has thanked islanders for their help and patience in salvaging the giant structure. This week the 17,600-tonne Transocean Winner will depart the islands, nine weeks after grounding at Dalmore on the west coast of Lewis during a summer storm on August 8. An official investigation has been launched into how the decommissioned drilling platform broke its towline and ran aground on rocks, piercing nearly 30 tanks and spilling up to 53 tonnes of fuel into the sea. Hundreds of people have been involved in the ensuing operation which resulted in the rig being manoeuvred over the sunken deck of a semi-submersible vessel, the Hawk. The latter deballasted dramatically and rose out of the water – in a manner not so much Transocean as Transformer – with the platform standing high on its deck on Friday. The energy giants hired many island companies during the operation, including engineering





and boat hire firms, welding crews and scaffolders, as well as buying local supplies, food and services. Transocean's operations director, Dave Walls, emphasised his praise for the community and recovery crews. Mr Walls said: "I am extremely proud of the men and women who have worked incredibly hard over two months to get us where we are. "The support received

from the community has been tremendous. Local businesses have helped us incredibly well. "All in all, I am really very pleased by the way that everybody has responded and helped. Mr Walls added that the loading plan was "meticulously done and executed very well. He said: "I am very pleased at the way things went. The next phase is to assess some damage and make sea fastenings ready for the voyage." It is thought the rig could be en route by Wednesday. The passage to Malta takes around ten days. Thereafter, further repairs to the Winner will be carried out before the rig is towed to a scrap yard in Turkey. *(Source: The Press & Journal photo Agnus MacDonald)*

## OFFSHORE NEWS

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### HALUL OFFSHORE WINS EXCELLENCE IN HEALTH, SAFETY & ENVIRONMENT AWARD AT OFFSHORE ACHIEVEMENT AWARDS 2016

Halul Offshore Services Co., the offshore marine services arm of Milaha (Qatar Navigation), won the 'Excellence in Health, Safety & Environment Award' at the recently concluded 2nd Offshore Achievement Awards for the jack-up rig & liftboat industry. The award ceremony was held during the annual Offshore Jack Up Middle East (OJME) Conference at The Address Hotel, Dubai Mall, UAE. The prestigious award recognized the outstanding performance of Halul Offshore in ensuring the health and safety of its employees and partners in addition to protecting its assets and the environment. Mr. Abdulrahman Essa Al-Mannai, President and CEO of Milaha, Halul Offshore's parent company, said: "The 2nd Offshore Achievement Awards 2016 is a leading platform for the Jack Up Rig & Liftboat industry, and it is a tremendous honour to be recognized vis-a-vis our peers.



At Milaha, we take pride in our young fleet and, most importantly, in our staff who are committed to upholding the highest safety, health, and environmental standards daily.” Mr. Vivek Seth, CEO of Halul Offshore, said: “We are proud that our health and safety track record has been recognized for the sixth time in less than two years. This award is a strong motivator for us to



continue working towards setting even higher standards with regard to safety, health, and in protecting our assets and the environment.” The 2nd Offshore Achievement Awards 2016 for the Jack Up Rig & Liftboat industry recognizes the valuable contributions of the Jack Up Rig and Liftboat trade, honouring individuals and organizations for successfully launching initiatives, strategies, and programs to achieve measurable results. The conference and the award ceremony were attended by more than 200 renowned rig owners, designers, equipment manufacturers, shipyards, and other professionals from the industry. H.E. Khamis Juma Buamim, Chairman of the Dubai Council for Marine and Maritime Industry (DCMMI), chaired the Award Selection Committee. *(Press Release)*

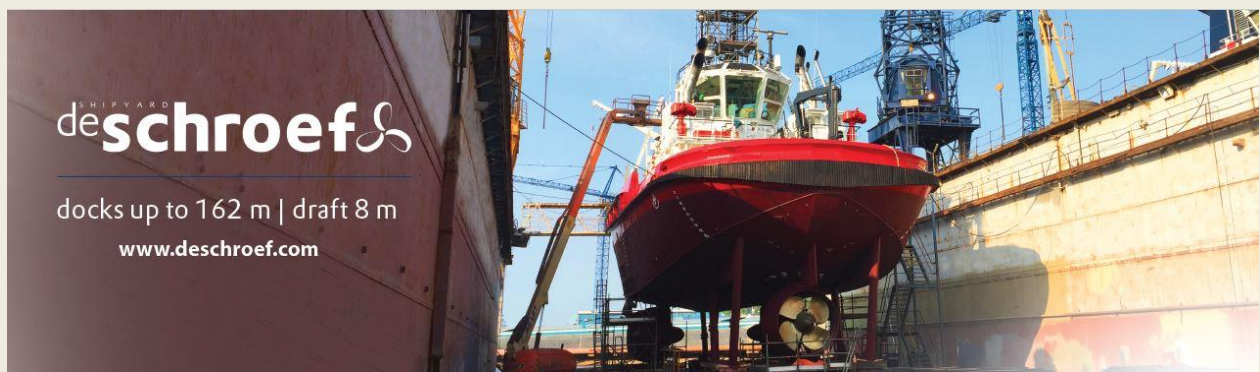
### SKANDI BUZIOS ARRIVES AT HUISMAN FOR ITS PIPELAY TOWER



Huisman, the specialist in lifting, drilling, and subsea solutions, welcomed the pipe lay support vessel (PLSV) ‘**Skandi Buzios**’ at the its Schiedam quayside for the installation of a 650mt pipelay tower. Scaldis’ heavy lift vessel, **Rambiz**, has earlier this week installed the pipelay tower onboard the PLSV. Huisman said the vessel will be fully commissioned in the next months before it leaves its Schiedam quayside for its first

job. **Skandi Búzios** is a twin of the **Skandi Açu**. Both vessels are designed and built by VARD specifically for installation of umbilicals, flexible flowlines and risers in Brazil. The vessel has a length of 146 meters, and a beam of 30 meters. Like its sister vessel and also part of the DOF Subsea – Technip joint venture in Brazil, the **Skandi Buzios** is fit to accommodate 120 persons, and work in water depths of up to 3,000 meters. *(Source: Subsea World News; Photo: Douglas Neil Robertson)*

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## ONYX WITH KREUZ NEWBUILDING MADE STOPOVER IN LE HAVRE



The AHT **Onyx** enroute with Vard Holdings Limited built Hull 839 to Norway made a pitstop in Le Havre the Diving Support and Construction Vessel is under construction for Singapore-based Kreuz Subsea group which obtained a seven year contract with Brunei Shell Petroleum Company Sdn. Bhd. (BSP) for the provision of Underwater Inspection, Repair and Maintenance (IRM) Services. KREUZ said that the MPSVs **Bourbon Evolution** and **Bourbon Supprter** had been hired for the first period of the contract, delivery is scheduled from the Vard Søviknes shipyard in Norway in second quarter 2017. The new DP2 class vessel will have a 100-ton active heave compensated offshore crane, and is prepared for Remote Operating Vehicles (ROVs). The diving system features a single bell system for a maximum of 12 divers, and can operate in water depths of up to 300 m with a surface diving spread suitable for air diving in up to 50 m depth. The diving accommodation is divided into three saturation living chambers. The vessel will be built according to latest SPS regulations, and can accommodate up to 105 persons. *(Photo: Fabian Montreuil)*

## MAERSK SUPPLY TO CUT JOBS ASHORE BY 25 PERCENT

Maersk Supply Service is to reduce its onshore organisation by up to 25%, in response to market conditions and the company's vessel divestment plans, reports World Oil. The report this week says that despite cost reductions, decreasing market demand continues to put pressure on earnings, and in the second quarter, the company made a loss, including impairments, of US\$106 million. In August, Maersk Supply Service announced that it was divesting up to 20 vessels from its legacy fleet and making around 400 crew members redundant. "We realise that the announcement is very unsettling for our employees. This is an unfortunate, but necessary step to ensure our organisation reflects the current market reality. Our top line has dropped by 40% over the past two years, and as



a consequence we have a significantly reduced vessel and crew pool. A rightsizing of our organisation is necessary to protect the long-term sustainability of our business," said Jorn Madsen, CEO of Maersk Supply Service. The broad-based rightsizing is expected to concern all onshore functions of Maersk



Supply Service. Up to 65 onshore positions will be affected globally. Watch the youtube video [HERE](#) (Source: World Oil)

## FUGRO EXPLORER



The Panamanian-flagged geotechnical research ship **Fugro Explorer** (2,925-gt, built 1999) has been in Durban undergoing repairs for some months and recently left port temporarily for sea trials. Here she is seen returning to the ship repair jetty after her tests. The ship is registered to a US-based company known as Fugro Gulf, but her beneficial owner is the Dutch-based Fugro NV, which owns and operates a large fleet of survey ships. (Source: Ports & Ships; Photo Terry Hutson)

## COASTAL CONTRACTS SLAPPED WITH ARBITRATION NOTICE AFTER CONTRACT CANCELLATION

Malaysian marine services and vessel provider Coastal Contracts was recently served with a notice of arbitration from one of its suppliers for an alleged wrongful termination of a shipbuilding contract. The notice was served to one of Coastal Contracts' subsidiaries for terminating the shipbuilding contract back in July 2016 due to builders' alleged failure to deliver the vessel on time



and in accordance with the terms and conditions of the shipbuilding contract. In addition to terminating the contract, Coastal Contracts' subsidiary had also asked the builders for a refund of all sums paid under the contract and the payment of liquidated damages in accordance with the terms



of the contract. Coastal Contracts informed on Friday that, instead of complying with the obligations under the shipbuilding contract, the builders filed a notice of arbitration alleging that the subsidiary's termination of the contract was wrongful. Further, Coastal added, the builders had not quantified their claim under the notice until after the subsidiary had filed its counter-claim. The builders' current claim is \$37.4 million which directly reflects the subsidiary's counter-claim against the builders in its response to the notice of arbitration. Coastal also said that the subsidiary is resisting the 'meritless' claim while at the same time pursuing its counter-claim. (*Source: Offshore Energy Today*)

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## SCIENTISTS CONDUCT BLACK SEA SURVEY OFF BULGARIA



An international team, involving the University of Southampton's Centre for Maritime Archaeology (UK) and funded by the charitable organisation for marine research, the Expedition and Education Foundation (EEF), is surveying the Bulgarian waters of the Black Sea, where thousands of years ago large areas of land were inundated as the water level rose following the last Ice

Age. Professor Jon Adams, founding director of the University of Southampton's Centre for Maritime Archaeology and principle investigator on the Black Sea Maritime Archaeology Project (Black Sea MAP) said: "We're endeavouring to answer some hotly-debated questions about when the water level rose, how rapidly it did so and what effects it had on human populations living along this stretch of the Bulgarian coast of the Black Sea. As such, the primary focus of this project – and the scope of our funding from the EEF – is to carry out geophysical surveys to detect former land surfaces buried below the current seabed, take core samples and characterize and date them, and create a palaeoenvironmental reconstruction of Black Sea prehistory." Based on board the **Stril Explorer**, the international team of researchers is surveying the seabed using two remotely operated vehicles (ROVs). During these surveys, members of Black Sea MAP have also discovered and inspected a rare 'collection' of more than 40 shipwrecks. The wrecks, which include those from the

Ottoman and Byzantine Empires, provide new data on the maritime inter-connectivity of Black Sea coastal communities and manifest ways of life and seafaring that stretch back into prehistory. Professor Adams added: “The wrecks are a complete bonus, but a fascinating discovery, found during the course of our extensive geophysical surveys. They are astonishingly preserved due to the anoxic conditions (absence of oxygen) of the Black Sea below 150 meters. “Using the latest 3D recording technique for underwater structures, we’ve been able to capture some astonishing images without disturbing the seabed.” The project operates under permits from the Bulgarian Ministry of Culture and Ministry of Foreign Affairs in strict adherence to the UNESCO Convention on the Protection of the Underwater Cultural Heritage (2001). *(Source: Subsea World News)*

## SWISSCO STARING DOWN THE BARREL, UNABLE TO MAKE COUPON PAYMENT

Singapore offshore firm Swissco Holdings told investors that it is unable to make coupon payments due next week on its S\$100,000 5.7% notes due in 2018, according to Singapore’s Business Times. Swissco called an informal meeting yesterday, and despite appointing financial advisors Ernst & Young Solutions last week the company was unable to present a plan on how it might refinance or



restructure. The company currently has four of its seven drilling rigs idle and the other three, jointly owned with Ezion Holdings, on hire but the charterer has not been making payments. The status of its OSV fleet is unknown but Swissco said it is marketing vessels for charter and for sale. Swissco is currently holding \$1.2m in working capital but has a monthly expenditure of \$1.5m. Company management pointed the finger towards compatriot firm Swiber Holdings, which is currently under judicial management, saying that the demise of Swiber caused a deal for a strategic investor to fall through and ruined the sale of a vessel due to the buyer losing financing. *(Source: Splash24/7)*

## HAVYARD TO NAME RUSSIAN ICEBREAKER DUO

A double naming ceremony will be held on Saturday for two icebreaking offshore vessels which will be delivered to Russian shipping company Femco, Havyard Ship Technology said on Tuesday. The two sister vessels, named **Pomor** and **Normann**, are two of three Havyard 843 ICE icebreaking offshore vessels ordered by Femco from Havyard. The first vessel, named **Aleut**, was delivered to Femco last autumn. Femco is a Russian privately-owned company specializing in operations of anchor handling vessels. Havyard said that scheduled festivities on Saturday will include an open boat session and a naming ceremony. The company added that the two vessels would be in operation on a contract for Exxon Neftegas on the oilfields offshore Sakhalin. In order to get there, the vessels will embark on a voyage through The Northeast Passage, with its deadline before the arrival of winter. Executive Vice President of Havyard Ship Technology, Lasse Stokkeland, said: “We hope to



further develop this relationship and our knowledge regarding construction of vessels for Arctic areas. “We have the competence and technology attractive for shipowners operating in these areas, and in addition to the Havyard 843 ICE design, we also have other icebreaking designs in our portfolio, enabling us to quickly adapt these designs to the needs of the customers.” The two vessels are designed for extremely challenging

conditions. Both are constructed according to DNVs ice class Icebreaker Ice-10, with classifications demanding capabilities of breaking up to 1-metre-thick, one-year-old ice. There are also specific requirements regarding hull strength, use of material, rudder and steering systems, propellers and propulsion system. The vessels are 86.7 meters in length and 19.5 meters in width. They can reach a speed of 16 knots, accommodate 53 persons and have a bollard pull of 204 tonnes. The icebreaker pair is constructed with class notation Winterized Cold (-30). As such, these vessels are constructed for work in temperatures as low as minus 30 C degrees without freezing up. This means vital safety equipment and environment are protected against ice and frost at shielding, incorporation, and electric heating or melting. Ivan Lyshko of Femco said of the vessel currently in operation: “Aleut solves its tasks. The first winter of operation was a mild one, but there’s no doubt that the ship has good seakeeping capabilities. When winters become hard, and the ice is thick, the ship is forceful enough to meet these rough conditions.” Havyard Design & Solutions has delivered design and work drawings, Havyard Power & Systems has delivered electrical engineering, automation, and alarm system, in addition to Havyard Concept Bridge. Moreover, Norwegian Electric Systems has delivered electro-engines, generators, and switchboard panels. *(Source: Offshore Energy Today)*

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## PERISAI PETROLEUM TEKNOLOGI VULNERABLE AFTER DEFAULT NOTICE SERVED

Kuala Lumpur-listed offshore firm Perisai Petroleum Teknologi has received a notice from the trustee of its S\$125m (\$91.9m) notes warning that it has breached the terms and conditions of its



notes for non-payment after failing in efforts to delay maturity because of its inability to pay. Perisai has been engaged with noteholders on an alternative proposal, however now that notice has been served by the trustee noteholders have the ability to call in the notes as due and payable. This has not occurred as yet, but leaves the company in a vulnerable position with investors. Together with its joint venture partner, Emas Offshore, the Malaysian firm has received an indicative offer of financing from a



financial institution where \$20m would be earmarked towards a resolution with note holders. EMAS Offshore, part of Singapore's Ezra Holdings, owns 11.8% of Perisai shares. The two companies also own SJR Marine together, with Perisai having a put option in place where it has the right sell its 51% stake to EMAS for \$43m. Perisai said that business and operations are not affected by the default in payment. Meanwhile, the company's managing director Datuk Zainol Izzet Mohamed Ishak has been forced to sell 36.526 million shares in the company due to certain financial arrangements, reducing his stake to a little over 2%. *(Source: Splash24/7)*

### *MERMAID GETS LOWER RATES FOR SUBSEA DEAL IN MIDDLE EAST*



Mermaid Maritime's joint venture company, Zamil Mermaid Offshore Services Company LLC (ZMOS), has retained its long-term offshore inspection, repair, and maintenance (IRM) services contract with a client in the Middle East. However, Mermaid said on Tuesday, the rendering

service dayrates have been reduced. The company explained that this reduction in rates was part of a cost reduction initiative driven by the unnamed client, given the challenging business environment. The contract, which was awarded in the fourth quarter of 2012, is for a five-year period and is scheduled to continue until the fourth quarter of 2017. In this contract, Mermaid provides a suite of diving services using one of its DP2 dive support vessels along with remotely operated vehicles, specialized diving equipment, and divers. Mermaid's joint venture partner, an offshore and marine services company, provides other offshore vessels, services, and logistics. Mermaid's portion of the revised contract value for the remainder of the term is estimated to be not less than approximately \$70 million. The contract also has a two-year extension option embedded which, if exercised by the

client, could see the contract further extended until the fourth quarter of 2019. To mitigate the reduction in rates, Mermaid has also initiated a second round of cost efficiencies, centralization, and consolidation of its business in order to improve its cost base. *(Source: Offshore Energy Today)*

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### *EDT HRCULES ENTERING VALLETTA FOR THE FIRST TIME*

The 2014 built Cyprus registered with call sign 5BAM4 Ulstein X-Bow Design DPII Multi Purpose Support Vessel **EDT Hercules** (Imo 9491422) was seen entering Valletta, Malta for the first time on Tuesday 11th October, 2016. The vessel is owned by Naveira Carubedo AIE – Canary Islands; Spain and managed by EDT Ship management LTD – Limassol; Cyprus. She has a dwt of 4,964 tons and a dwt of 4,540 tons. The OSV is classed Det Norske Veritas/Germanischer Lloyd. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*



### *OCEANIC ENDEAVOUR ENTERING EARLY MORNING*



The 2008 built Panama registered with call sign 3EJQ7 research/survey vessel **Oceanic Endeavour** (Imo 9399521) was seen entering Valletta, Malta on early Thursday morning to mobilising before heading to Bulgaria with cruise liner Celebrity Constellation berthed in the background during her overnight stay. She's the former **Geowave Endeavour** the name was changed in April 2011. The vessel is owned by Volstad Maritime AS – Aalesund;



Norway and managed by Eidesvik AS – Bomlo; Norway. She has a grt of 11,570 tons and a dwt of 6,313 tons. She is classed Det Norske Veritas/Germanischer Lloyd. *(Photo: Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com))*

## WINDFARM NEWS - RENEWABLES

### DAMEN TO CONSTRUCT RENEWABLES SERVICE VESSEL FOR DELTA MARINE

Today, 8<sup>th</sup> October 2016, the hull of yard number 571735 named **Voe Vanguard** arrived from Poland in Dordrecht. The close working relationship between Delta Marine and the Damen Shipyards Group has produced a new vessel design – called a Damen Renewables Service Vessel 3315. The Scotland-based offshore wind service provider recently awarded Damen a construction contract looking towards a launch in early 2017.



“For the last couple of years we’ve been working on this new design with Damen Shipyards Hardinxveld,” says Delta Marine General Manager Dave McNaughtan. “We came up with concepts – gave them to Damen, who would put those ideas on the drawing board. They gave their expertise – adding the engineering for example – and then came back to us.” “Client feedback is very important to us,” says Damen Shipyards Hardinxveld Managing Director Jos van Woerkum. “It has been great to work so closely with Delta Marine to develop this new design.” “Damen are very good at developing their vessels,” continues Mr McNaughtan. “Even their established vessels like Multi Cats and Shoalbusters are continually getting better.” The new design, having evolved from a Multi Cat, proves his point: “We have changed the design by moving the wheelhouse forward and leaving the aft deck open. Crucially, we’ve managed to keep it under the 500-tonne mark. This was a critical factor – one that will help keep the costs down.” The Renewables Service Vessel 3315 will be able to take on a lot of the work larger offshore construction vessels currently perform, says Mr Naughton. “We’ll have full DP2 capability and, with such a wide deck, we’ll be able to fit a cable lay carousel, work class ROVs or cable trenching machines.” The vessel will also be fitted with two large HS Marine cranes and a 4-point mooring system. Following fabrication of the hull in Poland, Damen Shipyards Hardinxveld in the Netherlands will complete the final outfitting process. With the launch scheduled for Q1 2017, the Delta Marine team are looking forward to taking delivery: “With Damen, you get more than quality. You also get the excellent backup of the whole organisation. And that is worth its weight in gold to us.” *(Photo: Rob van der Hoek)*

### MHI VESTAS SHIFTS INTO OVERDRIVE AT BELFAST HARBOUR

MHI Vestas Offshore Wind is making a maximum use of its Burbo Bank Extension load-out and pre-assembly site at the Belfast Harbour today. The Belfast Harbour has shared images of three vessels being loaded by components which will make up some of the 32 MHI Vestas V164-8.0 MW turbines





to be installed at the site in Liverpool Bay, some 8 kilometers offshore. These are the largest ever offshore wind turbines to be used on a wind farm. A2SEA's [Sea Installer](#), as well as the multipurpose deck cargo carriers [Simone](#) and [Aura](#) have all been "caught" today calling at the site for a fresh shipment of turbine components. [Sea Installer](#) installed the first of 32 wind turbines in early September.

The entire installation process is expected to last around three months. DONG Energy, the owner and developer of the 258MW wind farm, plans to put the wind farm into full operation in 2017. Burbo Bank Extension is an addition to the operational 90MW Burbo Bank wind farm. (*Source: Offshore Wind*)

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### *HAVILA PHOENIX READY FOR RACE BANK*

DeepOcean has completed the mobilisation of the T3200 subsea trenching system onto the [Havila Phoenix](#) and the vessel is now ready for cable works at DONG Energy's Race Bank offshore wind farm. DeepOcean 1 UK Ltd, a subsidiary of DeepOcean Group Holding BV, won the contract to provide cable installation and trenching work for the 580MW wind farm project in October 2015. Offshore work at Race Bank has been scheduled to be undertaken in two campaigns, commencing in 2016 and Q1 2017, respectively, according to DONG Energy's press release from



October 2015. Race Bank will consist of 91 wind turbines each with a 6MW capacity and will be built around 17 miles off Blakeney Point on the North Norfolk coast, and a similar distance from the Lincolnshire coast at Chapel St. Leonards. The first of two offshore substations that will link each turbine to the main export cables that transmit electricity back to shore was installed in August 2016. The project is expected to become operational in 2018. *(Source: Offshore Wind)*

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## DREDGING NEWS

### ROYAL IHC HANDS OVER HOPPER DREDGER JUN YANG 1

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The handing over ceremony of Asia's largest trailing suction hopper dredger (TSHD) **JUN YANG 1** is being held this morning in Guangzhou City, China. Built by Royal IHC in the Netherlands, the dredger will be handed over to China Communications Construction Company's Guangzhou Dredging Co., Ltd. (GDC). The first gig for the vessel will be Colombo Port City project in Sri Lanka, one of the "One Belt, One Road" cooperation projects between China and Sri Lanka. Beside channel

dredging and port building, **JUN YANG 1** is capable of building artificial islands because of its great performance in land reclamation projects. TSHD **JUN YANG 1** is equipped with two suction tubes, each with a submerged dredging pump, for a highly efficient performance (up to 21,028 cubic meters per hour). Both suction tubes have a dredging depth of up to 60 meters, and the starboard suction tube that can be extended to a dredging depth of 90 meters. This is the 19th vessel built by IHC for GDC over the last 40 years. *(Source: Dredging Today)*

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## YARD NEWS

### CHINESE INSTITUTE SELECTS SONARDYNE TECHNOLOGY FOR NEW RESEARCH VESSEL

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Sonardyne Asia, Singapore, has announced that its underwater acoustic positioning technology has been selected for China's new polar research vessel currently under construction. Commissioned by the Polar Research Institute of China, the 122 meter vessel will be equipped with a Ranger 2 USBL (Ultra-Short BaseLine) system to allow the position of scientific equipment deployed from the ship to be precisely tracked. This will include ROVs, AUVs and seafloor landers. Supplied through Sonardyne's in-country agent, China ORE, Ranger 2 will also provide a position reference for the vessel's Kongsberg dynamic positioning (DP) system, allowing the ship to remain in a specific location during science operations. Entering service in 2018, the new vessel will conduct research into marine chemistry, ecology, geology, geophysics and sea ice dynamics, including determining how changes in Arctic sea ice is affecting China's climate. Anthony Gleeson, vice president of

Sonardyne in Singapore said, "Ranger 2 is a key enabler for research vessels and has the flexibility to meet the precise in-water and near-bottom sustained observation needs of science users working in nearshore, coastal and deep ocean waters." Qi Zhengyu, director of China ORE added, "The Polar Research Institute of China joins a growing list of institutes who have recognised the valuable benefits of



Sonardyne's Ranger 2 acoustic technology. We looked forward to supporting them, the vessel's shipyard and crew through the delivery, installation and commissioning phases of this prestigious contract." *(Source: Subsea World News)*

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## *GERMAN SHIPBUILDERS STRONG IN A WEAK WORLD MARKET*

VSM: Collapse in demand dampens expectations for the current year. The global shipbuilding industry continued its downturn in 2015 with the number of new orders halved compared to 2013 level. The year 2016 is shaping up to be even worse. The "Big Three" shipbuilding nations China, Korea and Japan are major customers to the world leading maritime equipment and system producers from Germany. The fact that the domestic supply chain has been generating more than half of its sales within Europe will come in as an important stabilizing factor to weather the current storm: according to Clarksons Research, more than \$7 billion worth of orders for newbuilding projects went to Europe this year, a world market share of 63 percent. Furthermore, the current low ordering activity in Asian comprises mainly shipowners with fixed employment for their newbuilding projects. These customers tend to pay more attention to quality equipment, which is why the success rate of German equipment makers has significantly increased for the few remaining projects. Nevertheless, the total demand in numbers remains low and causes major challenges also in the German maritime community. German shipyards bucked the global trend by nearly doubling their order intake reaching nearly €5 billion in 2015 compared to 2013. A similar order of magnitude was recorded also for 2016 to date. "This great success of the maritime sector of the German industry





has its origins in our customers' exceptionally high expectations. The high degree of complexity of the products manufactured here requires large numbers of highly specialised experts. Hundreds of companies, all of them extremely reliable, must be coordinated perfectly to work towards a common goal and jointly ensure the success of the

given project. These kinds of structures have grown in Germany over decades and cannot easily be replicated in other countries," said VSM President Harald Fassmer, CEO of the shipyard Fassmer Werft GmbH, describing the situation during the press conference held on occasion of the annual VSM General assembly meeting. "But there is no time to be complacent. We must relentlessly continue in our efforts to further improve products and processes. We have to seize every opportunity to jointly safeguard Germany as a stronghold of the maritime industry. It is therefore essential that we all come together as one industry and one community," said Fassmer in a compelling appeal. Even if the German shipyards, based on their specialization, are not afraid of the competition - a concerned look went to Asia: "China will build vessels for their own required cruise market within the next five years", stated VSM-Chief Fassmer, "Until then they will not be better than German shipyards." Inspired by the same vision, VSM has launched and is driving new initiatives, including, in particular the German Maritime Export Initiative (GeMaX) as well as efforts to foster innovation by establishing a new Maritime Research Coordination Center (Deutsches Maritimes Zentrum, DMZ). "These activities demonstrate that the industry is doing its homework," adds VSM General Manager Reinhard Lücken, "but we also need back up by policy makers. The idea of launching a maritime agenda for Germany is therefore a great opportunity." Policy initiatives include efforts to foster LNG as maritime fuel, an active trade policy to improve market access and fight against market distortions as well as support for the naval defense industry base. *The German Shipbuilding Industry* Based upon the concentration of the German shipyards in innovative and promising markets - such as the passenger vessel and yacht shipbuilding - the order situation in 2015 was relatively good. Around 100 percent of the order income, deliveries and backlog with seagoing vessels have been dedicated to export, and many shipyards have built a comfortable order cushion for the coming years. But between the different companies are significant differences. Twelve newbuilds were ordered in German shipyards in 2015 - with half of it generated in the last quarter alone - valued at approximately \$5.4 billion. Incoming orders with regard to tonnage increased 25% compared to 2014 to 750,000 CGT (Compensated Gross Tonnage), but the number of deliveries (16 vessels) was lower than in 2014. The tonnage (435,000 CGT) was also lower than one year before, but higher than the total tonnage in 2013. The value of the deliveries in 2015 was in total around \$2.5 billion - also somewhat lower than in 2014. In addition, three platforms for the offshore wind industry, valued at \$330 million, have been delivered. By the end of December 2015 43 vessels, valued at about \$14.4 billion, (the highest contract value since 2009) were on the order books of German shipyards. The tonnage with 2 million CGT is higher than in 2014. Two additional orders for new buildings of plants and platforms for the offshore wind industry increased the total order backlog of the shipyards to \$14.8 billion. According to the German Federal Statistical Office, sales at the German shipyards (taking into account shipyards with a minimum of 50 employees from all

market segments, including naval ship building, repair/modification, as well as boats, yacht and inland waterway shipbuilding) were down 20% to \$5.6 billion (compared to \$7.1 billion in 2014). At the same time, the number of employees increased 3% to 18,042. During the first four month of 2016 orders received the national yards totaled nine vessels valued at \$1.4 billion. This does not include the orders about 10 vessels from the Malaysian Genting Group, because this order, valued \$3.8 billion, was placed in May 2016. *(As published in the August 2016 edition of Maritime Reporter & Engineering News)*

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## NEW SAUDI ARABIA SHIPYARD TO BE ‘WORLD’S LARGEST’

Developers of a new shipyard in Saudi Arabia say the facility will be the world's largest maritime yard in the world providing a range of services, including large shipbuilding, large ship repair, offshore rigs fabrication and offshore support vessel repair. The new facility, a joint



venture between state oil giant Saudi Aramco, the National Shipping Company of Saudi Arabia, Lamprell and Hyundai Heavy Industries, will be located in the eastern Saudi port of Ras Al-Khair, north of Jubail on the Persian Gulf. It is planned to be fully operational by 2021. A contract to design the infrastructure for the yard has been awarded to HaskoningDHV UK and Hyundai Engineering & Construction Co., with front-end engineering design work expected to last five months. The yard will have a range of facilities including seven fully-equipped dry docks, two basins and five piers, a shiplift system, workshops, warehouses, utility services areas, as well as office buildings, living quarters and recreational facilities for more than 10,000 workers. "This project combines four different yards into a single development, creating significant opportunities for economies of scale and enhancing the country's economic development," Adrian Arnold, Project Director at Royal HaskoningDHV. Saudi Aramco said it expects the complex to produce 80,000 jobs and allow Saudi Arabia to reduce its imports by \$12 billion while increasing gross domestic product by \$17 billion, Reuters reported.

*(Source: Maritime Global News)*

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