Tugs Towing & Offshore Newsletter

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BUYING, SALES, NEW BUILDING, RENAMING AND OTHER TUGS TOWING & OFFSHORE INDUSTRY NEWS

TUGS & TOWING NEWS

MARQUETTE Z-DRIVE TOWBOAT FROM MASTER MARINE

In October, Marquette Transportation Co. took delivery of a new 2,000-hp Z-drive towboat from Master Marine, Inc., Bayou La Batre, Alabama. The 78'x 34'x11' **St. Simon** was designed by Entech Designs, La. For Marquette's river division, based in Paducah, KY. Master Marine is continuing to build "Z-DRIVE" towboats, with one more underway for Marquette with an increased crew capacity of 9 in 5 staterooms with 3 ½ bathrooms. The steel-hulled **St. Simon** is powered by a pair of Thompson Power Systems Caterpillar C32 Tier 3 1,000-hp engines at 1,800 rpm connected to ZF Marine ZF AT 5111WM-FP Z-drives with 1,650 mm (65") 4-bladed propellers in nozzles. The package gives the boat a running speed of 10 knots with a loaded draft of 8'. For ship's service power the towboat is outfitted with a pair of Kennedy Engine John Deere 4045AFM85 Tier 3 generator drive engines each driving an 80-kW Marathon Mariner generators. Cooling for all engines and z drives was provided by Eastpark Radiator Duraweld coolers. Doors and windows were provided by Dales Welding & Fabrication, LLC. Rubber bumper systems were provided by Schuyler Companies. The electronics was supplied by New World Electronics and Rio Marine supplied the alarms and monitoring systems. To secure barge tows, there's a pair of Patterson 40-ton deck winches supplied by Donavan Marine. The **St. Simon** has tankage for 24,000 gallons of fuel; 6,550 gallons of potable water; and 17,560 gallons of ballast water *(Press Release)*

RUSSIA MOVES MILLION TON ICEBERG

Rosneft and its research partners have practiced towing icebergs, including one estimated to weigh a million tons. The tests were conducted in cooperation with the Arctic Science Center and the Arctic and Antarctic Research Institute (AARI) and involved icebergs of different shapes and sizes under various weather conditions. With the help of the icebreaker **Kapitan Dranitsyn** and the research vessel **Akademik Treshnikov**, the researchers were able to turn and tow the icebergs through 90 to 180 degrees from their original path. They also managed to pull away two icebergs in a single operation. The tests were conducted in the Kara Sea and are designed to help protect marine infrastructure such as oil and gas platforms on the Arctic shelf from interaction with icebergs. As part of the expedition, the scientists also studied local weather, geology and the glaciers of Novaya Zemlya, Severnaya Zemlya, De Long Islands and Franz Josef Land with the aim of determining the characteristics of icebergs in the region. *(Source: Marex)*

SALVAGED RO/RO MODERN EXPRESS REACHES TURKEY

The damaged ro/ro **Modern Express** has arrived at Aliaga, Turkey, where she will likely be scrapped. In late January, the Panama-flagged, 10,000 dwt **Modern Express** was under way from Gabon to Le Havre with cargo of "3,600 tons of wood in bundles and a dozen pieces of heavy machinery." She began to list over some 130 nm off Cape Ortegal, Galicia, in the Bay of Biscay, and transmitted a distress signal. Her 22 crewmembers were evacuated by Spanish authorities, who provided three helicopters to lift them off her steeply inclined deck. Over a period of a week, she drifted into French waters and came within 25 nautical miles of running aground. Salvors with SMIT successfully established a tow line just in time, after several attempts failed in bad weather, and brought her into Bilbao. She was righted and unloaded at the pier. Authorities permitted her to enter Bilbao as a harbor of refuge; observers noted that this was a marked contrast to the incident of the tanker **Prestige** in 2002: the damaged crude carrier spilled oil and sank at sea after Spanish authorities refused to allow her to enter a port – creating the largest environmental disaster in Spain's history and spurring new laws requiring the availability of

safe harbors. Early reports indicated that the Express would be scrapped. Some suggest she could be repaired and returned to service, but her presence Tuesday at an anchorage just off Aliaga's shipbreaking yards does not reflect this possibility. Spanish and Panamanian (flag state) authorities are still investigating the incident to determine the cause. Local media report that among other factors, investigators found that 3,000 tonnes of timber listed on her cargo manifest actually weighed only 1,000 tonnes, making her center of gravity higher than calculated with her declared load – and countering the theory that the list was the result of a cargo shift. *(Source: Marex)*

CONOCOPHILLIPS HIRES ANCHOR HANDLERS FOR TRANSOCEAN RIG MOVE

ConocoPhillips, a U.S. oil company, has chartered three anchor handling supply tug vessels to tow the Sedco 712 semi-submersible drilling rig. What is interesting is that Transocean's latest fleet status report dated July 2016 shows the Sedco 712 drilling unit as under a contract with Talisman, now Repsol, in the North Sea. October 2016 is shown as the contract expiration date. Offshore Energy Today has contacted Transocean, ConocoPhillips, and Repsol seeking confirmation that the rig is now under contract with ConocoPhillips. A ConocoPhillips' spokesperson said: "We do not comment on day to day operations." Transocean and Repsol did not respond. *AHTS charters* According to several shipbrokers, ConocoPhillips has hired AHTS vessels, **Havila Venus**, **Stril Challenger**, and **Pacific Champion**, to assist with the moving of the Transocean-owned drilling rig. The charter start date for the three vessels has been shown to be Tuesday, October 11, ending on October 24. The **Pacific Champion** vessel, owned by Singapore's Swire Pacific Offshore, has, according to VesselsValue, secured a dayrate of 7000 British pounds. The Norwegian shipowners Havila Shipping and Simon Mokster have scored better deals, with their **Havila Venus** and **Stril Challenger** vessels hired on a dayrate of 8.500 British pounds each. As for the Sedco 712 drilling rig, according to Vessel Finder, the rig is currently 'at anchor' in Invergordon, UK. *(Source: Offshore Energy Today)*

NEW Z-DRIVE TRACTOR DESIGN TRAKTOR-Z 2500 SX BY ROBERT ALLAN LTD. AND SANMAR SHIPYARDS

The TRAktor-Z 2500SX is the new, versatile Z-drive tractor tug designed by Robert Allan Ltd. in collaboration with Sanmar Shipyards. Designed for maximum efficiency in both harbour ship handling and towing duties, this compact, under 24 m rule length design, offers dependable omnidirectional performance for use in ports worldwide. The hull and appendage configuration has been extensively model tested and analysed with Robert Allan Ltd.'s in house Computational Fluid Dynamics (CFD) capability, to optimize directional stability both while sailing ahead and astern, without compromising manoeuvrability. The hull particulars are: Length overall – 25.3 m; Beam overall – 12.0 m; Depth, least moulded – 4.55 m. Ship handling and towing duties are performed using a double drum winch and dual aperture staple combination off the aft main deck. Heavy duty cylindrical fendering envelops the stern bulwark, with an additional row of 'W' type fenders on the hull below. The cylindrical fender extends quite far forward and ties into 'D' type fenders along the sheer line, ensuring adequate contact area with an assisted ship while working off the hip. For redundancy an optional tow hook can be installed on the aft deck near the winch. The wheelhouse is designed for maximum, 360 degree visibility from the aft biased main console. Main engine exhaust stacks have been routed in areas of natural blind spots, such as the door frame and window mullions, to reduce visibility obstructions around the wheelhouse perimeter. Overhead windows and a rotating mast allow for overhead visibility and ability to undertake operations under the flare of a ship. The large bridge deck forward has space for installation of a rescue boat and davit. The deckhouse includes a wet room when entering off the main working deck, and access into the engine room below. This space is separated from the galley and mess for noise reduction. Forward of the mess and galley are the master and chief engineer rooms, complete with individual water closet units and spacious floor area in excess of 8 m2. The lower

deck includes 2 x 2 crew cabins with individual water closets, and a laundry room. All accommodation is above the waterline and in full compliance with MLC2006 requirements. The engine room is the area that really offers a lot of flexibility and customization potential. The propulsion equipment can be configured for a: - 70 t BP tractor tug design (ie. 2 x Z-drives installed at the bow); - 60 t BP tractor tug design (ie. 2 x Z-drives installed at the bow); - 60 t BP Rotortug design (ie. 2 x Z-drives installed at the bow + 1 x Z-drive installed at the stern). Aft of the engine room is a spacious hold/workshop area, which can be configured for a second Z-drive compartment for the *Rotortug* arrangement. Additionally the engine room layout allows for installation of the following optional equipment: - optional fi-fi ½ equipment installation; - optional fi-fi 1 equipment installation off a dedicated fire-fighting engine. If off-ship fire-fighting is installed the fire monitors will be installed on the aft bridge deck facing aft. The **TRAktor-Z 2500SX** is a small tug that can do the work of its larger predecessors. This compact design offers tugboat Owners and operators the versatility and flexibility to customize the design for their specific operations and ports. *(Press Release Sanmar)*

POWERFUL CLASS MAINTAINS ITS POPULARITY

With the successful arrival of **Bedia Safi** and **Celal Safi** in Safi Port, Derince, Turkey, some 30 Bogacay Class ASD tugs have now been delivered by Sanmar to customers worldwide. Measuring 24.4m in length with a moulded beam of 11.25m and an overall draft of 5.10m, this design, exclusive to Sanmar, was developed by Robert Allan Ltd with considerable input from the builder to give enhanced stability and greater bollard pull for a vessel of such compact dimensions. The boats are powered by a pair of Caterpillar 3512 C main engines, each developing 1765kW at 1800 rev/min driving Rolls-Royce US 205 FP azimuth drives with carbon shafts turning 2400mm diameter propellers inside high efficiency nozzles with stainless steel inner surfaces. This arrangement gives a

maximum bollard pull of 60 tonnes although different engine/thruster configurations can give this model up to 75 tonnes BP. Auxiliary generator sets are also by Caterpillar – a pair of 86ekW C4.4s. The port side main engine also powers the pump that feed the external fire-fighting system with a FFS supplied monitor capacity of 1200m3/h located at forward end of the bridge deck. A main winch, manufactured by DMT, is mounted on each vessel's fore deck. The vessels can carry 78m3 of fuel oil and 11.8m3 of fresh water, as well as 4.4m3 of foam and are equipped with a Harsonic ultrasonic antifouling system for hull and sea chests as well as cathodic protection. On their delivery voyage to SafiPort, the new tugs took in tow a pair of new steel mooring boats built by Sanmar. These boats, of the exclusive Palamar series, measure 9.95m in length with a beam of 3.20m and are powered by a 150hp Iveco diesel engine. *(Press Release Sanmar)*

RAIN DOESN'T DAMPEN COMPETITION AT GREAT NORTH RIVER TUGBOAT RACE

The Oct. 9 rain date for New York City's annual Great North River Tugboat Race brought more rain, but Sunday's event went off as planned after being rescheduled from Labor Day weekend. Eight tugboats rendezvoused at Manhattan's Pier 84 on the Hudson River for the Sunday morning competitions. There was a race past the city's West Side piers classed by horsepower, timed line throwing to the pier, and bow-to-bow pushing challenges. "This is the best seat in the house to see this race," said John McCluskey, as he narrated the action for about 200 spectators on Sightseer VII, a 151'x23'x11' Circle Line tour boat running with the tugs in gusty rain and wind. Despite the weather, the rescheduled event went on without a hitch. The race is a fundraising event for the Working Harbor Committee, a nonprofit group that educates the public about the New York and New Jersey maritime industry. *This year's competitors and crews included:* Buchanan Marine LP's two 2,200-hp tugs **Buchanan 1** and **Mister T**; Donjon Marine's 3,000-hp **Emily Ann** and 2,250-hp **Meagan Ann**; Miller Launch's 1,500-hp **Susan Miller**; Norfolk Tug Company's **James William** and **Taft Beach**; Wittich Bros. Marine's 1,400-hp **Sea Wolf**. *The winners, by horsepower class:* Class A: First place **Emily Ann**, 3 minutes 45 seconds; second place **Mister T**, 3 minutes 54 seconds; third place **James William**, 4 minutes. Class B: First place **Meagan Ann**, 3 minutes 47 seconds; second place **Taft Beach**, 4 minutes 14 seconds; third place **Buchanan 1**, 4 minutes 41 seconds. Class C: First place **Sea Wolf**, 4 minutes 28 seconds; second place **Susan Miller**, 4 minutes 35 seconds. The Working Harbor Committee regularly hosts two-hour narrated boat tours of working waterfronts in New York and New Jersey, taking people to corners of the still-thriving maritime industry they

would not otherwise get to see. The committee also engages with at-risk high school youth, introducing them to the harbor industry and the opportunities and educational requirements for maritime employment. The tug race started in the early 1990s and was hosted by the Intrepid Sea-Air-Space Museum. In the early days, it ran from the aircraft carrier at Pier 86 to the 79th St. Boat Basin. In the mid-2000s, a former Intrepid staffer, Capt. Jerry Roberts, took over running the event with help from others, including the Working Harbor Committee. After experimenting at a couple of locations, the organizers settled on Pier 84, between the Intrepid and the Circle Lines terminal at the foot of West 42nd St. Now a park, the location affords spectators a good view of parading tugs and an opportunity to see them and their crews up close. *(Source: Workboat.com by Kirk Moore)*

SVITZER INVESTS IN THE FUTURE OF SYDNEY'S PORT COMMUNITY

Sydney's two newest tug boats – **Svitzer Waratah** and **Svitzer Bondi** – have been officially named during a special ceremony at the Australian National Maritime Museum. Gadigal Elder Uncle Chicka Madden presented the Welcome to Country and Elder Max Eulo carried out a traditional Smoking Ceremony. Then Kathryn Holliday, wife of Sydney Harbourmaster Philip Holliday, christened the **Svitzer Waratah** while Caltex Australia's marine advisor Captain Megan Arnott named the *Svitzer Bondi*.

The event was hosted by Svitzer's global CEO Henriette Thygesen and Managing Director of Svitzer Australia Steffen Risager. In attendance were senior members of Svitzer's management team from both Australia and Denmark as well as representatives from port authorities, shipping companies, and major exporting and importing businesses. "This is a very special day for Svitzer Australia," said Mrs Thygesen. "Acquired as part of our ongoing fleet renewal program, the arrival of these two impressive tugs underscores our long term commitment to Sydney and the port community that services it. Importantly, this significant investment by Svitzer will ensure that we can continue to provide our customers with the safe, reliable service they have to expect from us." Mr Risager added that the names of the tugs were chosen by a popular vote amongst the crews that will operate them, a democratic process that has delivered up two names of real significance. "Waratah is not only the

official floral emblem of New South Wales, it is also the name of a 1902 Cockatoo Island-built coal fired tug, which now takes pride of place in the Sydney Heritage Fleet," said Mr Risager. "And of course the name Bondi really needs little explanation. When anybody around the world thinks of Australia two images immediately come to mind: the sails of the Sydney Opera House and the sand, sun and surf of Bondi Beach. "Waratah and Bondi – two names that genuinely reflect the city they now call home." The **Svitzer Bondi** will be stationed in Port Jackson to support the booming cruise ship industry and assist visiting mix dry bulk carriers and oil tankers, while the **Svitzer Waratah** will be based in Botany to work in what is Australia's second biggest container port. *(Press Release Svitzer)*

UP, UP AND PLOP A TUGBOAT

Question: So, if you're going to undock a containership, you absolutely need a tugboat to get behind it and push. But what do you do if you have a 333-meter-long ship that simply doesn't leave enough room on its sides to let a tugboat slide by and reach the stern in its typical fashion? *Answer:* Well, without further ado, you use a gantry crane to hoist the tugboat up, up and up until you finally get it over the more the 50-meter-high ship – and then you plop it back down in the water at the stern. After that, the little powerhouse of a boat can shove the big containership right out of the dock. That's exactly what happened on Saturday in South Korea, where five new ships are being built for Hapag-Lloyd. As amazing as it sounds, if truth be told, this ship-hopping feat was simply a matter of routine in the impressively large shipyard. *(Source: VesselFinder)*

MAAS I ON THE SLIP

Last week was seen the 1957 built tug **Maas I** on the slip at the Van Laar Shipyard in Ijmuiden; Netherlands. This old lady was built by the N.V. Scheepswerven v/h. H.H. Bodewes – Millingen

under yard number 549 as the **Volkerak** for C.V. Nederlandsche Stoomsleepdienst v/h. van P. Smit Jr. – Rotterdam. In 1967 sold to Havenbedrijf Vlaardingen Oost B.V. – Vlaardingen and renamed **Maas I**. In 1989 transferred to Holding Vlaardingen Oost B.V. – Vlaardingen and in January 2016 sold to Sleepdienst R.Clots & Zonen – Ijmuiden the name remains **Maas I** and her Port of Registry was still on her stern as Vlaardingen. The tug has a length of 16.80 mtrs a beam of 4.35 mtrs and a depth of 2.10 mtrs. The 6 cylinder Caterpillar 3406TA from 1983 develops a total output of 206 kW (280 apk) *(Photo: Jan Plug)*

TUG USE IN PORT. A PRACTICAL GUIDE. 2ND EDITION

Although there is still much interest in the book `Tug Use in Port. A practicle Guide', unfortunately the book is out of print. Even the author has no copy of the book anymore. Who will help him and has a new or clean copy of the book for sale? He would be very grateful. Please contact Henk Hensen (The Author) via : hhensen@kabelfoon.nl

E.N. BISSO CHRISTENS NEW ASD TUG AT SIGNET SHIPBUILDING

On Wednesday, New Orleans-based E.N. Bisso & Son Inc. christened its new 5,362-hp, 80'x38'x15' azimuth stern drive tug **Gladys B** at Signet Shipbuilding & Repair, Pascagoula, Miss. Designed by Robert Allan Ltd., Vancouver, British Columbia, the new Z-drive tug, which will work in the Mississippi River, is powered by two MTU 16V4000 M64, Tier 3 diesels, putting out 2,681 hp each. The engines connect to Rolls-Royce US205, fixed pitch Z-drives with 94.49" 4-bladed nibral propellers in Kort nozzles. The propulsion package gives the boat a bollard pull of 60 metric tons ahead and 56 metric tons astern. "We call her the Maserati of the river," J. Barry Snyder, president, Signet Maritime Corp., said during his remarks. "It's a credit to the fine shipbuilders at Signet

Shipbuilding." The boat started out as a tug for Signet's fleet, but E.N. Bisso and Signet had been in discussions about building a new tug and the operator decided to buy the tug before Tier 4 engine regulations went into effect in 2017. "I liked the tug and wanted to get it in before Tier 4," William H. McDonald, E.N. Bisso's president, said after the ceremony. "I can't wait to get it on the river, probably in early December. I wish I had two more of them." Capacities include 28,649 gals. of fuel and 8,756 gals. water. On deck is a Markey DEPGF-42S, 50-hp electric bow winch. There are accommodations for six crew in three staterooms. "We bought this yard in 2010 and have made the place a first-class facility … building boats that when you operate it, everything is where you want it to be so you can have a safe operation," Joe Dahl, vice president, Signet, told those in attendance. "I wished I could build a boat for you," he said to the Bisso family seated in the front row. "Today, my dream has come true. "The **Gladys B** is classed ABS Maltese Cross A1, Maltese Cross AMS, FiFi capable, escort. *(Source: Workboat.com by Ken Hocke))*

ACCIDENTS – SALVAGE NEWS

CATAMARAN FERRY CARMEN ERNESTINA PARTIALLY SANK IN PUERTO LA CRUZ, VENEZUELA

The catamaran ferry **Carmen Ernestina** partially sank at pier in Puerto la Cruz, Venezuela. The vessel suffered breaches in the hull and the port side flooded, resting the bottom and leaning the pier, half submerged. The ferry was docked at the port since 2 months without maintenance and abandoned by crew. She was under monitoring of the local authorities and National Organization for Maritime Safety and Security and Safety, but accident happened during the night. There were no injured people during the accident and no water pollution. The fuel tanks were drained after berthing and vessel do not impose danger for the environment. The salvage and refloating of the catamaran ferry **Carmen Ernestina** is under planning. "That is because the boat is out of service stayning without maintenance. The hull had breached and started getting water ingress, while the drainage system is not working", said general

secretary of the National Organization for Maritime Safety and Security and Safety, Luis Inciarte. The catamaran Ro-Ro ferry **Carmen Ernestina** (IMO: 9206126) has overall length of 86.60 m, moulded beam of 24.00 m and maximum draft of 4.00 m. The deadweight of the vessel is 455 DWt and the gross tonnage is 6,014 GRT. The ferry was taken out of service and docked at Puerto la Cruz two month ago. The vessel was built in 1999 by Austal Ships in Fremantle, Australia. *(Source: Maritime Herald)*

USCG ASSISTS DISABLED CARGO VESSEL IN GULF OF ALASKA

The crew of Coast Guard Cutter **Morgenthau** assisted in the rescue and safe transit of a 400-foot cargo vessel with 12 people aboard during a multiple day operation in the Gulf of Alaska. The **Resolve Pioneer**, a sea going tug boat based in Dutch Harbor, arrived on scene Saturday and set up tow with the motor vessel **BBC Colorado** under the observation of **Morgenthau**. Upon confirmation that the tow was holding and intact, **Morgenthau** crew resumed their mission of fisheries enforcement in the Gulf of Alaska and Bering Sea, and the **Resolve Pioneer** made way for Washington with the **BBC Colorado** in tow. The Coast Guard received a call for help Oct. 5, 2016, from the master of **BBC Colorado** who reported they had experienced a severe engine casualty, restricting their speed and maneuverability. With forecasted seas of 30-feet and winds in excess of 50 knots closing in on it's location, the Colorado requested the Coast Guard's assistance. Morgenthau was diverted to the scene approximately 500 miles away. While en route, the **Morgenthau's** onboard command center worked jointly with the 17th District Command Center in Juneau to create a rescue assistance plan for the Colorado. The Coast Guard issued a marine assistance request, resulting in the response from the **Resolve Pioneer**. The **Resolve Pioneer** began making way towards the **BBC Colorado** Oct. 7, 2016. Once within range of the BBC Colorado, the Morgenthau crew launched their embarked helicopter to evaluate the condition of the

BBC Colorado, capture images of the vessel to better assist the towing evolution and make radio contact with the master. **Morgenthau** then maintained a constant presence with the Colorado for over 24 hours until the **Resolve Pioneer** was on scene. Morgenthau readied emergency gear, including heavy towing lines, survival equipment and increased the crew's readiness in case immediate response was necessary. **Morgenthau**, homeported in Honolulu, was on an Alaska Patrol to carry out a living marine resources mission in the Bering Sea. The **Resolve Pioneer** and **Morgenthau** have trained together on emergency tows in the past. In September of this year the two vessels conducted a training exercise near Dutch Harbor utilizing a towing system designed specifically for large cargo vessels disabled in the region. *(Source: USCG)*

TUG ALLISION CAUSES DIESEL SPILL IN TEXAS

U.S. Coast Guard Sector Corpus Christi and the Texas General Land Office are responding to an oil spill at mile marker 667 on the Intracoastal Waterway near Port Isabel, Wednesday. Watchstanders at Sector Corpus Christi received a report that the uninspected towing vessel **Capt. Jim Green** allided with a dock at the Subsea 7 facility, releasing approximately 20,000 gallons of low sulfur diesel fuel into the waterway at 11:24 p.m., Tuesday. A Unified Command consisting of the Coast Guard, Texas General Land Office and Kirby Inland Marine has been established in response to the allision and diesel spill. Miller Environmental, an oil spill response organization, is currently on scene conducting air monitoring and oil recovery operations. The source of the spill has been secured. There have been no reported impacts to wildlife at this time. "We were immediately notified by the crew of Jim Green and responded quickly with our partners at the Texas General Land Office," said Capt. Tony Hahn, commander, Sector Corpus Christi. "We will be assessing the impacted areas quickly and will ensure a robust and thorough cleanup." The Coast Guard is conducting an over flight with pollution responders from the Coast Guard and Texas General Land Office to get an accurate assessment of the impact to the waterway and surrounding areas. The Coast Guard is also broadcasting a safety marine information broadcast every hour. The cause of the incident is under investigation. *(Source: MarineLink)*

ONE FISHERMAN MISSING AFTER TUG CAPSIZED BOAT

One fisherman was missing after a convoy consisting of the "**MB-1225**" and two barges collided and capsized a small rubber boat on the Kama river at km mark 1556 on Oct 11, 2016. The pusher tug was underway with the two empty barges "*Volga-16*" and "*Volga-20*" en route from Krasnoye Sormovo to Mendeleevsk, when their route was crossed by fishing boat. The captain of the convoy was not able to react and collided with the boat, which capsized and the one fishermen was thrown overboard. The local fishing ships and boats started an SAR operation but did not find the missing man. The boat was recovered, but there was no trace from the missing man. The tug and barges

were detained near the scene of the collision. The search for the missing man continue, as the coordination center extended the range down the river. *(Source: Vesseltracker)*

CEMENT CARRIER CEMSTAR RAN AGROUND IN NORWAY

The cement carrier **Cemstar** ran aground in southern tip of Hugla island in Norway. The vessel was en route from Trondheim to Kjopsvik, but after technical problem hardly stuck into the shore of Jektvik. The accident was reported to the local authorities and rescue coordination center, which dispatched divers to follow underwater inspection and to estimate the damages. The cement carrier's bow rested on the shore of the island and the low tide dried the fore part of the hull. After the inspection was found that there are no damages during grounding and were ordered two salvage tugs to refloat the troubled carrier. The ship was towed to safe depth at high tide and again inspected, before return in service. There were no injured people and no water pollution during the accident. The local authorities started investigation for the root cause of the accident. According to preliminary information, the ship suffered steering gear failure and lost maneuverability. The carrier will be inspected before return in operations. The cement carrier **Cemstar** (IMO: 7527849) has overall length of 113.00 m, moulded beam of 16.00 m and maximum draft of 7.00 m. The deadweight of the ship is 6,088 DWT and the gross tonnage is 4,082 GRT. The vessel was built in 1977 by Euroflex. *(Source: Maritime Herald)*

THREE MISSING AFTER FLOATING CRANE ASPTR-1 SANK IN BLACK SEA

The floating crane **Asptr-1** capsized and sank on 1.5 nautical miles off Livadiya in Crimea, Russia. The crane was under tow by tugs **Mercury** and **Derzkiy** during bad weather conditions from Gurzuf

to Sevastopol. The crane started leaking, losing stability and capsized, throwing all the crew into the water. The tugs succeeded to release the mooring lines and started immediate search and rescue operation. In the first minutes five from the eight crew were recovered from the waters of Black Sea, but another three went missing. The accident was reported to local authorities and rescue coordination center. At the scene of the accident were dispatched rescue boats, which established a SAR area and engaged nearby vessels and boats into the operation. The investigation for the root cause of the accident is under way. The missing people were not found, but authorities continue with SAR. There is no report about water pollution and oil leak. The floating crane **Asptr-1** was built in 1962 and owned by State Agency Rosmorrechflot. The length is 38.40 m, moulded beam is 14.00 m and displacement is 1000 tons. *(Source: Maritime Herald)*

NTSB: DOWNSTREAMING, HIGH WATER FACTORS IN FATAL LA. CAPSIZE

Swift current during the Mississippi River's spring 2015 high water and a captain's decision to downstream toward an approaching barge tow contributed to a May 30, 2015 capsizing and the death of a crew member, the National Transportation Safety Board said in a report on the accident. The 59'x28'6"x7'7", 1,600-hp fleeting towboat **Miss Natalie**, operated by Western Rivers Boat Management, was pinned against the bow of a coal barge it was to move, rolled over and sank near Convent, La. Three crew members scrambled onto the tow, while the captain in a life vest was washed out of the pilothouse. A fourth crewman drowned in the vessel. In its findings, the NTSB reiterated cautions issued in a joint Coast Guard-American Waterways Operators 1999 study of downstreaming maneuvers and their potential hazards. In most circumstances, downstreaming is practical and safe, that analysis found. "However, when casualties do occur, the risk to vessel crew is very high and the options for escape are limited," the authors warned. Smaller towboats of lesser horsepower operating in high-water conditions are more at risk, they noted. In the **Miss Natalie** case, NTSB investigators cited an estimated river current near mile marker 162 that may have been as high as 5.5 knots, and noted the barge tow was still moving forward at over 2 knots. As the **Miss Natalie** approached the barge to make contact, the towboat's stern swung suddenly to port and the captain was unable to regain control, the report says. The probable case of the sinking was "the captain's decision to downstream on a line-haul tow given the prevailing conditions," combined with the continued forward motion of the tow, the report concludes. The tow, pushed by the

95'x30'x8'5" **George W. Banta**, included eight 200' barges carrying corn and soybeans, plus the 195' coal barge in the port bow position. The plan was for the **Miss Natalie** to move the coal barge over to the starboard side of the tow. Over the radio, the **Miss Natalie** captain said he planned to downstream to the tow. The tow captain questioned that, asking if there was an alternative. **Miss Natalie**'s master assured the other captain "he had accomplished this task numerous times," the investigators noted. In his interviews with the Coast Guard, the captain said he had accomplished hundreds of downstreaming approaches while working in fleeting operations since 2007. As the fleeting towboat closed, deckhands noticed the tow was still moving forward and warned the captain, who began backing down. When the vessels were just a few feet apart, the towboat's stern suddenly swung. Gunning all four engines in forward and then reverse, the captain was unable to separate from the barge, and the **Miss Natalie** began to list at 45 degrees. Pinned under the barge rakes, the towboat began taking water through two open doors on the main deck. Inside, two deckhands had been awakened by the collision. One who made his way out told investigators he saw the other man go back into his stateroom. His remains were found when the towboat was salvaged nearly five months later. The Coast Guard-AWO analysis looked at downstreaming incidents in the 1990s including a number of fatalities. Its warnings figure prominently in the NTSB's Miss Natalie report. "If the towboat meets the barge at an angle, and if there is a strong enough current, the boat may become pinned sideways against the barge. In these cases, water may rise up onto the deck and enter the vessel itself through doors or windows," the 1999 downstreaming report authors wrote. "The vessel may capsize and sink, or – if it is pinned under the rakes of the barges – be pulled down under the fleet itself. "Survivors or witnesses have described incidents as happening with surprising speed, with the vessel sinking in less than one minute. Crewmembers unable to climb onto the fleet, or rescue vessels, are at extreme risk." *(Source: Workboat.com by Kirk Moore)*

MTS EXPANDS FLEET WITH PURCHASE OF MTS TERRAMARE

Marine and Towage Services Group Ltd. (MTS), a leading marine services provider, has announced the purchase of its latest vessel, **MTS Terramare**. This multi-purpose landing craft enables the delivery of cargo, construction equipment and other materials directly onto land, without the need for dedicated dockside facilities, whilst additionally able to operate as a diving platform for offshore salvage and development work. The ability of **MTS Terramare** to be used as a floating platform for diving survey, or UXO works on cable routes, for example, will also enable offshore energy developers to meet the continued demands of infrastructure activity around European waters. Equipped with a 4 point mooring system, powerful deck crane and ISO container fittings the **MTS**

Terramare is well suited for offshore dive operations. For station keeping in shallow waters, the **MTS Terramare** is equipped with two spud legs allowing the vessel to support survey, construction and installation risk management activities. With a draught of 1.4m and a cargo deck measuring 13.7m x 4.6m, the **MTS Terramare** can transport up to 50 tons onto remote shores at a top speed of 8 knots. In addition, the craft contains accommodation for up to 8 passengers, while a hydraulic deck ramp and crane facilitate the transfer of cargo ashore. With the continued evolution of the maritime transport industry, owners and operators are investing in new technologies and equipment in order to meet operational obstacles and keep up with market demands. In particular, running cargo to small islands or areas with limited port infrastructure presents unique logistical challenges. Such work requires a stable yet versatile vessel, with a sufficiently shallow draught to deliver its cargo as close to land as possible. The **MTS Terramare** is available for immediate deployment, and has already been used to transport cargo to the Isles of Scilly and along the UK's South Coast, showcasing the range of environments in which it can operate. "Our clients look to us to meet their transportation requirements no matter the destination," said Steve Bendell, Commercial Manager, MTS. "Increasingly we are finding there is a market need to deliver cargo to locations with little or no port infrastructure. Already, the **MTS Terramare** has been successful for the delivery of equipment and materials for the repair and maintenance of remote and inaccessible coastal assets. The **MTS Terramare** will prove a valuable vessel in meeting this need, extending the versatility of our fleet and the range of services we provide our clients." "We are also able to charter the vessel for diving operations, which we expect to utilise in support of the European offshore energy industry, adding to an already strong surveying resource in the existing MTS fleet." *(Press Release MTS)*

TUG GOES AGROUND, SPILLS FUEL OFF BRITISH COLUMBIA

The ATB tug **Nathan E. Stewart** and her tow, the barge *DBL 55*, went aground near the remote town of Bella Bella, British Columbia on Thursday morning. Her crew were rescued and no injuries have been reported. The barge was empty at the time of the grounding, but the tug is said to be carrying approximately 60,000 gallons of diesel. An image provided by the council of the Heiltsuk tribe Thursday afternoon shows the Stewart almost fully submerged, suspended by its ATB coupling pins from the barge's notch. A large slick is visible on the

waters around it. The cause of the accident has not yet been determined. The Stewart's past AIS track shows her making nine knots on a steady course just prior to reaching her current position. Tribal members told Canadian news outlets that the spill is directly adjacent to productive clam beds, which provide the community's fishermen with part of their income. In addition, they expressed concern that the diesel could spread to other areas the tribe depends on for subsistence. “Though we are thankful that the barge was empty, we are gravely concerned about the potential ramifications of the fuel spill from the tug,” stated Heiltsuk Chief Councillor Marilyn Slett. “Our Gitga’at neighbours to the north are still unable to harvest clams and other seafoods ten years after the sinking of the Queen of the North. This spill area is in one of our primary breadbaskets.” Kirby Offshore Marine, the vessel's operator, said in a statement that it regrets the Stewart incident and is working to respond. "Western Canada Marine Response Corporation was activated and have deployed vessels and crew from their response base in Prince Rupert. A mobile skimming vessel, boom skiff, workboat, and tug, along with a total of 2,500 feet of boom, have been deployed to the scene. Resolve Marine Group, worldwide salvage and coastal recovery specialists, have been contacted and are deploying assets to the area," the firm added. Kelly Brown, director of the Heiltsuk's resource management department, alleged that the initial spill response in the remote location was inadequate. "The first responding vessels were not equipped to deal with a spill, and had to return to town to gather more gear," she said in a statement to an activists’ group. "The Heiltsuk are providing our own equipment because what responders have been able to provide so far is insufficient.” *(Source: Marex; Heiltsuk Tribal Council)*

OFFSHORE NEWS

PSV VIKING NEREUS GETS NEW OWNER

Following a recent announcement by the Norwegian offshore shipping company Eidesvik Offshore regarding an agreement to sell on of its platform supply vessels (PSVs), Eidesvik has delivered the vessel to its new owner. At the end of September, Eidesvik entered into the agreement with an unnamed buyer to sell the PSV **Viking Nereus**. The sale was dependent on the buyer’s acceptance of the technical condition of the vessel. At the time, Eidesvik said that if the

buyer accepts the vessel, the delivery would be in the fourth quarter of 2016. The **Viking Nereus** is of a UT 755L design, built in 2004 at Aker Aura in Norway. Before its sale, the vessel was laid up due to a weak spot market in the North Sea. *(Source: Offshore Energy Today)*

ALLSEAS HIRES FOUR PLATFORM SUPPLY VESSELS FROM BRAVANTE

Allseas, a Swiss-headquartered offshore installation and construction company, has hired four large platform supply vessels from Brazil's Bravante company. According to VesselsValue, Allseas has hired platform supply vessels **Bravante 5**, **Bravante 6**, **Bravante 7**, **Bravante 8** for a period of four months each, with options to extend those charters. The charters were fixed on September 30, with the starting date set for November 1, 2016. All four vessels were built by Offshore Energy Today has reached out to Allseas, seeking more info. The company did not reply at the time of publication. We will update the article when and if we get a response. In the meantime, Brazilian sources say the charter is for the support of Allseas' pipeline installation activities at the Rota 3 (Route 3) project. Allseas has been hired by Petrobras for the engineering, procurement, installation and commissioning of a 298-km gas pipeline connecting the Comperj refinery near Rio de Janeiro with the Santos Basin offshore Brazil. Allseas is using its Calamity Jane and Solitaire offshore construction and pipelaying vessel for the project. *(Source: Offshore Energy Today)*

PGS ESTIMATES Q3 REVENUES OF $220 MLN

Oslo-listed seismic player Petroleum Geo-Services (PGS) said it expects to report consolidated third-quarted 2016 revenues of some $220 million, and EBITDA of about $110 million. According to PGS, based on its preliminary consolidated Q3 2016 numbers, revenues hiked around 20 percent sequentially from $183 million in Q2 2016. Multi-client sales ended at approximately $145 million, of which approximately $85 million were pre-funding revenues. Capitalized multi-client cash investment amounted to approximately $65 million. Same time last year, the company generated revenues of $225.7 million (out of which $120.4 million goes to multi-client revenues and $77.3 million on contract revenues). "The company has not completed all review and control procedures relating to its quarterly reporting and

significant evaluations have not yet been concluded. Such procedures could identify required adjustments to revenues, costs and/or the carrying value of assets or liabilities compared to the preliminary consolidated numbers, and are therefore subject to change," PGS said in Oslo Exchange filing on Wednesday. In addition, PGS said it will present its Q3 2016 results on October 27, 2016. Result for the prior-year quarter was a net loss of $110 million. *(Source: Subsea World News)*

GC RIEBER AND RASMUSSENGRUPPEN CREATE NEW SEISMIC VESSEL PLAYER

Norwegian shipping heavyweights GC Rieber Shipping and Rasmussengruppen have teamed up to establish a new marine geophysical company called Shearwater GeoServices AS. Shearwater has been set up to become an integrated provider of marine geophysical services to oil and gas companies worldwide. The venture will start with a fleet of four modern seismic vessels. Irene Waage Basili, CEO of GC Rieber Shipping, commented: "Over a period of time, we have examined opportunities to establish a new geophysical company, based on the four high-end vessels we currently own. In Rasmussengruppen, we have found a partner who shares our view of the opportunities offered by the geophysical market at present, and, equally important, who shares our vision to build and develop Shearwater into a leading player in the industry." Basili will act as interim CEO for Shearwater until a permanent CEO is appointed. Rasmussengruppen, which owns a stake in Denmark's Norden, and GC Rieber Shipping will each own a 50% stake in the company and are injecting $60m in cash. "Shearwater is set up from the start with a modern and cost-efficient fleet, an experienced organization, and a solid financial platform. Supported by GC Rieber's extensive industry experience, we believe Shearwater will have a unique position in the market that can also consider further strategic opportunities," said Dag Rasmussen, group CEO of Rasmussengruppen. Shearwater will take over GC Rieber's high-capacity seismic vessels **Polar Empress**, **Polar Duke**, **Polar Duchess**, and **Polar Marquis**. The sale of the vessels has been set for a

price of $228.5m. The new company has also agreed on terms to purchase the seismic equipment and the operative entity, Dolphin Geophysical UK, including the processing business from the former lending banks of Dolphin Geophysical ASA. The finalisation of the agreement between GC Rieber Shipping and Rasmussengruppen for the new company formation is scheduled before the end of the year. *(Source: Splash24/7)*

CGG CANS SEISMIC VESSEL DEAL WITH EIDESVIK

Norwegian offshore vessel provider Eidesvik Offshore and French geophysical company CGG have agreed to terminate with immediate effect the contract for the seismic vessel **Viking Vision**. According to Eidesvik's statement on Thursday, the contract was due to expire at the end of July 2017. The shipping company said that payment of the charter rate will continue until July 2017 as in the current contract. The vessel, of a Vik og Sandvik design, has been in lay-up since mid-July 2016. The **Viking Vision** was converted to a seismic research vessel in 2007 by Westcon. It was then hired by CGG for an eight-year period. In 2011, the vessel got a two-year contract extension after Eidesvik and CGG Veritas set up a ship- management joint-venture to manage ten 3D vessels, including **Viking Vision**. In related news, the French geophysical company said on Thursday it was awarded an extensive multi-client program by the Instituto Nacional de Petroleo (INP) to acquire seismic data offshore Mozambique. *(Source: Offshore Energy Today)*

SOVCOMFLOT ENDS JV WITH SWIRE PACIFIC OFFSHORE, ACQUIRES PSV PAIR

Sovcomflot and Singapore's Swire Pacific Offshore have ended a three vessel joint venture established in 2006, resulting in the Russian company acquiring two multi-purpose icebreaking platform supply vessels from Swire. Sovcomflot has acquired the **Pacific Endeavour** and **Pacific Enterprise**, Swire's contribution to the JV, and now exclusively owns, operates and manages all three vessels previously part of the joint venture. The vessels are under long-term time charter contracts with Sakhalin Energy

operating at the Sakhalin-2 project. They will continue to be used for the delivery of supplies and consumables to three production platforms in the Sea of Okhotsk. Sovcomflot also operates three Aframax shuttle tankers independently and two LNG tankers, in partnership NYK Line, under long-term time charter contracts with Sakhalin Energy. *(Source: Splash24/7)*

SWIBER HOLDINGS SHOCKS VALLIANZ WITH PLAN TO PARTICIPATE IN RIGHTS ISSUE

The judicial managers of Swiber Holdings have announced an interest for Swiber to take part in the upcoming rights cum warrants issue of Vallianz Holdings. Swiber still holds a 25.15% stake in Vallianz, who announced the rights issue in September to raise gross proceeds of up to S$143.8m ($106.1m). Despite almost going into liquidation and not having funds to settle payments to noteholders, Swiber says it may wish to subscribe for up to 903,534,986 rights shares with up to 1,807,069,972 warrants for a total subscription amount of around S$18.1m ($13.1m). Swiber is not looking to use cash it doesn't have, and is proposing that the actual subscription amount payable to Vallianz be set off against outstanding amounts owed to Swiber. In August, Swiber claimed Vallianz owed it $63.5m only for Vallianz to reject the claim. Vallianz claimed the two companies have had "substantial commercial dealings" where Vallianz also provides services to Swiber, leading to Swiber also owing money to Vallianz. In response to the interest from Swiber for its rights issue, Vallianz has postponed an extraordinary general meeting scheduled on Monday next week as it considers the announcement from Swiber. *(Source: Splash24/7)*

MARCO POLO NOTEHOLDERS APPROVE DEBT RESTRUCTURING

Marco Polo Marine's noteholders have voted to approve a restructuring S50m ($36m) of the Singapore-listed company's debt, which will give the offshore supply vessel operator breathing space. As a result of the vote, the ordinary maturity date of the notes will be extended by three

years. Additional interest will be paid on the notes at a rate of 1.5% per annum, which is payable in two installments. Marco Polo has committed to maintaining the capital value of the debt at S$50m, and as security will grant noteholders a second ranking mortgage over 153,000-square-metre plot of land in Batam, Indonesia. Sean Lee, Marco Polo's CEO, said the company was "extremely grateful for the overwhelming support" from its noteholders. "We are cautiously optimistic that the group's sound fundamentals will enable it to ride the economic storms raging in the sector. There are no significant concerns over the group's business model, financial fundamentals or long term business viability," Lee said. *(Source: Splash24/7)*

TECHNIP SCOOPS PETRONAS MALAYSIA SUBSEA WORK

Technip has been awarded a subsea contract by Petronas, for the Samarang Redevelopment Project Phase 2 EOR, in Malaysia. Under this contract, Technip will manage the engineering, supply, construction, installation and commissioning (EPCIC) of flexible pipelines, with diameters ranging from 4" to 6", as well as EPCIC of associated platform I-tubes. The contract will be executed by Technip's operating center in Kuala Lumpur, Malaysia and is scheduled for completion in the third quarter of 2017. Flexible pipelines will be manufactured at Asiaflex Products, Technip's manufacturing facility located in Tanjung Langsat, Johor, Malaysia. The vessels will be mobilized for installation works during the first half of 2017. Arnaud Pieton, president of Technip in Asia Pacific, said: "We are proud to have been awarded this new contract with our optimised solutions. It demonstrates our capacity to leverage on our integrated offerings in both fabrication and installation of flexible pipelines, which remain unequaled in the market today." *(Source: Subsea World News)*

WINDFARM NEWS - RENEWABLES

FUGRO KICKS OFF BAY STATE WIND SITE SURVEY

Fugro's multipurpose drilling, well intervention and geotechnical vessel, **Fugro Synergy**, has started

a geotechnical survey campaign on behalf of DONG Energy at the proposed site for the Bay State Wind offshore wind farm. A 15-days survey will involve seabed testings in 18 specific locations which should provide information for engineering of future wind turbines. The survey will consist of a series of shallow vibrocore holes, cone penetration tests (CPTs) and core samples. Bay State Wind is a utility-scale offshore wind farm, located 15 miles off the coast of Martha's Vineyard, with water depths of between 40 – 50 meters. For the next three years DONG Energy will collect data and perform an assessment of the physical, biological and economic characteristics of this BOEM lease area to evaluate the suitability for the construction of an offshore wind farm. *(Source: Subsea World News)*

SECOND SIEMENS SOV GEARING FOR LAUNCH

Norwegian ship designer and shipbuilder Ulstein has shared a photo of the second wind farm service operation vessel (SOV) built for Bernhard Schulte Offshore and chartered out to Siemens Wind Power Service as the vessel is getting ready to be launched. Ulstein did not reveal the exact date of the launch, but the company revealed earlier that it expects the second SOV to hit the water from the dock hall at Ulstein Verft by the end of October. The vessel is scheduled to start sea trials by the end of the year, Ulstein said. Her sister vessel, the **Windea La Cour**, started working on the 600MW Gemini offshore wind farm off the coast of the Netherlands in September 2016. Both vessels

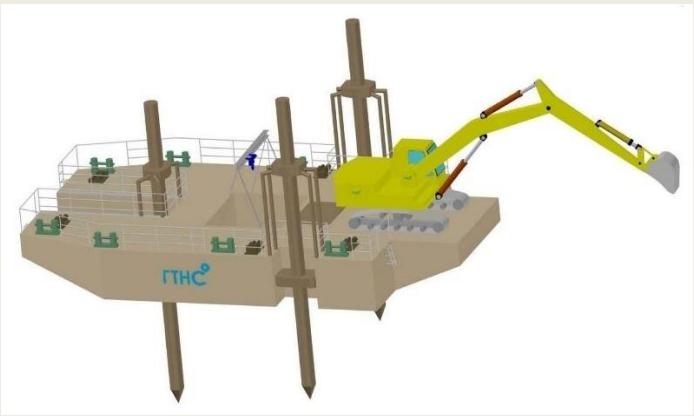
are based on the SX175 design from Ulstein, and are equipped with the hull features X-BOW and X-STERN. The hull features improve the sea characteristics when the vessels are positioned alongside the wind turbines during transferral of service technicians from the vessel through a heave compensated gangway, Ulstein said. The vessels have accommodation for 60 persons in single cabins, of which 40 cabins are dedicated to technicians. The ship design and shipbuilding contract on the two SOVs was signed in 2015. *(Source: Offshore Wind)*

DREDGING NEWS

ELLICOTT DREDGES ANNOUNCES THREE CUSTOM DREDGER CONTRACTS

Ellicott Dredges, a Baltimore based manufacturer of dredging equipment and dredge parts, recently received three contracts for custom-designed dredgers. In the first instance, an international chemical company selected Ellicott to build a custom electric bucketwheel dredger to mine salt in a very hard digging application. The new dredger, which will increase the mine's output per operating hour and reduce its cost per ton of salt produced, will become the mine's primary dredger. The salt will be used as feedstock for various chemical products such as chlorine based PVC. In the second case, Barnstable County, Massachusetts, has awarded a contract to Ellicott following a public tender. The new dredger will be used to maintain small harbors with beneficial reuse of the sand for beach restoration. The dredger represents a major step up from a smaller standard design Ellicott dredger, a Series 670 Dragon® model named the "CODFISH," which Barnstable has operated reliably and satisfactorily for over 20 years. Finally, Ellicott announces that a European chemical company has given it a contract to supply a small bucketwheel dredger to mine fertilizer feedstock. All three deliveries will be completed before the end of 2017. *(Source: Dredging Today)*

GTIS INTRODUCES NEW MULTI-FUNCTIONAL PONTOON



Saint-Petersburg based engineering company Global Technologies of Innovative Systems (GTIS) has presented a new multi-functional pontoon for dredging and underwater engineering operations. GTIS Director General, Yevgeny Yeryomin, said that the construction was performed at the premises of Interferrum-Metal, stevedoring company operating at Big Port St. Petersburg, and tested in the

water area of the port, according to IAA PortNews. "It is a low-cost domestic solution allowing for maintenance dredging at seaports and rivers, as well as for dredging under large scale port projects. I'm sure our pontoon will be in demand, also among state customers. We count on finding a partner among Russian shipyards for building such pontoons," said Yeryomin. According to the head of GTIS, the development and implementation of the project involved the specialists of Krylov State Research Center which carried out the modeling works. Multi-functional pontoon (Project 04043) is built as a platform for the following applications: Dredging; Underwater engineering operations; Drilling at the continental shelf; Cable laying; Power supply; Repair of onshore hydraulic engineering facilities. *(Source: Dredging Today)*

YARD NEWS

AS A RESULT OF PERSISTENTLY POOR MARKET CONDITIONS, ROYAL IHC FINE-TUNES ITS STRATEGY BY FURTHER BOOSTING KNOWLEDGE-INTENSIVE ACTIVITIES

 Persistently poor market conditions force a fine-tuning of strategy

 The management intends to reduce around 425 permanent and temporary contracts,

mainly in indirect and support positions

 Dutch-based IHC units to continue to operate as IHC knowledge centreAs a direct consequence of persistently poor market conditions, Royal IHC, supplier of maritime equipment, is fine-tuning its strategy. IHC remains as committed as ever to boosting its knowledge-intensive activities, as is already happening in IQIP, Mission Equipment and Services. Responding to market demand, activities in The Netherlands will focus on creating added value for customers. Hence, IHC is increasingly outsourcing production activities in order to remain distinctive and cost-efficient in its marketing of ships, equipment and services, with product development and design, as well as sales and marketing remaining within the company. This adjustment in strategic direction will have an impact on around 425 employees in

The Netherlands. The management of IHC is talking about this with Works Council and trade associations. Economic developments in the markets in which IHC operates continue to be extremely turbulent. As in 2015, the oil price and increasing international competition in particular have led to a significantly lower order intake in the first nine months of 2016 than anticipated. IHC has already announced that it expects to remain below the forecast sales budget for the whole of 2016. The associated low level of turnover makes it necessary to drastically cut costs, particularly in support positions within the organisation. In addition, the company's sectionbuilding activities will be further outsourced in order to respond to competition from Eastern Europe and Asia. IHC will maintain the shipbuilding slipway in Krimpen as its main slipway. The Kinderdijk slipway will be maintained as a reserve. In response to the economic situation and the need for cutbacks, the Executive Board is being reduced to two members: CEO Dave Vander Heyde and CFO Arie Vergunst. *Future focus on knowledge* IHC expects to emerge from this downsizing process as a smaller and healthier company that is once again able to flourish as a leading supplier of maritime equipment. In the period ahead, IHC will be focusing on boosting its sales activities. In addition, IHC units that are currently thriving, such as Beavers, IQIP and Services, will be given space to maximise their potential for growth. IHC will also invest in consolidating staff expertise and knowledge in order to maintain its leading position in the design, engineering, assembly and commissioning of vessels and equipment. Furthermore, international activities will be significantly expanded. In Brazil, IHC has now developed a solid base for itself in terms of market position and technological innovation. By expanding its international activities, IHC is responding to its customers' growing preference for more "local for local" design and construction. This will also ensure that existing local market potential is properly exploited. *Staff meetings* At staff meetings at all locations, the management will today provide staff with further details of its intentions. The Works Council and trade associations have been notified about the plans for downsizing. IHC has agreed with the Works Council and trade associations on a series of dates to discuss the timeline and conditions. The management fully understands the major consequences the necessary measures will have for many employees. Of course, any IHC staff who become redundant will be given full support in moving towards the next step in their careers. *(Press Release)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

   - Svitzer invests in the future of Sydney's Port Community
   - Powerful class maintains its popularity
   - New Z-drive Tractor design TRAktor-Z 2500 SX by Robert Allan ltd. and Sanmar Shipyards
   - Marquette Z-drive towboat from Master Marine
   - Boskalis: unique combination of new LNG fuelled harbor tugs and LNG bunkering

contract

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