Tugs Towing & Offshore Newsletter

17th Volume, No. 93 *1963 – "53 years tugboatman" – 2016* Dated 20 November 2016

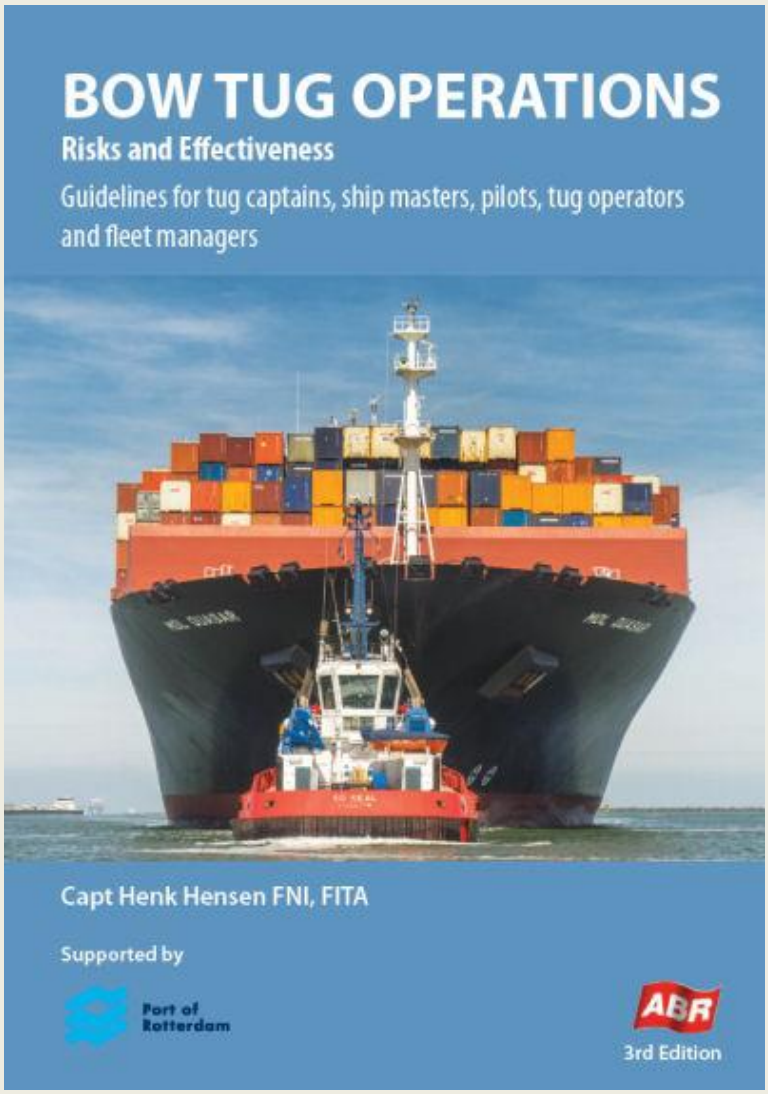
BUYING, SALES, NEW BUILDING, RENAMING AND OTHER TUGS TOWING & OFFSHORE INDUSTRY NEWS

TUGS & TOWING NEWS

RAVE TUG UNDER CONSTRUCTION IN PROGRESS

Construction of the first Carrousel-RAVE tug at Theodor Buschmann Shipyard in Hamburg in progress. This novel design features the Robert Allan Ltd. and Voith Turbo GmbH & Co. KG developed RAVE propulsion with drives arranged inline along the centreline of the hull, and the Novatug patented Carrousel Towing System installed on the main deck. This unique combination of propulsion and towing arrangements results in inherently safer towing and escort operations, with enhanced manoeuvrability for operations in confined waterways and other generally tight spaces. This small compact tugboat under 500 GT is designed to produce and handle escort steering forces approximately 50% greater than existing tugs of similar size. The main particulars and expected performance of the Carrousel-RAVE are: Length overall: 31.9 m; Beam: 13.2 m; Depth: 5.4 m; Crew: 6 (max); Navigational Draft: 6.2 m; Bollard Pull: 70 t; Escort Steering Force: 150 t; Escort Braking Force: 190 t; Speed: 14 knots. After the first hull block was lifted and turned in mid-August the production of ths new type tug was seen last week at the German shipyard. Once completed this first tug will begin working as part of Multraship's fleet. *(Photo: Nils Herforth)*

NEW - THIRD EDITION: BOW TUG OPERATIONS WITH AZIMUTH STERN DRIVE TUGS



The first edition of the monograph Bow Tug Operations with Azimuth Stern Drive Tugs was published in 2006 – in response to a number of accidents involving bow-to-bow operations with ASD-tugs and discussions in some ports about how such tugs should be employed as bow tugs. What were the causes of these accidents? No proper training, unsuitable design of the ASD-tug for bow-to-bow operations, high ship's speeds, or were some other factors playing a role? At the same time, the question arose about whether every ASD-tug is suitable for bow-to-bow operations, which seemed not to be the case. Bow tug operations at a ship having headway are very risky, particularly in the case of ships with a very high speed on dead slow ahead – a situation increasingly seen with large container vessels. The problem starts with the approach towards the bow and then with the procedure of passing the towline. Because of the risks involved, tug masters that have to carry out bow tug operations, and particularly tug masters of ASD-tugs that have to operate bow-to-bow, should be well trained and aware of all the possible risks. These issues are all dealt with in this book in an easy understandable way, resulting in a set of guidelines for safe operations at the bow. In 2016 the issue is still relevant. This third edition has been updated for several crucial aspects that play an important role in bow-to-bow operations, such as skeg and stern design. As the skeg is such an important appendage for carrying out bow-to-bow operations at a ship having speed, more attention has been paid to skeg design and the effect of differences in skeg design on bow-to-bow operations. A good stern design is also important for bow-to-bow operations, so stern design has been further dealt with here. Further subjects have been extended or renewed: proper radar use, bow approach manoeuvres, and new tug performance diagrams have been included. As bow-to-bow operations present high risks, additional attention has been paid to this particular issue. Suggestions for some test trials using your own tugs have been added in order to be able to learn about its specific suitability for bow-to-bow operations, with images explaining the trials discussed – all again focusing on the safety of tugs, tug crews and attended ships. Finally, since speed, which means speed through the water, is so critical for safe bow tug operations, renewed attention has been paid to this important aspect. *NEW Edition 3 Available now from The ABR Company Ltd at £25 incl. p&p from www.tugandosv.com*

MASTER BOAT BUILDING ROTORTUGS FOR SEABULK

Master Boat Builders, Bayou La Batre, Ala., is constructing two new 98'6"x43'6"x15'7" Robert Allan-designed Advanced Rotortug (ART 80-98US) tugs for Fort Lauderdale, Fla.-based Seabulk Towing. Seabulk officials said this is the first time the Rotortug, which features triangular propulsion to deliver optimum maneuverability, will be used in the U.S. Seabulk is a unit of Seacor Holdings Inc. "We have made a conscious decision to introduce the Advanced Rotortug in the United States because we believe they represent the next generation of highly maneuverable tugs that provide an ideal solution for LNG export terminals and other applications that demand safe moorings," Rick Groen, Seabulk's chief operating officer, said in a statement announcing the newbuild tugs. With a draft of 18'6", the ART 80-98US tugs, named **Trident** and **Triton**, are scheduled for delivery in early 2017 and will work out of existing Seabulk Towing locations at U.S. Gulf and Florida East Coast ports. Main propulsion will come from three Caterpillar 3512C, Tier 3 diesel engines, producing 1,910 hp at 1,600 rpm each. The Cats connect to three Schottel SRP 1210 Z-drives. The propulsion package gives the tugs a running speed of 12.5 knots. Whereas a typical stern-drive tug provides power from just two drive units, the ART has three strategically positioned azimuth propulsion units, offering full redundancy and maximum maneuverability while dividing the installed power among a trio of smaller units that combine for a guaranteed bollard pull of 80 tons, according to Seabulk. Alphatron controls are in the pilothouse. Ship's service power will come from twin Cat engines sparking 150 kW of electricity each. Advanced Rotortugs furnish the latest technology for safe, dependable operations even under the most challenging of circumstances, Groen said. "As the U.S. LNG market continues to grow, we definitely see increasing demand for such versatile ARTs." Seabulk's Advanced Rotortugs aim to bring to the U.S. market maximum maneuverability and enhanced safety in escorting LNG tankers and other high-demand applications, Groen said. Capacities include 52,000 gals. of fuel; 5,000 gals. water; 865 gals. main engine oil; and 865 gals. gear oil. On deck will be two Jonrie Intertech towing winches. The forward hawser escort winch is a Series 230 outfitted with 450' of Samson 12 2-5/8"x8" HMPE rope. The aft combination

towing and hawser winch is a series 500 outfitted with 2,100′ of 2.25″ wire rope and 450′ of Saturn 12 2-5/8″. The new tugs will be ABS classed Maltese Cross A1, AMS, UWILD, Unrestricted Navigation. The **Trident** is scheduled to be delivered in January and the **Trident** soon afterward. *(Source: Workboat.com)*

KT MARITIME CHRISTENS TWO INFIELD SUPPORT VESSELS

On Wednesday, 9th November 2016, KT Maritime celebrated the naming ceremony of two Infield Support Vessels (ISVs) at ASL Shipyards in Singapore. The ISVs are the most powerful and sophisticated Rotortugs® in the world, purpose-built to support Shell's FLNG facility Prelude. Prelude FLNG is the largest floating liquefied natural gas facility ever constructed and will produce and export LNG off the coast of Australia. The Prelude FLNG facility will be located in the Prelude and Concerto gas fields in the Browse LNG Basin 200 kilometres (120 mi) off the coast of Australia. Together with a third ISV which was completed earlier this year, the vessels will be employed to manoeuvre LNG and LPG carriers alongside the Prelude, as well as assist with condensate offtakes, emergency response and personnel transfer. Mr. Ard-Jan Kooren, Director of KT Maritime and acting CEO of KOTUG stated, "This is a historic moment for KT Maritime as well as ASL Shipyards. With the development of FLNGs, natural gas production is moving in a new direction and our new ISVs are at the vanguard to support that development." One of the two sponsor ladies who christened the new vessels was long-serving and well-respected Shell employee Mrs. Susan Beattie, who thanked ASL's management, KT Maritime's site management and all their shipyard employees for their hard work on this project. This was seconded by sponsor lady Mrs. Mimoza Anderson, the wife of KT Maritime's Business Development Manager Mr. Jamie Anderson, who added "KT Maritime are extremely privileged to be part of such a historic project, our team is extremely excited to take on the responsibility of pioneering the use of infield support vessels in supporting a FLNG facility". The christening and delivery of the **RT Kuri Bay**, **RT Roebuck Bay** and **RT Beagle Bay** is one of many major milestones shared with ASL Shipyards, with ASL having built a total of 21 RotorTugs® to date, which KT Ang acknowledged during his address as a proud achievement for ASL and a testament to the relationship between them, KT Maritime and KOTUG. *(Press Release Kotug)*

TUG "OTAGO" ASSISTED KNW 907

For the first time in years, *Melilla* 203 left Otago Harbour on Saturday assisted by the tug **Otago**. The 73m fishing trawler has a new name — *KNW 907* — and was bound for Port Lyttelton, where it was expected to go into dry dock for sandblasting and repainting during the next few weeks. The vessel was expected to arrive in Port Lyttelton yesterday, 15th November 2016. *KNW 907* was recently bought from the High Court by Christchurch company KNW Co Ltd and is being given a new lease on life. Partnership director Phil Smith said the main engines, auxiliary motors, electronics, navigation equipment, onboard factory and accommodation had been refurbished and repaired in Dunedin. Mr Smith would not say how much the overhaul would cost. The vessel is being reflagged to the New Zealand flag and is expected to be returned to seaworthiness by the end of this year. Mr Smith said the bottom trawler would catch fish for the Northland Deepwater Ltd Partnership in the New Zealand exclusive economic zone. It is expected to leave Port Lyttelton on December 3 and its main ports will be Bluff, Dunedin and Timaru. Formerly owned by a string of Korean fishing companies, the vessel has been embroiled in controversy in the past. In 2008, its captain pleaded guilty to and was convicted of illegal fishing, after catching fish in one area but reporting them as caught elsewhere. In late 2011 and 2012, the vessel's Indonesian crew claimed their wages had not been paid and the boat was held in Lyttelton under a High Court order. In 2015, the trawler was seized again, under a High Court order, by a creditor. *(Source: Otago Daily Times; Photo Rene van Baalen)*

MARINE RESCUE SERVICE OF ROSMORRECHFLOT TAKES DELIVERY OF LEAD FIREFIGHTING TUGBOAT OF PROJECT TG-17

On 11 November 2016, acceptance/delivery certificate was signed for firefighting tugboat **Penai**, Project TG-17, built by Okskaya Shipyard (part of UCL Holding) for Marine Rescue Service of Rosmorrechflot (Federal Marine and River Transport Agency), says Marine Engineering Bureau, the

ship designer. The vessel is intended for towing of vessels and floating facilities in marine conditions; participation in oil spill response operations as an auxiliary transport for delivery of dedicated equipment and for installation of booms; assistance in firefighting operations at floating and coastal facilities for transportation of general cargo on the deck with loading/unloading of cargo by port facilities or onboard crane. The vessel's area of navigation – sea districts corresponding to R1 area. Radio equipment can be operated in A1, A2, A3 areas. The vessel's characteristics: LOA – about 30.73 m; waterline length – 29.24 m; BOA – about 9.70 m; waterline beam – 9.10 m; depth – 4.10 m; draught – 3.1 m; speed – 10.0 knots; endurance - 10 days. Crew - 7, places - 12. RS class notation: KM Arc 4 R1 AUT3-C FF3WS Tug. The contract for construction of the firefighting tugboat TG-17 designed by Marine Engineering Bureau LLC was signed on April 8, 2015. The vessel was launched on 9 September 2016. Okskaya Shipyard is a modern shipbuilding enterprise (member of VBTH, a division of UCL Holding). Okskaya Shipyard specializes in the construction of oil tankers and medium-tonnage mixed 'river-sea' class dry cargo vessels, containerships, special vessels and barges. UCL Holding is an international transport group, consolidating a number of Russian shipping, shipbuilding, rail, stevedoring and logistics companies. UCL Holding also includes North-West Shipping and Volga Shipping companies, VF Tanker, a portfolio of shipbuilding and cruising assets. *(Source: PortNews)*

MASTER MARINE LAYS FIRST KEEL IN FOUR-TOWBOAT ORDER

Master Marine , Bayou La Batre, AL, recently laid the keel for the first of four 67 ft x 28 ft fleet boats. All four fleet boats will be working in the Cairo, IL, fleeting area for Waterfront Services and CGB Enterprises. Propulsion for each towboat will be provided by two S6R2-Y3MPTAW Mitsubishi EPA Tier 3-compliant marine diesel engines, rated at 803 hp at 1,400 rev/min, coupled to Twin Disc 5321 gears. The boats will be set up with 10,400 gallons of fuel, 4,359 gal of potable water and 9,500 gal of ballast water along with providing a maximum 7 ft 9 in working draft. Master Marine says that it is

"very happy to be teaming up with both companies providing them the latest towboats and equipment available for these vessels while meeting Subchapter M requirements." The first fleet boat will be delivered and in service the summer of 2017, with additional vessels to follow every three months. *(Source: MarineLog)*

ACCIDENTS – SALVAGE NEWS

BROKEN ENGINE AND BROKEN CAR

On Nov 14, 2016, at noon the "**VOS Master**" limped into Aberdeen on one engine. The Shore-side Engineering Superintendent arrived at the Pokra Quay and talked on his mobile phone to the crew when a crump was heard when his Audi car rolled forward and hit a bollard as he had forgotten to engage the handbrake, so besides a broken engine, also a broken car was to be mourned. The "**VOS Master**" remained in Telford Dock for the time being. *(Source: Vesseltracker; Photo: Scott Vardy)*

TUG THAT SPILLED 110K LITRES OF FUEL LIFTED FROM SEA FLOOR NEAR BELLA BELLA

A month after an American-owned tugboat sank near Bella Bella, spilling more than 100,000 litres of diesel fuel into the ocean, the vessel was raised from the sea floor. On Oct. 13, the **Nathan E. Stewart**, belonging to Texas-based Kirby Offshore Marine, ran aground on a reef at the entrance to Seaforth Channel north of Athlone Island. The company says the tug was originally loaded with 237,262 litres of diesel fuel. More than 24,000 litres were removed from the tug before it sank and a further 94,000 litres were pumped from the tug by diving crews in the days after the accident. Kirby Offshore Marine estimates a total of 107,552 litres of diesel fuel and 2,240 litres of industrial lubricants were released into the environment. The spill prompted crews to deploy containment

booms around the tug and a shellfish harvesting closure was also imposed. In the days after the spill, members of the Heiltsuk First Nation sounded the alarm, saying they were concerned diesel fuel from the sunken tug could have devastating long-term effects on their economy and environment. Chief Councillor Marilyn Slett called the accident an "environmental disaster," adding the spill is particularly devastating the clam beds that the community relies on for income. Slett also initially said the response of the industry, federal and provincial governments was "wholly inadequate." On Sunday, the vessel was secured with a 10-ton anchor in preparation for the raising, which is expected to start at 11 a.m. PT today and take six hours to complete. The forecast in the area is calling for gale-force winds this morning. Slett and other members of the Heiltsuk First Nation say they will be looking on as the tug will be lifted. "Removing [it] means that it can't cause any further diesel or oil contamination in our waters, and is the first step in what we know will be a lengthy cleanup and recovery process," said Slett in a release Monday morning. "We hope that today goes smoothly." Environmental sampling of sediment, water and vegetation around the site of the accident continues, but no results have been released yet. Both Transport Canada and the Heiltsuk First Nation have launched investigations into the accident. *(Photo: Premiere Nation Heiltsuk)*

ONE WORKER DIED AND TWO WERE INJURED IN EXPLOSION ON TANKER ISTANA V

One dockworker died after explosion and fire on board of product tanker **Istana V** at the dock in Batu Ampar, Indonesia. The vessel was under repairs at the port, but during welding works on the cargo decks suffered explosion of oil fumes. Another two people were heavily injured and were transported to the hospital in critical condition. The accident was reported to local authorities and was requested immediate assistance with firefighting. Several fire trucks were dispatched at the scene of the burning tanker and started pouring foam over the burning oil products on the main deck. The flames are not yet extinguished and there is immediate danger for the vessel's seaworthiness, as high temperature might crack hull or cause significant damages. The vessel is under permanent monitoring of the local authorities. There is no report about oil leak and water pollution. The

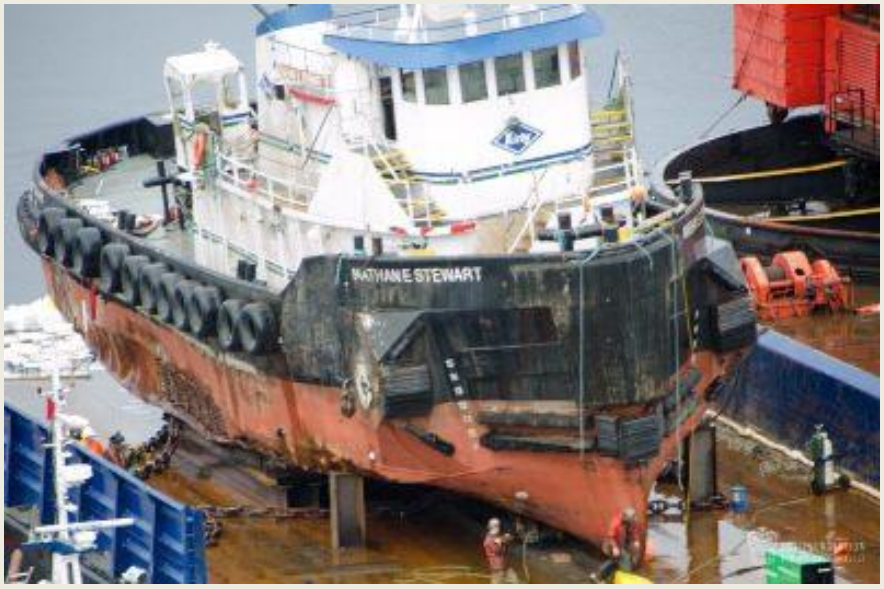
investigation for the root cause of the fire is under way. The police and prosecutors will inspect the dock if all the safety rules were followed during the welding works. The product tanker **Istana V** (IMO: 7206627) has overall length of 75.00 m, moulded beam of 11.50 m and maximum draft of 4.50 m. The deadweight of the vessel is 2,599 DWt and the gross tonnage is 1,221 GRT. The ship was built in 1971 by Kurinoura Dockyard and Shipbuilding in Yawatahama, Japan. The product tanker Istana V is owned by Indonesia company Taruna Cipta Kencana and managed by Bima Samudra. *(Source: Maritime Herald)*

GENERAL CARGO SHIP NAVEMAR-XII HIT REEF AND CAPSIZED IN BRAZIL

The general cargo ship **Navemar-XII** capsized and sank near the Lighthouse in Olinda, Brazil. The vessel was en route under cargo of construction materials from Recife to Fernando de Noronha in northern course, but shortly after leaving the separation scheme struck on with underwater reef. The general cargo ship suffered underwater damaged and water ingress. The vessel lost stability and capsized, remaining with keel above the water. The six crew succeeded to abandon the vessel and sent distress signal to the local authorities. At the scene was dispatched rescue boat, which picked up all the seamen from the water and transferred them to the shore. There were no reported injuries and no water pollution, but the ship's wreck is under monitoring of the local authorities. The local authorities started investigation for the root cause of the accident. According to preliminary information, the vessel hit an underwater reef and suffered large breaches. The ship capsized after Losing seaworthiness and stability. According to Humberto Machado, managing director of the ship operator, the vessel has insurance, which will cover the salvage and wreck securing. The causes and responsibilities will be determined in Administrative Investigation established by the Navy of Brazil. The maritime administration and local authorities sent warning to seafarers for increase cautiousness, when

navigating through the region, due to the danger of underwater reefs and strong winds, which might adrift the ship to the rocky shallows. The general cargo vessel **Navemar-XII** has overall length of 24.00 m, moulded beam of 4.00 m and maximum draft of 2.50 m. The gross tonnage of the ship is 150 GRT. The vessel was operating as coastal freighter in Brazil and during the accident was en route from Recife to Fernando de Noronha with cargo of construction materials for renovation of High School in the city, as well as police department car. *(Source: Maritime Herald)*

CLEANUP EFFORTS UNDERWAY AFTER TUG WAS LIFTED ONTO BARGE



Cleanup efforts kicked into full gear on Nov. 15 after the "**Nathan E. Stewart**" has been lifted from Heiltsuk waters to a salvage barge anchored in the Norman Morrison Bay off Seaforth Channel near Bella Bella. The barge carrying should be underway for Surrey as early as No 17. Expected bad weather now raised concerns for Heiltsuk over safe transport of the dirty tug out of their territorial waters. Dive teams were clearing a propeller and other tug debris from the seafloor while shoreline cleanup teams have doubled up and were checking for oil on beaches after a large amount of diesel was discharged from the tug late on Nov 14. A Transport Canada NASP plan arrived on Nov 15 to assess how much additional diesel spilled during the operation. *(Source: gCaptain)*

FIRE CONSUMES FREIGHTER NEAR BARRANQUILLA

Authorities in Palermo, Colombia, a small town near Barranquilla, reported that a fire consumed the general cargo ship **Casanova**. Witnesses told the local El Heraldo that the fire began in the engine room and spread through the deckhouse. The Coast Guard, along with the Port of Barranquilla and the local fire department, are responding to the incident. Only one person was on board at the time of the fire, and he was not injured. Equasis records show that the **Casanova** (exname Virgin Express) was sold to an undisclosed interest in 2011. Her status is listed as laid-up. The **Casanova** has a colorful history: in 2009, when she was the **Virgin Express I**, she was repossessed by a maritime

vessel recovery contractor. According to a profile in the New York Times, the maritime "repo man" Max Hardberger boarded her by impersonating a shipper, took control and sailed her to the Turks and Caicos Islands – where he handed her over to a lienholder. *(Source: Marex)*

OFFSHORE NEWS

MAERSK SUPPLY SERVICE SHEDS TWO MORE OFFSHORE VESSELS

Maersk Supply Service has reportedly sold additional two vessels as the next step in the company's plan to shed 20 vessels over the next year and a half. To remind, Maersk Supply Service's announced its plan to cut its fleet of vessels and more than 400 jobs in the process back in August. According to VesselsValue, the last two vessels to leave the fleet are anchor handling tug and supply (AHTS) vessels **Maersk Chancellor** and **Maersk Beater**. The vessels were reportedly sold on November 11 for an undisclosed sum to an unknown Turkish buyer. The first six vessels Maersk sold were bought by Karadeniz Holding from Turkey. All

of them were offshore supply vessels (OSVs) which were modified into powerplant ships by the buyer and renamed to **Koray Bey** (Maersk Finder), **Faruk Bey** (Maersk Puncher), **Arda Bey** (Maersk Provider), **Nezih Bey** (Maersk Forwarder), **Goktay Bey** (Maersk Feeder) and **Mentin Bey** (Maersk Fighter). The **Maersk Chancellor** was built in 1986 in Denmark, and, with its deadweight of 2,900 tonnes, falls under the category of Large AHTS vessels while the **Maersk Beater**, built in 1997 in Norway, with its deadweight of 4,200 tonnes, is in the Super Large AHTS category. In an email sent to Offshore Energy Today, a Maersk Supply Service spokesperson said: "We can confirm that **Maersk Beater** and **Maersk Chancellor** have been sold. The divestment is part of Maersk Supply Service's announced plans to reduce the fleet by up to 20 vessels over a period of 18 months. The divestment plan is a response to vessels in lay-up, limited trading opportunities and the global over-supply of offshore supply vessels in the industry." With this last sale, the total number of sold vessels has gone up to eight and the Maersk Supply Service fleet total count stands at 49 vessels. *(Source: Offshore Energy Today)*

IMPAIRMENTS SINK EIDESVIK

Norwegian vessel owner, Eidesvik Offshore, has posted quarterly loss as it recognised fleet impairment charge and its revenues plunged by some 35 percent in the weak market. In the third quarter 2016, Eidesvik generated revenues of NOK 201 million. Revenues in the corresponding period in 2015 were NOK 309 million. The company has also seen its nine months revenues go down to NOK 574 million against NOK 896 million in the nine months of 2015. The company recognized impairment charge of NOK 205 million for 7 of its platform support vessels. The Oslo-listed firm recorded third-quarter loss attributable to equity holders of the parent of NOK 147.8 million or NOK 4.90 per share, compared to NOK 78.4 million, or NOK 2.22 loss per share in the corresponding period in 2015. Loss for the first nine months of 2016 also widened to NOK 65 million, versus NOK 13 million for the nine months of 2015. "We do not see any improvement in the market segments where the company is exposed in the short term. The board expect 2017 to be a difficult year within all segments. "The subsea market is still the segment where we have most confidence. However, in the short- and medium-term the subsea market will remain challenging," the company said in its Q3 2016 earnings report. *(Source: Subsea World News)*

SWISSCO FOLLOWS SWIBER IN SEEKING JUDICIAL MANAGEMENT

Swissco Holdings has followed fellow Singaporean offshore firm Swiber Holdings into interim judicial management as creditors rejected its restructuring plan and debts have continued to mount. Swissco said in a release it had reached an "impasse" with its major lenders. "A significant gap persists between the group's aim of sustaining its business in the long term and the position of these

lenders," Swissco explained. The judicial management move, Swissco said, should help it either survive, find a scheme of arrangement with creditors of get a more advantageous realisation of assets than in a winding-up. Swissco notched up a $296m loss in its most recent Q3 results. The restructuring plan, first presented on October 24, asked noteholders to accept a debt for equity deal, while seeking bank refinancing , and moving to scrap four of its rigs which lay idle. Adding to its woes, X-Drill Holding last week obtained a court order in the Republic of Equatorial Guinea for the arrest of four of Swissco's jackup rigs. Swissco, originally an OSV operator, diversified into rigs in mid-2014 just ahead of global oil prices plunging. Swissco is weighed down by $147.5m in debts with just $1.2m in cash, unable to make key repayments. When Swiber filed for judicial management in July it sent many other Singapore offshore stocks into a tailspin. "The OSV market and marine service provider market is becoming increasingly messy and under financial pressure. This step by Swissco will place increasing pressure on the likes of Ezion Holdings and Triyards, both of which have interests in Swissco. I don't think it is going to be too long before we start getting a domino effect in Southeast Asia with companies soon to collapse under the financial strains," said Splash offshore columnist Andre Wheeler. *(Source: Splash24/7)*

HAVILA REJECTS ALTERNATIVE RESTRUCTURING PROPOSAL

Havila Shipping, which has been attempting to complete a restructuring agreement, has rejected an alternative to its own restructuring deal put forward by a group of bondholders. Earlier this month, the board of directors of Havila received a letter from bondholders in HAVI08 outlining an alternative restructuring plan, the 'HAVI08 Restructuring Plan' and details of why the bondholders felt it was preferable to Havila's own plan, the 'Havila Restructuring Plan.' However, having reviewed the latter, the company's board of directors have rejected it. The board noted the Havila Restructuring Plan is supported by secured and unsecured banks, and likewise the majority shareholder of the issuer of the bonds, which have confirmed a substantial contribution in fresh cash equity as a part of the restructuring. The majority of the stakeholders in the issuer support the

Havila Restructuring Plan. "It is the opinion of the issuer that the HAVI08 Restructuring Plan is incomplete, purely conditional, and does not include committed, required and viable elements from all stakeholders for the restructuring of the issuer," said Havila, noting that HAVI08 represents less than 10 per cent of the total debt of the issuer and it is of the opinion the HAVI08 Restructuring Plan will not obtain support from secured and unsecured banks, and will fail. In a subsequent statement to the Norwegian stock exchange, Havila Shipping said it would like to clarify that the outcome of the restructuring plan failing was bankruptcy. *(Source: Offshore Support Journal)*

HAVILA SHIPPING ASA: EXTENDED CONTRACTS FOR TWO VESSELS (1 PSV AND 1 RRV)

Norwegian shipowner Havila Shipping has been awarded contract extensions for two of its offshore vessels. Havila said on Wednesday that Total E&P UK extended the firm period for the platform supply vessel (PSV) **Havila Aurora** until May 2017 with six optional periods, one month each. The company entered into a contract with Total for the 2009-built PSV earlier this year. At the time, the companies agreed for a firm period of three months with three optional periods, one month each. The **Havila Aurora** is of MT 6009 MK II design, built by Havyard Tomrefjord in 2009. It is 74.87 meters long, 16.40 meters wide with a deadweight of 3205 tonnes. The vessel is powered by four 1291 bkW Cummins KTA5DC main engines and can accommodate 31 people. Havila also said that Norwegian oil company Statoil had used an option to extend the charter for the Rapid Response Vessel (RRV) **Havila Troll**. The option period is for one year from November 2016 until November 2017. Statoil has one two-year optional period left which may extend the charter until the end of November 2019. Havila's only RRV has been working for Statoil since it was put in operation in 2003. In November 2015, Statoil declared the second extension option for the **Havila Troll** after the first was used in August 2013. RRV **Havila Troll** operates at Statoil's Troll field located in the Norwegian part of the North Sea around 65 kilometers west of Kollsnes, near Bergen. The 13-year old vessel is 92.4 meters long and 18 meters wide with a deadweight of 4,000 tonnes. The company added that both extensions are in direct continuation of existing contracts. *(Press Release)*

DOF SUBSEA RETURNS TO PROFIT

DOF Subsea returned to profit in the third quarter of 2016. The company's board of directors said it is pleased with the financial numbers for third quarter but noted that to continue to adjust its capacity to the challenging market conditions cost cutting measures have continued. "The organisation has been adapted to the underlying activity, vessels have been re-allocated between regions to secure utilisation and chartered-in vessels from third parties have been redelivered," said the company in its third quarter report. The firm contract backlog amounts to approximately NKr18.5 billion (US$2.19 billion), and including options approximately NKr35.6 billion as of 30 September 2016. "However, the group is exposed to short-term market conditions for subsea project vessels. On these vessels, management is working to increase the backlog," said company. DOF Subsea's board of directors said they expect challenging market conditions to continue, with an oil price of about US$45 per barrel. The company said it expects vessel over-supply and the weak market to continue, which will increase the risk of further impairment of the group's assets. The board said it would 'continuously adjust' the group's capacity and risk exposure. In a presentation released to coincide with its third quarter results, DOF Subsea said that going forward the subsea market would continue to be characterised by weak demand as a result of the low oil price and reduced spending by oil companies. The timing of key projects remains uncertain and counterparty risk has increased, but the group has mitigated this by focusing on technologically advanced, flexible vessels and engineering capability. The company expects the number of subsea contractors will inevitably reduce. *(Source: Offshore Support Journal)*

BISSO MARINE DELIVERS GOM DIVING PROJECTS

Bisso Marine has completed a two-month saturation diving campaign in the Gulf of Mexico. Using its 126.4-meter construction barge, **Bisso Subsea Vision**, configured with a 12-man ABS-classed 300m saturation system, the company said it performed a variety of subsea infrastructure services

including several subsea abandonments in water depths ranging from 91 meters to 220 meters. Other scopes of work included a Reverse 'J' recovery of several kilometers of unpiggable 6 inch pipeline from 122 meters of water. The 6 inch pipeline was lifted vertically through one of the moonpools on **Bisso Subsea Vision**. The pipeline was vented, saw cut and scrapped within an enclosed decommissioning system designed to capture the contents of the pipeline. The same vessel also recently wrapped up the lay and burial of several kilometers of bundled pipeline in the Gulf of Mexico in less than 61 meters of water. While the vessel moved on to its next decommissioning job, the bundled pipeline tie-ins will be executed using the company's four-point **DSV Jospeh Bisso**. *(Source: Subsea World News)*

EMGS CONFIRMS MALAYSIAN GIG

Norwegian marine survey company Electromagnetic Geoservices ASA (EMGS) has signed a firm contract with an oil company in Malaysia. The signing of the contract follows the pro the provisional agreement announced by EMGS on November 1. This contract extension is worth approximately $8 million. Under the deal, EMGS will carry out 3D EM data acquisition offshore Sabah, East Malaysia. The vessel **BOA Thalassa** vessel will perform the survey which is estimated to take approximately two months with an expected completion date early January 2017. The contract gives some breathing space to the Norwegian surveyor, which earlier this month reported revenue of 4.5 million in the third quarter of 2016, a drop from $16. 3 million in the same period a year ago. Net loss narrowed, as EMGS reports a loss of $11.4 million, an improvement from a net loss of $25.4 million a year ago. The company said it expected a rough patch ahead, with a near-term need to steer its shrinking backlog to growth mode. *Backlog woes* As of September 30 2016, EMGS' backlog was at approximately $5 million, compared with a backlog of $9 million at the end of the third quarter in 2015. EMGS said that the backlog was mainly related to the Pemex contract, however, Pemex and EMGS have yet to

agree on when EMGS will start working under the contract again. Based on the company's low backlog and the current market situation, EMGS said that there is material uncertainty related to the expeDespite the provisional award in Asia the market continues to be weak during the fourth quarter of 2016. This puts pressure on the company's cash position and consequently the bond covenant which requires free cash of $10 million, EMGS added, saying it is dependent upon securing sufficient backlog. "Should sufficient additional backlog not be forthcoming within the next three to six months, the company may have to consider raising new financing through new capital or debt, sale of assets, a restructuring of existing debt or a combination," EMGS explained earlier in November. "In the event that the company does not secure sufficient backlog and solve the resulting liquidity issues that may arise in the coming three to six months, the going concern basis may no longer be valid, EMGS said." *(Source: Offshore Energy Today)*

VOS START AND VOS STONE - "BEST-IN-CLASS" WALK-TO-WORK OFFSHORE-SUPPORT VESSELS

Check out this video HERE, a promotional film introducing our newbuild subsea-support vessels VOS Start and VOS Stone. These walk-to-work vessels combine a sheltered spacious warehouse, workshops and client offices and meeting rooms, ideal to prepare for day-to-day work on offshore installations. To enable clients to safely access offshore-wind turbines and platforms, the vessels are fitted with a full motion-compensated gangway system. A 50-ton subsea crane with motion-compensated tip is installed to lift cargo, for example to wind turbines and support subsea work. Special attention is paid to the workflow on board these vessels, aimed at ensuring the most efficient way of working. On returning to the vessel after a day's work, clients can relax in the on-board cinema, spend time in the dayrooms or work out in the gym, all in hotel-type comfort. The vessel

accommodates up to 60 clients. Both vessels are being built at Fujian Southeast Shipyard, China and are due for delivery early next year, well in time for the 2017 subsea season. *(Press Release Vroon)*

SWIBER HOLDINGS UNDER INVESTIGATION

Swiber Holdings has announced that it has received a notice from Singapore's Commercial Affairs Department that it is investigating an offence under the Securities and Futures Act according to the provisions of the criminal procedure code. The department has not disclosed to the company any further details on its investigations and has requested the access to a series of company files, including all corporate secretarial documents, all stock exchange announcements and all accounting records, for the purpose of the investigations. Swiber Holdings said it will fully cooperate with the investigations. Financially troubled Swiber Holdings officially went into judicial management in October. *(Source: Splash24/7)*

MAERSK CHANCELLOR ARRIVED IN ALIAGA

The Maersk Canada tug/supplier **Maersk Chancellor** arrived in Aliaga, Turkey November 16 to be scrapped. Its Canadian registry was closed November 15, as Maersk pares down its supplier fleet worldwide. **Maersk Chancellor** was built in 1986 by Orskov Christensens Staalskibs Verft A/S in Frederikshaven, Denmark for O.I.L. (Ocean Inchape Ltd) as **O.I.L. Chancellor**, a 14,161 bhp anchor handling tug supplier. Maersk acquired the ship in 1991 and renamed it under Isle of Man flag. It was flagged in Canada November 20, 2001, registered in Halifax, and arrived here December 20 for work with the West Navion oil rig. Maersk Champion is currently at work in Brazilian waters, out of the port of Macae (no relation). Later in began to work out of Halifax supporting the drilling rig Eirik Raude for Encana but spent most of its nearly 15 year Canadian run working from St.John's, NL. A sister vessel from the same yard, built as **Challenger III** in1986, but soon renamed **O.I.L. Challenger** became **Maersk Challenger** in 1991 and was registered in Halifax October 8, 2002 and began work with Eirik Raude in November. It eventually moved on to Newfoundland too. Its Canadian registry was closed in 2014 when it was sold the Danish Blue

Star Line and renamed **Blue Aries**. It is still working out of Denmark. A third sister vessel, built in 1985 as **Kongsgaard**, and renamed **O.I.L. Champion** in 1987 became **Maersk Champion** in 1992. Although never registered in Canada, it did work out of Halifax and Sheet Harbour but under Danish flag, from June to October 1999 for the Sable gas project rig Rowan Gorilla III. **Maersk Champion** is currently at work in Brazilian waters, out of the port of Macae. *(Source & Photo: Mac Mackay-Tugfax).*

ESNAAD 228 ON HER WAY TO ABU DHABI

Today, 16th November 2016, after successful sea trials in the previous weeks, '**Esnaad 228**' is on her way to her homeport Abu Dhabi where she will arrive in a few weeks. '**Esnaad 228**' was the second last of a series of ten vessels the yard in Foxhol will deliver. *(Press Release)*

WINDFARM NEWS - RENEWABLES

FLETCHER EYES OFFSHORE RENEWABLES

Platform supply vessel operator, Fletcher, is said to be looking into services expansion following ROV operations and boulder clearance for the renewables industry. The diversification process sees Colin Millum brought in to head up the technical team, amongst other new recruits. Fletcher will provide seabed preparation service, including survey and boulder clearance, UXO identification and de-risk and cable intervention. According to Fletcher, this business model should make 'dramatic savings' for the industry. It involves using the company's platform supply vessels rather than diver/ROV vessels in combination with its own ROV, the Zodiac TT, which does a number of tasks including surveying the sea bed, clearing it and then protecting the cables which have been laid. Keith Fletcher, managing director, said: "The novel method of combining our own dynamically positioned supply vessel with our own technology for seabed preparation offers the industry much needed efficiencies and genuine cost reduction." Mike Porter, operations director, added: "Fletcher

will be employing people traditionally working in oil and gas, giving them an opportunity to transfer to renewables. We are building the UKs ability to service wind farm contracts across offshore Europe. Renewables is an exciting new part of Aberdeen and the UKs future as an Energy hub." *(Source: Subsea World News)*

MPI DISCOVERY COMPLETES RAMPION FOUNDATION INSTALLATION CAMPAIGN

We are pleased to announce that our wind turbine installation vessel (WTIV), **MPI Discovery**, has completed foundation installation works at the Rampion Offshore Wind Farm off the south coast of England. Working closely together with Swire Blue Ocean's **Pacific Orca**, **MPI Discovery** installed the last foundation on 8 November. Due to the black-bream-spawning season, installation activities were halted in late April as planned and only restarted at the beginning of July. Over the two phases of this operation, **MPI Discovery** has installed a total 69 monopiles and transition pieces, with the remaining 47 foundations being installed by Swire Blue Ocean's Pacific Orca. During the coming weeks, **MPI Discovery** will be re-mobilised, prior to recommencing work at the Rampion Offshore Wind Farm, this time installing wind turbines. This work is scheduled to commence in spring 2017 and continue through the rest of next year. The 400MW Rampion Offshore Wind Farm is being built by E.ON, the UK Green Investment Bank plc and Canadian energy company Enbridge. It will consist of 116 foundations and turbines and is due for completion in 2018. *(Press Release; Photo: © Ian Greenwood)*

MPI RESOLUTION CONTRACTED FOR A GEARBOX EXCHANGE ON THE AMRUMBANK WEST OWF

MPI's wind turbine installation vessel (WTIV), **MPI Resolution**, has been contracted by E.ON Climate & Renewables for the first gearbox exchange on the Amrumbank West Offshore Wind Farm. The scope of work includes the exchange of a single gearbox, accommodation and supporting crane duties. Works are expected to be completed before the end of November 2016. This contract follows after the finalization of the leg extension works on **MPI Resolution** which were finished at the company's Tees Offshore Base in Middlesbrough, UK early November. The vessel is now capable to operate in water depths of up to 35m, depending upon the site-specific data. This represents a gain of up to 7m on the previous jacking capabilities of the vessel and substantially increases the operability as a result. **MPI Resolution** is the world's first purpose-built WTIV. Designed to transport, lift, install and decommission components, the vessel's dynamic-positioning system, jacking system, 3,200m2 deck space, accommodation facilities and 600Te lifting capacity make it an efficient, effective and wellproven vessel. *(Press Release)*

NORFOLK SWIFT WRAPS UP BATHYMETRIC SURVEY AT ROBIN RIGG

Norfolk Marine's survey vessel the **Norfolk Swift** has completed a full site bathymetric survey of E.ON's 174MW Robin Rigg offshore wind farm in the Solway Firth off Cumbria. The contract was awarded to Norfolk Marine by E.ON Climate & Renewables UK in early September 2016. The vessel was mobilised to site from Norfolk Marine's Lowestoft Yard by road transport to Whitehaven

Marina in Cumbria from where the survey operations were conducted. The **Norfolk Swift** has now returned to Lowestoft and has undergone a complete stern gear refit to be ready for the 2017 season, Norfolk Marine said. The **Norfolk Swift** had already carried out survey works at Robin Rigg in May 2016. Prior to that, the vessel was deployed on another E.ON's offshore wind farm, the 60MW Scroby Sands wind farm off Great Yarmouth to carry out maintenance works at the site. *(Source: Offshore Wind)*

SIEM OFFSHORE CONTRACTORS WINS HORNSEA ONE WORK

Siem Offshore Contractors (SOC), a wholly owned subsidiary of Siem Offshore, has been awarded the contract for the transport and installation of parts of the inner array grid cable system for the Hornsea Offshore Wind Farm Project One by DONG Energy Wind Power. The contract award builds upon the recent establishment of a UK office by SOC in Aberdeen. The offshore wind farm is located approximately 120 km off the Yorkshire coast within the central North Sea sector of Great Britain, covering approximately 407 km² and comprises 174 x 7 MW wind turbine generators, which will be inter-connected by 33 kV medium voltage alternating current submarine composite cables. SOC's scope of work includes the installation of 81 submarine composite cables as well as the associated post-lay trenching works. The project engineering works will start immediately. The marine installation works are currently scheduled to be undertaken as of Q4 2018. *(Source: Subsea World News)*

SOUTH BOATS, ALICAT WORKBOATS LAUNCH ICENI DEFENDER

South Boats IOW and Alicat Workboats launched the **Iceni Defender** yesterday. Iceni Marine Services ordered the 23-metre crew transfer vessel (CTV) from South Boats IOW and Alicat Workboats in February 2016, with an option for further two vessels. The vessel features twin MAN V12-1400 main engines coupled to Hamilton HM651 water jet propulsion for speeds up to 30 knots

and efficient cruising speeds coupled to high bollard pull capability. The CTV will also have a resiliently mounted superstructure ensuring low noise and vibration levels for twelve industrial personnel whilst passaging to and from site and forward and after cargo decks capable of carrying fifteen tonnes of equipment, South Boats IOW said. **Iceni Defender** is scheduled for delivery in January 2017. *(Source: Offshore Wind)*

YARD NEWS

FREIGHT CATAMARAN CONVERSION AT DAMEN SHIPREPAIR HARLINGEN

Rederij Doeksen have contracted Damen Shiprepair Harlingen to carry out the conversion of their 47.15-metre long freight catamaran **Noord-Nederland**. The conversion work will provide Rederij Doeksen with increased capacity to manage seasonal fluctuations in freight demands. Rederij Doeksen operates a fleet of passenger ferries that run services between the Dutch mainland and the picturesque Wadden Sea islands of Terschelling and Vlieland. The fleet is complemented by the Noord-Nederland, which serves as a cargo and refuse freighter for the same routes. The Noord-Nederland has been a member of Rederij Doeksen's fleet since 2002; a date that signifies an important step in the division of freight and passenger transport for the company. "The separate transport of passengers, cargo and rubbish marked a big improvement," says Rederij Doeksen Director Paul Melles. "This vessel conversion is a continuation of this development." After the conversion, the **Noord-Nederland**'s increased capacity will allow Rederij Doeksen to respond more effectively to seasonal fluctuations in freight as well as provide project-based services for construction projects on the islands. *Regional stimulus* "We were looking for an experienced and well-equipped yard to carry out this substantial conversion," continues Mr Melles. "We found all that we were looking for in Damen Shiprepair Harlingen." "What's more, this contract stimulates

the local shipbuilding industry and boosts employment in the north of the country. Especially since Damen Shiprepair Harlingen will be calling on the services of regional companies such as Barkmeijer Stroobos [section fabrication], Piet Brouwer [electronics] and Boldert Revisie en Onderhoud [overhaul and maintenance]." *20 metres longer* Frank Seinen, Damen Shiprepair Harlingen Director, is happy with the cooperation: "We are pleased of the trust that Rederij Doeksen places in us for the regular maintenance of their ships – which has now resulted in this exciting conversion project." Damen Shiprepair Harlingen has already commenced preparations for the conversion process. A major part of their work will be lengthening the vessel's hull by about 20 metres. This is scheduled for January 2017; when the yard will cut the ship in half and insert a new mid-section. After this procedure, the vessel will measure 67.25 meters in length. Rederij Doeksen have also specified new engines, new rudders and an additional bow thruster. Completion of the work is expected in late February 2017. *(Press Release)*

MACGREGOR 3D MOTION COMPENSATOR ENHANCES LOAD-HANDLING PRECISION

MacGregor, part of Cargotec, has introduced the 3D Motion Compensator (3DMC), a flexible retrofit device, which is designed to enhance the load-handling precision of an offshore crane even in challenging sea states. "MacGregor's standard active heave-compensation (AHC), supplied through a crane's winch, compensates for a vessel's vertical movements. However, when very accurate load positioning is required, such as landing loads on small fixed platforms, the 3DMC is a fantastic new option," says Alexander Nürnberg, Senior Vice President, Technology and R&D, MacGregor. The 3DMC can be fitted to the knuckle jib of a broad spectrum of new or existing MacGregor subsea/offshore cranes. It compensates for the roll, pitch and heave motions of the vessel to minimise any movement of the load in relation to a fixed point in space. During operations that require a greater degree of precision than that available from the standard crane, such as transferring equipment to or from offshore wind turbine structures or any fixed platform, the operator can opt to use the 3DMC. "MacGregor recognises that any investment must deliver distinct operational advantages, particularly in today's challenging economic climate," adds Dr Nürnberg. "The 3DMC retrofit option does exactly that. It

allows a shipowner to expand the load-handling capabilities of a crane far beyond its original limitations. "This means that the crane and therefore the vessel can be used for more assignments and owners will be able to bid on a wider range of contracts," says Gaute Sjusdal, Director of Advanced Offshore Solutions, Global Lifecycle Support at MacGregor. The 3DMC has been designed for easy installation and makes use of the existing hydraulic power unit and control system of the crane. The 3DMC / crane interface is designed so that the unit can be swiftly mobilised to a crane with the relevant fittings. This allows flexibility within a fleet of vessels that can share one or several 3DMCs between them. The 3DMC is fully incorporated into the crane's control system so that all operations are performed from the existing interfaces in the crane cabin. When not required, the 3DMC simply remains fixed to the side of the crane's knuckle jib allowing normal lifting operations using the main and whip winches. Watch the video HERE *(Press Release)*

ALPHATRON MARINE BELGIUM OPENS A NEW OFFICE

Alphatron Marine is pleased to announce the acquisition of a new office and warehouse space. The new office is located in Zwijndrecht (Belgium), in an easily-accessible central location. The new building was necessary to support the growth of Alphatron Marine. The official opening took place on the 9th of November 2016, although the building has already been in operational use since September. Alphatron Marine Belgium has found a central location in Zwijndrecht, situated on Nieuwe Weg, a stone's throw away from the port of Antwerp. The building is easily accessible from the port and the Deurganckdok, which is directly connected to the North Sea. Alphatron Marine will serve its customers in Belgium and France from this new location. The old office in Meerdonk has been closed, since the company moved into the new office building. Alphatron Marine also opened an office in Le Havre in order to serve and support the southern region. *Alphatron Marine as a one-stop-shop* Alphatron Marine Belgium is part of a group of companies governed by Alphatron Marine. Together, they act as importer, producer, developer and service provider of high-quality navigation, communication and automation systems. Besides this, the company provides specialised IT solutions. In order to operate fully as a system integrator, Alphatron Marine made a strategic

partnership with JRC (Japan Radio Company). A 'one-stop-shop' concept was introduced, with complementary products. Where Belgium was first seen as a focal point, the branch has grown in recent years to a location that commercially contributes to the success of Alphatron Marine. Five service engineers support customers in the following markets: fishing, offshore, maritime, dredging and government. *Leading brands* Besides an extensive private product line, the AlphaLine, the brand also represents, amongst others: Sailor-Cobham, Yokogawa, Skipper, McMurdo, Jotron, Intellian, Transas, Saab, Hatteland, Netwave and Rutter. Alphatron Marine Belgium is the official Belgian importer of the brand JRC. This branch handles a large portion of the service and sales in the Belgian ports. On the 9th of November 2016, the new location in Zwijndrecht was officially opened, followed by speeches from Erik van Boom (Country Manager), Luuk Vroombout (CEO Alphatron Marine) and Marc van Peel (port alderman and chairman of Antwerp Port Authority). *Address* Alphatron Marine Belgium b.v.b.a.; Nieuwe Weg 1; 2070 Zwijndrecht, België; Tel: +32 3 6852196 *(Press Release)*

WEBSITE NEWS

HTTP://WWW.TOWINGLINE.COM

ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER. PLEASE VISIT THE WEBSITE WWW.TOWINGLINE.COM AND SUBSCRIBE YOURSELF FOR FREE

Last week there have been new updates posted:

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

   - New – Third Edition: Bow Tug Operations with Azimuth Stern Drive Tugs
   - Marine Rescue Service of Rosmorrechflot takes delivery of lead firefighting tugboat of Project TG-17
   - Longtime interest in Gulf-built tug comes full circle for Mohawk
   - Tug Arihi blessed
   - Thorax sold to Alfons Hakans

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

mailto: *jvds@towingline.com*

This site is intended to be collective exchange of information. Information on this site has been pulled from many sources; we have attempted to credit these sources. But due to the multitude of sources sometimes we are unable to note all the sources. If you feel that material that is posted here is of your authorship and you have not been credited properly please alert us and I will correct the credit or remove it in accordance to the author's wishes.

DISCLAIMER