

MIDWEEK-EDITION

## TUGS & TOWING NEWS

### TRANSNET TUGS REMAIN UNSOLD AT AUCTION



Two tugs belonging to Transnet National Ports Authority (TNPA) remained unsold at the recent Transnet Engineering Online Auction, Sale 51. The two tugboats, Lots 91 **Shiraz** (built 1980) ex Port Elizabeth (originally Cape Town) had a starting price of R1,92 million and attracted no successful bids. A second tug, Lot 92 **Ibhayi** (built 1983) ex Port Elizabeth with a starting price of R1.280 million also attracted no

interest. The auctioneer had more success with a third harbour craft, the East London-based crew/work boat **Strandloper** (built 1983, Lot 93), which was offered and sold at its starting price of R800,000. *(Source: Ports & Ships)*

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# EDDY TUG

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<http://www.youtube.com/watch?v=CJsJrZc1BNM&feature=youtu.be>

### KOTUG TOWAGE ASSISTS PIONEERING SPIRIT ON HER MAIDEN PROJECT

KOTUG has assisted Allseas' *Pioneering Spirit* during her first assignment, the removal of the Yme mobile offshore production unit in the North Sea, 100 km off the coast of Norway. KOTUG was

selected by Allseas to provide towage expertise and assistance for this special project. One of the most important tasks for KOTUG entailed the exact positioning of the *Iron Lady*, a cargo barge purpose-built by Allseas for the transfer of topsides and jackets, for offloading of the Yme topsides and the subsequent load-in to shore. Prior to the removal operation, during the preparation phase KOTUG assisted with barge handling, both in port and nearshore, as



well as offshore. KOTUG also provided towing services for Allseas' vessels and support barges in the Netherlands where the *Pioneering Spirit* was prepared, and in Norway, where the load-over of the topside from the barge to the dismantling yard took place. "It was an honour for KOTUG to participate in *Pioneering Spirit's* maiden assignment", Tow Master Bas van Hoorn said. "This project has provided us with an opportunity to demonstrate our expertise in coordinated Offshore Towage Services by taking care of every detail. Moreover, it also proved the strength and manoeuvrability of the Rotortug, making it possible to fit the barge exactly into the tight slot with 100% control. We look forward to working with Allseas again in future projects." (*Press Release Kotug*)

### *SIGNET SHIPBUILDING LAUNCHES NEW CONSTRUCTION ASD FOR E.N. BISSO & SON, INC.*



On the morning of October 12, 2016, E.N. Bisso and Signet Shipbuilding & Repair (SS&R) Pascagoula, Mississippi, christened and launched E.N. Bisso's newest high technology Robert Allan Ltd. (RAL) design tug. Mrs. Deborah F. McDonald, wife of Mr. William H. McDonald, President, E.N. Bisso, New Orleans, Louisiana, was the Christening Sponsor. The *Gladys B*, SS&R Hull 109 was launched immediately following the ceremony, and will be delivered on-time and on-budget December 12, 2016. This ASD tug is the fourth RAL design vessel constructed by SS&R, with two new build contracts currently under negotiation. "E.N. Bisso is proud to add the *Gladys B* to our growing fleet of the most advanced,

powerful, and maneuverable tugs on the Lower Mississippi River (LMR). Upon delivery, ocean going

vessels calling on the LMR will immediately begin enjoying the benefits that the **Gladys B** will provide. The craftsmanship and attention to quality of the highest standards by Signet Shipbuilding leaves no doubt that she will serve our company well for decades to come,” said Mr. McDonald during the vessel’s christening. “She is named for the wife of the Founder of the Company in 1946, Captain Edwin Napoleon Bisso. This powerful steel titan will serve her Owner well. Built in America, Built by Americans and Built for Progress. She will soon be known in Louisiana as the Maserati of the River,” said Signet President, Mr. J. Barry Snyder. With a LOA of 80’ and beam of 38’, **Gladys B** will be powered by two (2) MTU 16V 4000 M64 EPA Tier 3 engines, rated at 2681 BHP each at 1800 RPM. These MTU engines utilize the latest technology and will reduce tug operating costs due to enhanced machinery performance, low fuel and lube consumption, and longer service intervals. The specific engine design allows for maximum reliability that will keep **Gladys B** operating with greater up-time and reduced maintenance expense. “The selection of MTU Series 4000 to power **Gladys B**, is a perfect fit given their high fuel efficiency and lower overall life cycle costs,” said Mr. Jeff Sherman, Commercial Marine Sales Manager for MTU America. “Signet Shipbuilding and E.N. Bisso have high demands for their vessel programs and MTU will prove, once again, these engines are the best power for this world-class tug.” The engines drive two (2) Rolls-Royce, US 205 P20 FP Azimuth stern drives. The propulsion package will provide in excess of 60 metric tonnes bollard pull. RAL collaborated with Signet to implement a number of upgrades to the original design utilizing the latest technology to increase the vessel’s capabilities to accomplish multi-disciplinary work including ship-assist, ship escort and barge moves. **Gladys B** is outfitted with a Markey DEPGF-42S, Electric 50 HP bow hawser winch and a DEPC-32 20 HP Markey deck winch on the stern, two (2) John Deere Model 6068 AFM 85, 99 kW (each), 480V Tier 3 generators and vessel fire-fighting system. Newly designed habitability features allow accommodations for six (6), a modern galley and state-of-the-art wheelhouse complete with electronic chart display, log desk and controls, instrumentation, navigation aids, and 360 degree sliding pilot chair. **Gladys B** is full American Bureau of Shipping Classification, Maltese Cross A-1 Towing vessel, ABS Certified Escort Class, Maltese Cross AMS and FIFI Capable. (Press Release)



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## FLEET EXPANSION CONTINUES AT FRATELLI NERI



Italian towing company Fratelli Neri S.p.A. has expanded its fleet with the delivery of three new Damen workboats. The trio of vessels will be based in the company's home port of Livorno, on the Tuscan coast. Damen delivered all the vessels from stock; completing the final outfitting works within a timescale of three and a half months. This current delivery to Fratelli Neri consists of three different vessels. The first, an

ASD 2913, was built at Damen Shipyards Galati. This vessel sailed from Romania to Italy on her own keel. The other two vessels – a Stan Launch 1305 and a Stan Tug 1606 – were being held on stock at Damen Shipyards Gorinchem in the Netherlands. Damen transported these two workboats to Livorno on a heavy-lift vessel.

*Different vessels, different jobs* For its harbour assistance duties in Livorno port, the ASD 2913, called **Toscana**, has seen a number of modifications. These include the installation of FiFi1, oil recovery capability and an aft winch all in line with Italian flag regulations. Fratelli Neri will mobilise the Stan Tug 1606, called **Pacini**, on



shallow water operations in coastal and inland waters around Livorno. For such duties, this compact and sturdy Stan Tug design is an ideal match. As well as fire-fighting apparatus, the Italian-flagged

**Pacini** is also equipped with an aft towing winch. The Stan Launch 1305 was delivered to Labromare S.r.l.; one of Fratelli Neri's subsidiary companies. Labromare, which is 50% owned by Tripmare S.p.A., offers waste management and anti-pollution services to ports. The vessel, called **Santa Giulia**, will perform a range of environmental services in the region.


*Six in a bit more than one year* With the sales contract between Damen and Fratelli Neri signed at the end of July 2016, this is another example of



how Damen prides itself in meeting customers' tight delivery schedules. "This was certainly a challenging timeframe to work in, we knew it from the moment the contract was signed and required strong combined efforts at our building yards. Achieving the delivery dates on time was possible due to the great cooperation with Fratelli Neri – whose staff were all very helpful and pleasant to work with," comments Andrea Trevisan, Damen Sales Manager North, West and South Europe. "We are very happy that Fratelli Neri have taken a further three Damen vessels to operate in beautiful Tuscany and we are happy to continue our cooperation with this prestigious Italian Family Owned Company hoping to serve Fratelli Neri again in the future ." This three-vessel order brings the number of Damen vessels that the family-owned Fratelli Neri has purchased within a bit more than one year to six. Mid-2015, the company acquired two Stan Tugs 2608 from Damen Trading and also took delivery of a new ASD 3212 Tug which was named *Luisa Neri*. Watch the launching ceremony of the ASD2913 *Toscana* [HERE](#) (*Press Release Damen; Photo Toscana: Arie Boer*)


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## CANADA LOOKS FOR IDEAS ON INTERIM ICEBREAKING CAPACITY

The Government of Canada today published an RFI seeking "information regarding the potential pricing and availability of interim measures to provide icebreaking and towing services." It looks a lot like what they are looking for is a solution along the lines proposed back in February by shipbuilder Chantier Davie Canada, when it offered to convert available icebreaking offshore tonnage, such as Edison Chouest Offshore's *Aiviq*, to meet Canada's needs. Davie's proposal



drew howls of rage from the two shipyards that are the prime beneficiaries of Canada's National Shipbuilding Strategy and the government rejected it on the grounds that it was an "unsolicited proposal." Time for Davie to blow the dust off its suggestion. A Notice of Proposed Procurement (NPP) and Request for Information posted on the official website [buyandsell.gc.ca](http://buyandsell.gc.ca) says: The Government of Canada is seeking information regarding the potential pricing and availability of interim measures to provide icebreaking and towing services. It also seeks to understand how the

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proposed solutions by Industry might provide economic benefits and support to the shipbuilding and broader marine industry in Canada. Consistent with the Buy-in-Canada Shipbuilding Policy, it is the Government of Canada's intent that the repair, maintenance and refit of vessels will be conducted in Canada. According to the notice, "due to age and reduced availability of the icebreaking fleet," the Canadian Coast Guard anticipates that it may require additional icebreaking capacity provided by one to five Icebreakers (Heavy, Medium, or Light) at various times over the next number of years and "must investigate potential bridging strategies to address potential gaps in service." "At this time, the focus of the consultations with Industry is to determine the commercial capability available, assess how quickly industry can start providing interim capability services and obtain estimates for the potential cost of delivering these services," says the notice. Read the notice [HERE](#) (*Source: MarineLog*)

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## VAN WIJNGAARDEN MARINE SERVICES ORDERS SECOND DAMEN SHOALBUSTER 3512 IN TWELVE MONTHS

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The contract has been signed between Van Wijngaarden Marine Services and Damen Shipyards Hardinxveld for the build and delivery of a Damen Shoalbuster 3512, to be named the **Lingestroom**. This will bring the total number of Shoalbusters in the Van Wijngaarden fleet to five including the **Noordstroom**, also a Shoalbuster 3512, which was delivered in April 2016. Van Wijngaarden Marine Services operates a modern, 15-strong fleet that delivers a wide range of

support and supply services on a global basis to the maritime construction and offshore energy industries as well as port services and towage. The 3512 is the largest model in the Shoalbuster range at 35 metres and like its smaller sister-ships is designed to be a multi-purpose workboat capable of undertaking a wide variety of roles including towing, mooring, pushing, anchor handling, dredge support, supplying and other support assignments. All the Shoalbusters are well known for their exceptional versatility, particularly in shallow water, and their ability to take on just about any task.

The 3512 combines a bollard pull of 55 tonnes with a deck area totaling 145 m<sup>2</sup>; enough space for seven 20 ft and two 10 ft containers, and an 11.3 tonnes @ 16.5 m deck crane, making it a formidable all-round workboat. "The **Noordstroom** has had an excellent reception from our clients and has been busy since we took delivery", said Peter van Wijngaarden, Managing Director of Van Wijngaarden Marine Services. "This gives us the confidence to go ahead and order a second 3512, particularly as the offshore wind sector is likely to be a strong source of demand. Like **Noordstroom**, the **Lingestroom** will be equipped to undertake all the roles that are necessary to support offshore windfarms and other marine construction, as well as much more besides." "We are delighted that Van Wijngaarden Marine Services has ordered a second Shoalbuster 3512 in twelve months at our yard," added Jos van Woerkum, managing director at Damen Shipyards Hardinxveld. "This is certainly due in part to the excellent cooperation between the management and team of Van Wijngaarden Marine Services and the production team at our yard. This ensures that we can

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guarantee a fast delivery time and rapid deployment of the vessel.” The Shoalbuster 3512 is also a popular design with the crew who work on board. The climate-controlled accommodation includes a captain's cabin, two single crew cabins, four double crew cabins, a galley, a mess, and sanitary facilities. There is even an office for the client, complete with V-SAT connection. The facilities comply with ILO2006 rules, and can take up to 11 persons. These Shoalbusters are exceptionally versatile and robust tug/work boats,” concluded Peter van Wijngaarden. “Just what we need in today’s market.” Delivery is due at the end of April 2017. *(Press Release Damen; Photo: Van Wijngaarden Marine Services)*



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An advertisement for Chevalier Floatels. It features two images of offshore supply vessels, DP Gezina and DP Galyna, operating in the ocean. The text in the center reads: "WALK TO WORK VESSELS", "DP GEZINA DP GALYNA", "YEAR ROUND SAFE PLATFORM ACCESS", and "MUCH MORE THAN JUST ACCOMMODATION". The Chevalier Floatels logo is on the right.

### *MORE OF POPULAR CLASS CROSS ATLANTIC*



**Svitzer Monte Cristi** and **Svitzer Catuan** have been delivered by leading Turkish tug builder Sanmar, to Svitzer Americas. The boats, which will be operated in the Dominican Republic, are Ramparts 2400 SX class tugs, designed by Robert Allan Limited exclusively for Sanmar, and are known as the Bogaçay Class of which 30 have now been purchased by customers worldwide. The tugs measure 24.4m in length with a moulded beam of 11.25m and an overall draft 5.70m. They are

powered by pair of Caterpillar 3516 C main engines, each developing 2100kW at 1600 rev/min driving Rolls-Royce type US 255 FP azimuth drives with carbon shafts turning 2600mm diameter propellers inside high efficiency nozzles with stainless steel inner surfaces. Auxiliary generator sets are also by Caterpillar – a pair of 86ekW C4.4s. The port side main engine also powers the pump that

feeds the external fire-fighting system with a FFS supplied monitor capacity of 1200m<sup>3</sup>/h located at the forward end of the bridge deck. This machinery combination delivers a bollard pull of up to 70 tonnes and drives the hull when free-running at a speed 13 knots. The main winches, manufactured by DMT, is mounted on the vessels' fore deck. Each vessel can carry 78m<sup>3</sup> of fuel oil and 11.8 tonnes of fresh water, as well as 4.4m<sup>3</sup> of foam. The tugs are equipped with CJC off-line filters for fuel oil, main engine oil and thruster gear oil. Sanmar has delivered two tugboats of the same design to Svitzer Americas and Svitzer Euromed in 2015. Following this, Svitzer ordered six RAstar 2800-E Class ASD tugs from Sanmar Shipyards for the Silver Bullet Project, with first delivery by the end November 2016. In January 2016 Svitzer also ordered two tugs of the RAstar 2800 Class harbour terminal tugs for Inpex-Operated Ichthys's LNG Project in Darwin, Australia. *(Press Release Sanmar)*

### *DAMEN SHOALBUSTER 2609 COMPLETES 14,572 NM ROUND TRIP - INCLUDING TWO TRANSATLANTIC CROSSINGS*

The **SMS Shoalbuster**, a 26-metre Damen Shoalbuster 2609 owned and operated by GSS Marine Services based in Rosyth, Scotland, has recently completed a 14,572 nm round trip that included two transatlantic crossings. The Shoalbuster range is designed as a multi-role workboat optimised for shallow waters, however its high bow and sturdy construction means that it is capable of handling even ocean crossings. When the **SMS Shoalbuster** departed Stathelle, Norway, earlier this year, no-one realised that she would be gone for so long or sail so far. At the time, she was on charter to tow some floating pipes to Porto Plata in the Dominican Republic, a distance of 4,400 nm. However, while she was underway GSS was offered a second job. This involved towing a backhoe dredger from the Dominican Republic 3,700 nm to Vitoria, 20 degrees south of the equator on the coast of Brazil. No stranger to international assignments – GSS has vessels operating in the Middle East, Africa, the Caribbean and Russia – the company accepted the job. Again, fortune was with them as a third contract came in while the Shoalbuster was at sea, this time towing a crane barge from Vitoria to Setubal in Portugal. On this leg they met some bad weather in the Atlantic, forcing them to slow down so as to protect the crane on the barge, but aside from that all was well. From Setubal it was then a relatively short trip back



up to Rotterdam. In all, the **SMS Shoalbuster** was away for six months, with crew changes at each stop. “We had a lot of luck,” says Jan Peute, managing director of GSS Marine Services. “When the **SMS Shoalbuster** arrived in Porto Plata there weren't any local tugs available for



any local tugs available for



the Brazil job, creating an opportunity for us. And we were very pleased to get the crane barge towing assignment back across the Atlantic. But this is often the way it is in the towage sector; the brokers are always looking for tugs around the world.” “I am very happy with the way the **SMS Shoalbuster** performed,” he continued. “On her return, aside from routine maintenance all she needed was a new coat of paint. There were no technical issues during her time way. The quality of the build really came through.” In addition to the **SMS Shoalbuster**, GSS Marine Services also operates two of the larger Shoalbuster 3209 class as part of its 17-strong workboat fleet. Its most recent acquisition, the **Wil S**, was delivered in April this year and is now providing port towage services in Venezuela. Her sister-ship the **Liz F** meanwhile is operating from Abu Dhabi, towing rock barges between the Oman and the emirate. *(Press Release Damen)*

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## LANDFALL'S AHT "NEPTUN 11" AIMING ON A ROUND THE WORLD VOYAGE.



Landfall Marine Contractors AHT "**Neptun 11**" has been nominated to pick up a tow of barges from the own fleet in the far east and bring those back to the Netherlands. With her large bunker capacity and double drum waterfall winch she is found to be most suitable for this. **Neptun 11** is presently on her way with a tow to Norway and after delivery of this tow will return to the Netherlands for a short maintenance period of about 2 /3 weeks. This maintenance is mainly focused on the long voyage she is going to make. Sailing from the Netherlands to the far east and back again will keep her busy for at least 5 to 6 months and with a little luck she will sail most of the earth's ocean's during this period with only a few port calls for fuel and stores. How the voyage towards too far east is going to be cannot be said at this stage. It could be via Suez, around the Cape or even via Panama. This will all depend on the fact if the **Neptun 11** will be able to take a tow along the way on her route to the far east. So far no commitments for any tow along the way have been made and as such Landfall Marine Contractors is open to any inquiry which might fit the schedule. *(Press Release Landfall Marine)*

## *EASTERN SHIPBUILDING GROUP, INC. LAUNCHES THE IMPALA MOMPOX FOR IWL RIVER, INC.*

Eastern Shipbuilding Group, Inc. is pleased to announce the launch of the **Impala Mompox** (HULL #245) on October 24, 2016. This is the third in a series of four (4) Inland River Towboats for IWL River, Inc. This series of CT Marine designed 134 ft. ABS Classed Inland River Service towboats are Triple Screw with a Retractable Pilothouse and all are currently under construction at Eastern's Allanton facility. The vessel deliveries are scheduled to start in late 2016 and continue into 2017.



The launch was hosted by Eastern's Project Manager Joe Stark. Also in attendance was IWL River, Inc.'s Owner's Representative, Ed Maxwell of Dufour, Laskey & Strouse, Inc. and visiting that day was Keith Keller of Elliot Bay Design Group. Both Mr. Stark and Mr. Maxwell praised the hard work and dedication of the employees. The **Impala Mompox** was blessed by Father Kevin McQuone, of St. John the Evangelist Catholic Church of Panama City, and christened by Alice Johnson a 10 plus year employee of Eastern. *The Inland River Triple Screw Retractable Towboat series features the following characteristics:* ESG Hull #245: 3rd Vessel in the Series of 4 Length (LOA): 134'-0"; Breadth: 42'-0"; Depth: 9'-0"; Minimal Operational Draft: 6'-0"; Pilothouse Eyelevel (above waterline): 37'-6"; Pilothouse Eyelevel (above waterline) retracted: 21'-12"; Diesel Main Engines: (3) Caterpillar 3512C, IMO II, 1,280 Horsepower @ 1,600 RPM.; Reverse Reduction Gears: (3) Reintjes, WAF665; Diesel Generators: (2) John Deere 6090AFM85 "Gulf Pack" 200 kW, IMO II, 220-volt, 3-phase; Classification: ABS  $\Xi$ A1, Towing Vessel, River Service,  $\Xi$ AMS, ABCU. Flag: Republic of Columbia. *(Press Release)*

## *EXCLUSIVE PHOTO - AH VARAZZE TOWING TRANSOCEAN DRILLER*



The 2014 built Italian registered with call sign IBHI anchor handling tug/supply vessel **A.H. Varazze** (Imo 9665566) was seen leaving Valletta, Malta on Tuesday 22nd November towing the 1991 built Vanuatu registered ssdr **Transocean Driller** formerly **Drillmar 1** – 1996 bound to Aliaga, Turkey. The AHTS vessel **A.H. Varazze** is the former

**Asso Trentadue** and is owned by Rimorchiatori Riuniti. She has a length of 80 mtrs a beam of 20

mtrs and a draught of 7 mtrs. She has a grt of 3,740 tons and a dwt of 2,921 tons. She is classed Registro Italiano Navale. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

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## SPOTTED GALATZ

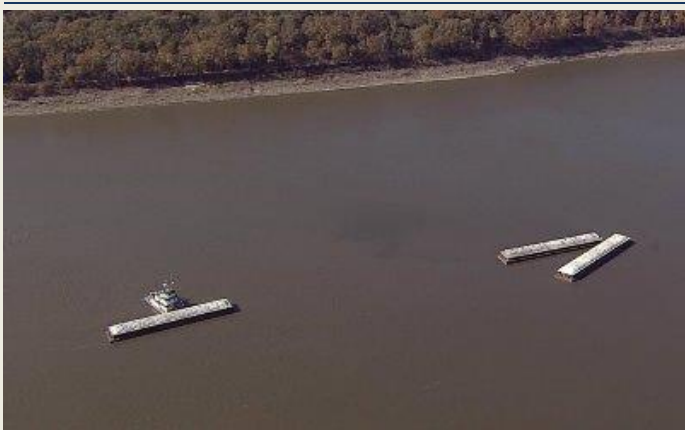
Last week was seen the Damen ASD 2913 **Germania** in the wet dock of the Galati Damen Shipyard in Romania. The tug is the first in a series of two for the Italian owner Rimorchiatori Riuniti. The Damen ASD 2913 have the following standard dimensions. Length 28.9 mtrs a beam of 13.23 mtrs. The total engine output 5,050 bkW a max free sailing speed of 13.7 knots and a bollard pull of 80 tonnes.

*(Photo Arie Boer)*



## ACCIDENTS – SALVAGE NEWS

### COAST GUARD CLOSES 21 MILE STRETCH OF MISSISSIPPI RIVER AFTER VESSEL BREAKS APART



The United States Coast Guard has closed parts of the Mississippi River after several barges broke away from a vessel. The closure is around 20 miles north of Memphis. According to a press release, the Coast Guard said the vessel **Cooperative Enterprise** had 42 barges containing corn or soybeans in tow when it broke apart. 16 barges have been recovered. No boats will be allowed through the area until all the barges have been secured. The Coast

Guard is working to learn what caused the incident. *(Source: Vesseltracker) Update:* After a

barge train with 42 of barges broke apart, sending debris all across the Mississippi River near Memphis on Nov 19, 2016. The Coast Guard blocked off parts of the river from mile marker 771 to mile marker 750, approximately 20 miles north of Memphis, Tennessee to traffic while clearing the barges from the water with the tugs "Joe Ellis" and "Cheryl". 26 barges were still aground. (*Source: Vesseltracker; Photo: MFame*)

### SAGA SKY DISTRESSED IN ENGLISH CANAL, PART CREW EVACUATED

General cargo vessel *Saga Sky* issued distress signal at 0720 UTC Nov 20, reporting collision with unmanned barge, loaded with stones, hull breach and water ingress, south of Dover, English Canal. It was decided to evacuate part of the crew not required by salvage works, reportedly 11 people out of total 23. As of 1330 UTC, 5 crew said to be airlifted. French salvage tug



*Abeille Languedoc* and RNLI Lifeboat approached troubled freighter. Freighter was said to be drifting after suffering power loss and steering, but according to available AIS track, vessel seems to be moving under own power, escorted by RNLI lifeboat and *Abeille Languedoc*, in southeast direction, destination unclear. It is not clear what happened to barge, she looked like she interlocked with SAGA SKY in a collision. *Saga Sky* was en route from Germany to Uruguay. (*Source: Fleetmon*)

### THREE DEAD, 12 MISSING IN COLLISION OFF INDONESIA



Three people were reported deceased while 12 were missing after two vessels collided off the coast of Indonesia's East Java province, according to Indonesian National Search and Rescue Agency (Basarnas). The vessels which took part in the collision are the local fishing boat *Mulya Sejati*, which sank afterwards, and the Vietnamese bulk carrier MV

*Thaison 4*. The incident occurred in the evening hours on November 19 while the two vessels were in the waters off Turban. The authorities continue to search for the missing seafarers with the assistance of the Indonesian naval forces, however, the search and rescue efforts are being hampered by unfavorable weather conditions in the area. (*Source: World Maritime News*)

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### *DREDGING BARGE GROUNDED ON NILES BEACH*

The U.S. Coast Guard harbormaster is working to secure dredging barges after one of the barges broke free from its mooring in Gloucester Harbor. According to the USCG news, the Coast Guard and Gloucester harbormaster responded Sunday to a grounded barge on Niles Beach in Gloucester Harbor. High winds and heavy seas caused the barge, owned by Charter, to break free from its moorings at about 3:30 p.m. The grounded barge is one of three barges being used in



dredging operations and has sand, mud, and water aboard. A Coast Guard Station Gloucester boat crew responded to the incident. Once on scene, the crew found the remaining two barges at risk of also breaking free from their moorings. They contacted the Gloucester Harbormaster who brought out line to secure both barges together. Charter is currently sending a tug out to assess the situation, and to ensure all barges are secure. There are no reported injuries or threat of pollution at this time.

*(Source: Dredging Today)*

### *DAMAGED 'SAGA SKY' MOVED TO PORT IN DUNKIRK, FRANCE*

The damaged cargo ship **Saga Sky** has been moved into port to undergo repairs after losing power and steering and colliding with a stone barge off Dover, England on Sunday. The ship sustained damage and was taking on water after it drifted into a rock barge in heavy weather at the Varne Bank approximately three miles southwest of Dover. The UK Coastguard said it received a distress call from the Saga Sky at around 7:20 a.m. Sunday reporting it had lost power and steering with 23 people on board. As the incident unfolded two UK Coastguard helicopters airlifted eleven non-essential crew and transported them to Dover. The other 12 remained on board to help move the vessel to a safe anchorage off Dungeness with the assistance of a tug. An update from the ship's managers on Monday said the **Saga Sky** had left her anchorage off Dungeness early Monday morning on passage to the port of Dunkirk in France where the vessel would undergo permanent repairs. A Dunkirk pilot had boarded the vessel at about 10:10 a.m. local time to take the ship into port. The



vessel was reported to be fully operational and there have been reports of pollution or injury to crew. “Managers would like to thank the Coast Guard (MCA) for their highly professional response to this incident, particularly the difficult evacuation of non-essential sea-staff at the height of the storm,” the statement said. The 47,000 dwt [Saga Sky](#) is operated by “open hatch” bulk specialist Saga Welco of Norway. The ship was built in 1996 and is

200 meters long. (Source: [gCaptain](#))

## OFFSHORE NEWS

### *HISTORIC SUPPLY VESSELS – THE EBB TIDE*

If we go back to the early days of the offshore oil industry we find that the oil companies started building platforms in the sea, realising later that it would be possible to reduce costs by mounting the derrick on a barge which could be moved from place to place, but obviously the depth in which the rig could operate was governed by the vertical dimensions of the barge. Hence in the early 1950s they took steps to produce a rig which could work in deeper water, essentially a hull on



which were mounted columns topped by a working deck. The first was the [Breton 40](#), from which a refined version, the [Mr Charlie](#), was developed from a concept by Alden J “Doc” LaBorde. The [Mr Charlie](#) required a new type of support vessel, provided with the maximum of available open deck commensurate with the size of the craft. It seemed a good idea to mount the pilot house and accommodation at the bow, and this resulted in a long open deck entirely uncluttered by the usual marine requirements such as rigging, masts, companionways and deck houses. Doc Laborde developed the concept and put it to Bill LeBlanc, then port captain for Kerr McGee, who felt that the design was impractical because it would “pound the crew unmercifully”. It says something for Bill LeBlanc's immediate grasp of the vessel's potential qualities that no-one who has ever sailed on a

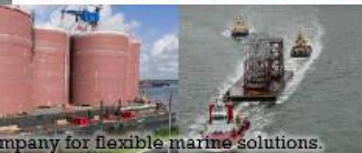
supply vessel would be likely to dispute the statement. However the designer was undeterred by any prospective problems relating to crew comfort, and in the same month that the *Mr Charlie* commenced operations for Shell, a group of potential investors gathered at the offices of the Alexander Shipyard in New Orleans. The result of this meeting was the formation of Tidewater Marine Services, and the company immediately commissioned the yard to build a ship along the lines of Doc's idea. The yard refined the idea into formal drawings, which the board members criticized until everyone was satisfied, the result being a vessel 120 feet long, having a clear deck area aft of 90 feet, the only intrusion into this area being two squat funnels positioned at either side through which the engine exhaust gases were routed. Twin GM diesels with a total of 600 BHP were provided second hand by one of the board members, **Don Durant**, giving a top speed of 10 knots. The wheelhouse was also second hand, being scavenged from an old tug, the **Navajo**. The liquid capacities of the ship were 330 tons of ballast and 110 tons of fuel. On 25th March 1955 the **Ebb Tide** left the Alexander Shipyard and sailed down the Mississippi to Morgan City, presenting its un-nautical shape to public gaze for the first time. It was rapidly followed by two sister ships, the **Rip Tide** and the **Flood Tide** and starting a continuous process of building and development which has continued from that date until today. (*VICTOR GIBSON is author of "The History of the Supply Ship", "Supply Ship Operations", and "A Catalogue of Disasters". They can be purchased from [www.shipsandoil.co.uk](http://www.shipsandoil.co.uk) or most good booksellers. Photograph of the **Ebb Tide** from Tidewater archives.*)

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## DEEP SEA SUPPLY LAYUPS CONTINUE, 54% OF FLEET OUT OF ACTION



John Frediksen's offshore support vessel firm Deep Sea Supply now has 20 vessels laid up, more than half its fleet. In its latest set of results, the company revealed it had laid up an additional three vessels from its fleet of 37, and now has 13 PSVs and seven AHTS vessels out of action. The company said that in addition to laying up vessels to reduce costs, it is also working to further reduce operating expenses for vessels in operation. It also said that the board is actively considering alternative

use of the fleet, including the use of vessels for aquaculture as well as other sectors. Deep Sea Supply posted third quarter revenues of \$10.2m, recording a pre-tax loss of \$8m. (*Source: Splash24/7*)

## MPL CHARTERS GC RIEBER'S POLAR ONYX FOR CHEVRON JOB IN WA

GC Rieber Shipping has entered into a time charter agreement with Marine Platforms Limited (MPL) in West Africa for the SURF vessel **Polar Onyx**. The 130-meter flexible pipelay and subsea construction vessel will perform subsea construction/SURF installation and field development for end client Chevron. As GC Rieber informed, the charter starts promptly for a firm period of about one month, and contains



options to extend with up to five weeks of additional work. The company did not disclose the value of the contract. To remind, earlier this year **Polar Onyx** worked for Technip on a SURF and construction campaign offshore Angola. (Source: *Subsea World News*)

## SEA TRUCKS' 'JASCON 34' EN ROUTE TO ARGENTINA



Sea Trucks Group's DP3 vessel **Jascon 34** has begun its journey to the Magallanes field, offshore Argentina, where it will work on the PIAM Project. Sea Trucks said on Friday that the vessel finished an accommodation campaign in Malaysia in October 2016. The vessel will soon begin pipelaying work for UTE Magallanes's PIAM project, operated by Enap

Sipetrol in the Magallanes field, offshore Argentina. The offshore Magallanes area is located on the Atlantic mouth of the Magellan Strait. It started production in 1994 and consists of five production platforms for oil and gas. To remind, Sea Trucks signed a contract with Enap Sipetrol for the PIAM Project work back in July 2016. The company added that, after **Jascon 34** had finished the accommodation project in Malaysia, it went to Batam, Indonesia to mobilize for the PIAM project. From there the vessel is currently being transported to Argentina on top of Dockwise's semi-submersible heavy lift vessel Forte. The **Jascon 34** DP3 multipurpose vessel is equipped with an 800 mT crane, a hydraulic heave compensated telescopic gangway, S-lay pipelay equipment for 4" to 48" pipe, a 55-meter stinger as well as accommodation for 335 persons. According to the company, the scope of work for the PIAM Project covers engineering, project management and installation of three pipelines of various sizes ranging from 6 to 14 inches, with one shore approach, as well as the installation of tie-in spools and risers. It also includes abandonment of two existing lines and recovery of flexibles. Also, Sea Trucks has been awarded an accommodation services contract.



Offshore activities regarding the contracts are scheduled to begin in the fourth quarter of 2016.  
(Source: *Offshore Energy Today*)

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## FARSTAD SHIPPING SCOOPS NEW PSV DEALS

Norwegian offshore vessel owner Farstad Shipping has been awarded a contract extension and several new contracts for its platform supply vessels in Brazil and Egypt. The vessel owner reported on Monday that the Brazilian oil giant Petrobras has extended the contract for the 2003-built MPSV **Far Swift** with another year in direct continuation with present



contract, until October 2017. The vessel was previously awarded a two-year contract with Petrobras in 2014, including a 2-year extension option. The vessel will continue to deliver air diving and ROV services in cooperation with Fugro Brasil, on the Brazilian continental shelf. The **Far Swift** is of a UT 755 L design with 3,084 DWT. Further, oil giant Shell has awarded the 1999-built PSV **Far Star** a two-year contract for the support of their production activities offshore Brazil. The operations will take place by the end of 2016, and Shell has the option to extend the contract with additional two years. The **Far Star** is of a UT 745 design with 4,403 DWT. In addition, the Italian contractor Saipem has awarded the 1995-built PSV **Far Service** and the 1996-built PSV **Far Supporter** six months contract, including mobilization, to support their activity on the Zohr development project offshore Egypt. To remind, earlier this year, Saipem was awarded work on the development of Eni's super-giant gas discovery Zohr in Egypt. The contract with Saipem will start during December 2016 and the Italian company has option to extend the contracts with another 30 days. In a statement on Monday, Farstad noted that the commercial terms of the agreements will be kept private and confidential between the parties. The company, amid a financial restructuring with Siem Industries triggered by the reduced offshore activity, recently got a further extension of a standstill and deferral agreement of all financial covenants from its lenders. (Source: *Offshore Energy Today*)

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## GULF ISLAND LAUNCHES FIRST OF TWO FOR HOS

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Gulf Island Shipyards, a division of Gulf Island Fabrication, Inc. launched the M/V **HOS Warhorse** earlier this month at its Jennings, LA, shipyard. The vessel is the first of two MPSVs on order at Gulf Island for Hornbeck Offshore Services. Carl Annessa, Executive Vice President and COO for Hornbeck Offshore, praised the Gulf Island organization for its ongoing efforts on the construction of its first of a kind HOS 400 ES Class MPSV. "The successful launch of this vessel is a reflection of the tireless efforts and

expert staff of our shipyard division along with the Hornbeck team," said Todd Ladd, Executive VP & COO for Gulf Island Fabrication, Inc. "We look forward to the task of now delivering these vessels in a safe and timely manner." The 365 ft **HOS Warhorse** will be outfitted with two large, heave-compensated cranes, two ROVs, large moonpool, accommodations for 102 individuals. It is an ABS Class vessel with the notations: +A1, +AMS, +ACCU, +DPS-2, Offshore Support, FFV-1, RRDA, CRC, UWILD, SPS, ENVIRO, GP, HELIDK, HLC, HNLS, HDC. The vessel will be certified for worldwide operations. The **HOS Warhorse** will be relocated to Gulf Island Shipyard's Houma location for final outfitting, testing, commissioning and delivery, and is scheduled for delivery during the first quarter of 2018. Watch the launch [HERE](#) (*Source: MarineLog*)

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## SHIPPING CORPORATION OF INDIA EXPANDS FLEET WITH OFFSHORE VESSEL

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Shipping Corporation of India has expanded its fleet with a multi-purpose offshore vessel. The company took delivery of the **SCI Sabarmati** vessel on November 18. The 2013-built vessel is currently located in Singapore. The secondhand vessel has a gross tonnage of 3306 Metric tonnes and deadweight of 3352.31 metric tonnes. According to VesselsValue, the vessel was sold to SCI by India's Great Eastern Shipping for an undisclosed price. The vessel was previously known under the name **Greatship Ragini**. To remind,



Greatship in April 2016 said it would sell the **Greatship Ragini**, however, it did not disclose the name of the buyer at the time. (*Source: Offshore Energy Today*)

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### STORD FORMERLY THE SKANDI STORD ENTERING VALETTA



The 1992 built offshore tug/supply vessel **Stord** (Imo 9198484) formerly the **Skandi Stord** was seen entering Valletta, Malta on Sunday 20th November during her delivery voyage by RedWise to Indian Owners. The vessel has a length of 74 mtrs a beam of 16 mtrs and a draught of 6.10 mtrs. She has a grt of 2,656 tons and a dwt of 2,500 tons. (*Photo: Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com)*)

### REPRIEVE FOR PERISAI PETROLEUM TEKNOLOGI

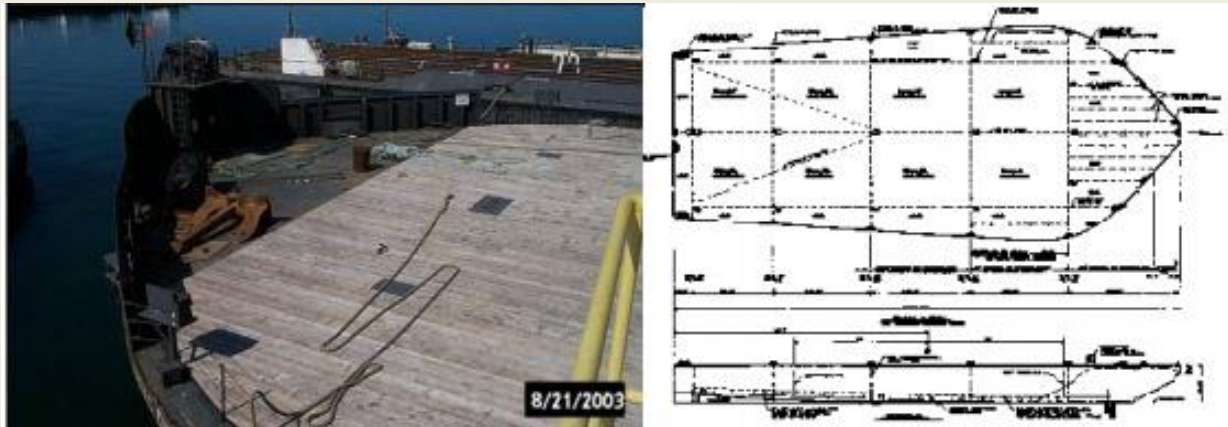
Troubled Perisai Petroleum Teknologi, a Malaysian associate company of Emas Offshore, has got some breathing room from creditors thanks to the help of the government. Perisai had earlier applied to the Corporate Debt Restructuring Committee – a platform formed by the Malaysian government in 1998 for corporate borrowers and their creditors to work out debt resolutions without resorting to legal proceedings – for help.



The CDRC accepted the application and has since issued a letter the following day to lenders of Perisai in Singapore and Malaysia, as well as the trustee of its outstanding S\$125m notes. As a result, all lenders are required to observe an informal standstill with immediate effect, and withhold proceedings against the Perisai group and its subsidiaries. Perisai will have 60 days to submit a

proposal for a debt restructuring scheme, after which CDRC will call for a meeting with the lenders.  
(Source: *Splash24/7*)

## OCEAN ICE-BREAKING DECK CARGO BARGE SOLD



Marcon International, Inc. of Coupeville, Washington is pleased to report the sale of the 205.0' x 90.0' x 15.0' depth former ice-strengthened, icebreaker / cargo barge “**Arctic Endeavor**” from Crowley Marine Services of Seattle, Washington to Tagiuk LLC. The 3,029mtdw barge was built in 1982 by Gunderson Bros. of Portland, Oregon to support resupply sailings to ports in the Arctic while being pushed by two 2,100HP “Point-Class” tugs. The barge was unique in having a wide spoon shaped bow tapering aft from 90' at its widest point at frame 25, a tapered hull under the waterline and a reinforced ice step. The “**Arctic Endeavor**” was converted in 1999 by Duwamish Shipyard to an ABS +A1, ice classed, double-hull oil response barge for use in the Beaufort Sea, northeast of Deadhorse, Alaska. The barge was laid up in Puget Sound at the time of the sale. New owners have renamed the barge “**Tagiuk Provider**” and are promptly returning her to Alaska from whence she came. Marcon has brokered over 100 sales and purchase on behalf of Crowley over the last 30 years, since the 1986 sale of their 132' x 32' x 12' supply boat “**Gulf Mariner**” which had previously been employed in Cook Inlet, Alaska servicing offshore drilling platforms. Marcon has concluded a total of sixteen sales and charters this year including three ocean deck barges. Three 5,000HP+ twin screw and ASD tugs continue to be fixed on previously arranged long-term charters in the U.S. and Latin America. Several additional sales are pending. Marcon has brokered a total of 1,407 vessels and barges for sale or charter over the last 35 years, including 147 ocean deck barges totaling 891,874dwt. (Press Release Marcon)

## BARGAIN SALE OF 80TBP AHTS IN CANADA

Offshore Solutions Limited announces the sale of a 80 tons bollard pull Anchor Handling Tug Supply Vessel in Canada. The vessels is a DP1 MPSV with DNV ice class and stand by/rescue capacity vessel. **General Particulars:** Built 1984/2003; Class DNV +1A1, Supply Vessel ICE-1C, DK(+), DYNPOS AUT (next SS 06/2019!); Due for dry docking. Registry Halifax, Canada; GRT 2704 tons; Net Tonnage 821 t DWT 1329 tons. **Dimensions:** Length o.a. 81.37 m; Length b.p. 71.45 m; Breadth 15.96 m; Depth 7.2 m; Draught, max 6.118 m; Freeboard, min 614 mm. **Deck Cargo:** Deck Area 570 m<sup>2</sup>; Deck Load 1,270 tons; Dimensions 45.5 x 12.8 m; Deck Strength 5 t/m<sup>2</sup>. **Bulk Cargo Capacity:** Fuel 745 m<sup>3</sup>; Liquid Mud 341 m<sup>3</sup>; Brine/Glycol 133 m<sup>3</sup>; Base Oil 341 m<sup>3</sup>; Drill water 620 m<sup>3</sup>; Pot Water 421 m<sup>3</sup>; Dry Bulk 184 m<sup>3</sup> (4 tanks). **Propulsion:** Type Diesel Mechanical; Main Engines 2 x 3,600 BHP; Propellers 2 x 3,000 mm CP; Generators 3 x 350 kW; 2 x 1,672 kW (PTO); Emerg. Generator 1 x 90 kW; Bow Thrusters 2 x 850 BHP Tunnel; Stern Thruster 1 x 850 BHP;



Tunnel, 1 x 500 BHP Tunnel.  
**AH/Towing:** Bollard Pull 85 t; Winch Type Single drum tow winch; Winch Pull 140 T; Winch Brake 190 T; Tow wire 1000m x 54mm; Tow Pins 2; Tugger 1 x 5 t; Deck Crane 1.0T @ 6.0m; Max Speed 12.5 knots 1.0 m<sup>3</sup>/h; Econ Speed 10.0 knots 0.7 m<sup>3</sup>/h. **Standby Rescue Equipment:** Rescue Class 280 Survivors; FRC 1 x 15 person; Rescue Basket 1 x Dacon Scoop.

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## HAVILA TO PUT THREE VESSELS IN LAYUP, CUT 70 JOBS

Norwegian offshore vessel operator Havila Shipping has decided to lay up two PSVs and one anchor handler, and lay off around 70 employees. The vessel owner informed in an Oslo Stock Exchange filing on Tuesday that, as a consequence of the market conditions, the company has decided to lay up two platform supply vessels, **Havila Fortune** and **Havila Borg**, and an anchor handling tug and supply vessel, **Havila Mercury**. Layup of each vessel will take place as soon as practically possible. The company added that, as a consequence, about 70 marine crew will be affected through layoffs and resignations.



The company's PSV **Havila Fortune** is of a MT 6009 MK II design built in 2008 while the second PSV slated for layup, **Havila**

**Borg**, is of a Havyard 832 design built in 2009. The anchor handler **Havila Mercury**, the youngest of the three, was built in 2010 and it is of a Havyard 845 design. Last week, Havila was awarded contract extensions for the PSV **Havila Aurora** and for the Rapid Response Vessel (RRV) **Havila Troll**. The company is in the process of negotiating a new restructuring plan with its shareholders and bondholders and, if the restructuring efforts fail, the likely outcome will be bankruptcy. *(Source: Offshore Energy Today)*

## WINDFARM NEWS - RENEWABLES

### *JAMES FISHER'S VESSEL TO GUARD RAMPION DURING CONSTRUCTION*



James Fisher Marine Services (JFMS), part of James Fisher and Sons plc, has been awarded a guard vessel contract for the Rampion Offshore Wind Farm, which will run for 18 months during the construction of the 400MW project. “With a threat to offshore wind farms being the unguarded wanderings of private and commercial vessels around the site, JFMS will provide a guard vessel to help ensure the safe construction of the wind farm is not inhibited,” the company said. To enable real-time support throughout the 18 month

operation, the vessel operations will be project-managed from the company’s office in Newhaven. The guard vessel adds to the range of services JFMS already delivers to the wind farm, including the installation of two bespoke fabricated pontoons. The 120m pontoons, designed in-house, enable transfer of personnel from shore to ship. Martin Sisley, Managing Director of the Renewables Division in JFMS, said of the project: “This contract shows the breadth of services we are able to offer and the scale of the project we are able to assist with, whilst providing efficiently managed, industry leading marine services. From guard vessels to pontoons and project management, we can use our integrated approach and adapt to any marine operation, providing value to clients via a one stop shop approach.” “We are delighted to have furthered our involvement at Rampion and are looking forward to our future projects in the area,” Sisley concluded. *(Source: Offshore Wind)*

### *SCYLLA GETTING READY TO HELP OUT WITH VEJA MATE TURBINE INSTALLATION*

On Sunday morning, the jack-up vessel **Seajacks Scylla** arrived at the Port of Esbjerg to be commissioned for the upcoming installation of wind turbines at the Veja Mate offshore wind farm in Germany. The vessel is expected to be put into service in January 2017, and will take part in turbine installation at the 402MW offshore wind farm using Port of Esbjerg as the base port. In 2015, Siemens awarded Fred. Olsen Windcarrier a contract to erect Veja Mate’s wind turbines. The company will deploy its jack-up vessel **Bold Tern** on the job. Veja Mate will consist of 67 SWT-6.0-

154 wind turbines. Commissioning is planned to start in 2017 and the project is expected to be operational in late 2017/early 2018. The last of 67 foundations was installed at the end of the last month with the positioning of the last transition piece. Foundation installation began in April 2016 when OWF, part of Boskalis, installed the first monopile at the site by using **Seajacks Scylla**. **Seajacks Zaratan** was used for the installation of the transition pieces. Veja Mate is a EUR 1.9 billion offshore wind project owned by the Highland Group Holdings Ltd, Siemens Financial Services, and CI II managed by Copenhagen Infrastructure Partners.

*(Source: Offshore Wind)*



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## VATTENFALL AND ZITON SEAL OFFSHORE WIND O&M DEAL



Vattenfall Wind Power AB and Denmark's Ziton A/S have signed a three-year framework agreement through which Ziton will become the main provider of jack-up vessels for major component replacements at Vattenfall's offshore wind farms. Both companies agree that this is an important step in the right direction for a more efficient and cost reducing offshore wind market. Working exclusively within offshore wind and being

specialised and dedicated to operations and maintenance (O&M), Ziton is a conscious and easy choice as partner, Vattenfall said. "We believe that signing a three-year contract for a major part of our wind farms with a preferred partner like Ziton will enable us to develop a long-term

cooperation. That leads to a lean and industrialised work processes where we can reuse and refine our learnings cross sites. This will make Vattenfall an even better and more efficient operator,” said Magnus Jansson, Project Manager at Vattenfall Wind Power. O&M plays a vital role in the offshore wind industry and the partnership between the two companies is both cost reducing and work efficient, said Ziton CEO Thorsten Jalk. “We have many years’ experience in all aspects of O&M planning and execution. Being dedicated to O&M, we have optimised the use of our jack-up vessels, and combined with this framework agreement, Ziton will be able to contribute to lowering the costs of operating offshore wind farms,” Jalk said. The lowering of cost is a significant focus point for Vattenfall, Jansson said. “With this new framework agreement, we will secure that we can maintain and operate our turbines at the lowest possible cost and continue to deliver renewable energy at a competitive price,” said Jansson. Ziton, former DBB Jack-up Services A/S, currently owns three vessels, [J/U Wind](#), [J/U Wind Pioneer](#) and [J/U Wind Server](#). *(Source: Offshore Wind)*

## YARD NEWS

### ZALIV SHIPYARD (KERCH, CRIMEA) LAYS DOWN HYDROGRAPHIC SURVEY VESSEL OF PROJECT 19910

Zaliv shipyard (Kerch, Crimea) laid down a hydrographic survey vessel of [Project 19910](#) on 18 November 2016. The shipyard says it is the second ship in the series. The ships of [Project 19910](#) are intended for surveys and installation of nav aids in the coastal areas, including installation / removal of buoys / beacons of all types; maintenance (inspection, recharge and repair) of onshore and floating Aids to Navigation (A2N); hydrographic surveys; transport of various cargoes to



supply shore based ATONs and hydrographic stations on unequipped coast. The ceremony was attended by Deputy Head of RF Navy’s Shipbuilding Department Mikhail Krasnopeyev, Deputy Minister of Industrial Policy of Crimea Boris Kabakov, Director General of Morye shipyard Oleg Zachinyayev, representatives of Kerch authorities. Zaliv shipyard was put into operation in 1938. It is the largest enterprise in the Republic of Crimea and is among the largest shipyards in Russia. Joint Stock Company Shipyard Zaliv specializes in commercial shipbuilding, building of vessels for oil and gas sector, manufacturing of offshore structures and products of ship machine building. The shipyard’s facilities include a slip of 2,300 t in capacity and a 360 m x 60 m dry dock. The share of exports in total sales of the shipyard exceeds 95%. Major customers are Norway and the Netherlands. *(Source: PortNews)*

### SVITZER HAD INTERNAL SEMINAR IN ISTANBUL

Svitzer’s Newbuilding Department had a seminar for the site and project managers in Istanbul on 8th-9th November. Sanmar Shipyards have been chosen as the shipyards for visiting as a part of the seminar this year. After their internal seminar on the 8th November, Members of Newbuilding





Department team visited Sanmar Tuzla Shipyard and Sanmar Altinova Shipyard. During their visit, the HSE Culture, HSE Implementation and Environmental Policy of Sanmar Shipyards have been presented to the managers. The team have also carried out inspection of Quality of the tugs that are under construction for Svitzer.

They have also joined a sea trial on the first tugboat of Sirapinar series, the new 22m design by Robert Allan Ltd. built by Sanmar. (*Press Release Sanmar*)

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## *METAL SHARK TO EXPAND ITS FRANKLIN SHIPYARD*

Louisiana-based shipbuilder Metal Shark has announced an expansion project now underway at its waterfront shipbuilding complex in Franklin, La. To accommodate increased production needs, Metal Shark is erecting a fully-enclosed 200' x 80' large vessel assembly building to enable weather-independent construction of vessels up to 180' in length. In addition, a new standalone office building will provide over 4,000 square foot of space for the yard's executive, engineering, project management



and administrative personnel. Both new buildings are expected to be complete and operational by the second quarter of 2017. A new 150' x 80' auxiliary structure for final assembly was erected in October and is now fully operational. Additionally, a new 160-ton Marine Lift transporter will arrive in January to facilitate movement of boats around the 25-acre yard. Both were funded in part by a Department of Transportation Maritime Administration (MARAD) Small Shipyard grant

awarded in April 2016. As part of the expansion, Metal Shark will grow its Franklin work force from approximately 65 full-time onsite employees today, to more than 100 by Q2 2017. “We’ve grown our Franklin business significantly since opening the facility in 2014,” explained Metal Shark CEO Chris Allard. “Currently we’re in the middle of an 18-unit order for 45’ foreign military patrol boats, we’ve got the first four of our New York CityWide Ferry builds well under way with the first two vessels 100% welded and entering the rigging phase, and we’re finishing out a 60’ DSV for a government customer. With a full slate of new projects scheduled, Franklin will be even busier in 2017 and 2018.” New projects commencing in 2017 at Franklin include a 45’ pilot boat for a Caribbean operator, a multi-boat Navy contract for 50’ high-speed vessels, a 64’ survey boat for the US Army Corps of Engineers, a 70’ supply boat for a Northeast operator, and a 158’ Incat Crowther-designed catamaran for a private client. “Our strategic plan for our Franklin yard is falling into place,” explained Carl Wegener, Metal Shark’s director of commercial sales. “That is, to produce multiple large vessels efficiently and with faster delivery times by leveraging our economies of scale, our military-honed QA systems, and the serialized production methodologies we’ve developed over the course of producing nearly 1,000 patrol boats for US and foreign militaries. Passenger vessel operators, pilot associations, and other clients have been thrilled with our lead times as well as our quality.” Since opening in 2014, Metal Shark’s Franklin shipyard has produced a wide range of monohull and catamaran dive support vessels, fireboats, passenger vessels, patrol boats, pilot boats and port security vessels up to 95’. *(Source: MarineLink)*

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## WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
  - [Van Wijngaarden Marine Services orders second Damen Shoalbuster 3512 in twelve months](#)
  - [More of popular class cross Atlantic](#)
  - [Fleet expansion continues at Fratelli Neri](#)
  - [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](#)

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