

18th Volume, No. 04 **1963 – “54 years tugboatman” - 2017** Dated 11 January 2017
 Buying, Sales, New building, Renaming and other Tugs Towing & Offshore Industry News

MIDWEEK-EDITION

TUGS & TOWING NEWS

HAPPY HOLIDAYS – DENISE IN THE ICE



Happy holidays. ‘Denise in the Ice’ a watercolor by artist and former Foss mariner Steve Mayo of Bellingham is reproduced here and on the company holiday card. Mayo’s painting was one of the winners in the annual competition among artists for the holiday card and for slots in the Foss calendar. Mayo has had a lifelong

interest in maritime art and history. As a youth, he learned to sail on the Columbia River and became fascinated with fishing boats, tugs and oceangoing shipping. His professional career began in 1970 with featured shows while he was working on tugs for Bellingham Tug and Barge, a subsidiary of Foss Maritime. He started his full-time art career in 1975. The **Denise Foss**, christened last spring after it was built at Foss Rainier Shipyard, travelled to the Arctic last summer, delivering a mobile drilling rig to the North Slope. “I was at the christening,” Mayo said. “It’s an ice class tug, and I thought I’m going to do a painting for the calendar, and it needs to be in the ice.” Winning artists retain the right to sell their paintings and receive \$500 from Foss for reproduction rights. *(Press Release Foss)*

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TUG HURON REPOSITIONED TO DULUTH, ASSIST CSL M/V THUNDER BAY DURING ICE BREAKING OPERATION

The Great Lakes Towing Company repositions Tug **Huron** to Duluth, Enhances Capabilities of Current Fleet for Ice Breaking & Towing Services, Essential to Lakers During Winter 2017

The Great Lakes Towing Company repositioned its Tug **Huron** to Duluth, Minnesota on



Monday, January 2, 2017 to enhance capabilities for ice breaking, harbor assist and other services essential to commercial shipping in the Duluth-Superior region. The Tug **Huron**'s first ice breaking operation of 2017 took place late Wednesday evening, January 4th when she assisted longstanding customer, Canada Steamship Lines M/V *Thunder Bay* in the Port of Duluth. The dedicated and dependable harbor fleet in Duluth now includes Tug **Huron** in addition to Tugs **Arkansas**, **Kentucky** and **North Carolina**, giving the fleet "fresh legs" for the upcoming ice breaking battle. This ensures the first-class harbor assist, towing, and ice breaking services that commercial shippers expect in the Port of Duluth will continue for years to come. "The Towing Company offers 365/24/7 service with experienced full-time crews, so that our customers always receive consistent and dependable service. With a Full-Service Lakes-Wide Towing Contract, including ice breaking and our other ancillary services, our customers gain an added level of safety and seamanship to protect their crew, equipment, and the environment; wherever their vessels may call on the Great Lakes. It's added insurance," says Joseph P. Starck, Jr., President, The Great Lakes Towing Company. The Towing Company plans to bring two (2) more former YTBs into service during 2017. These additional tugs will be strategically stationed in other ports where ice breaking services are normally required. *(Press Release)*

FACTS & FIGURES TOWINGLINE 2016



A good habit is to show at the end of the year the results compare with the year before. Towingline, will take the opportunity to inform you regarding the progress they have made last year also. Towingline has made a good year with a growing interest in the website as well as the twice a week Tugs Towing & Offshore Newsletter. The past year shows that the website has been visit by 53,799 visitors which is an average of 147 visitors per day compare with 2015; 52,803 visitors at an average 141 visitors. The total visitors as from the start of the website in May 2009 now are now 399,643.

The articles posted on the website in 2016 are 120 compare with 2015 was 75. The Tugs Towing & Offshore Newsletter made a good year also. The subscribers in 2016 are 1285 compare with 763 in 2014. The newsletter this year is sending out 104 times, one more than in 2015. With four Specials and the Index 2016. The total subscribers receiving the free newsletter are now 9491. The articles taken up in the Tugs Towing & Offshore Newsletter in 2016 are 3,442 compare with 3,311 in 2015. Sponsors – advertisers have reach a total of 29. Towingline’s twitter account has ended 2016 with 393 followers and a total of 1.663 tweets compares with 2015; 282 followers and a total of 1,408 tweets. Towingline has continue in 2016 to post news on Facebook and three related other facebook groups. They has posted their Tugs Towing & Offshore Newsletter on Linkedin and in 10 groups also. This past year has showed no delays in sending of the newsletter thanks to Pro-Digitaal. Towingline is very proud with the above results over the past year and is hopeful to maintain and possibly improve the result in 2017. However without the support of all of you it was not possible to composing the Tugs Towing & Offshore Newsletter. Herewith I take the opportunity to thank you all for your support and wish you all a very Happy, Healthy, Prosperous New Year / 2017 - Hans

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VANE BROTHERS TAKE DELIVERY OF TUGBOAT DELAWARE, FOURTH IN A SERIES OF EIGHT ELIZABETH CLASS 4,200-HP VESSELS



Vane Brothers, a premier marine transportation provider headquartered in Baltimore, Maryland, has taken delivery of the tugboat Delaware. The **Delaware** is the fourth of eight vessels in Vane’s Elizabeth Anne Class of 4,200-horsepower tugboats contracted through St. Johns Ship Building in Palatka, Florida. Next up is the Philadelphia, scheduled for delivery in February. The remaining three Elizabeth Anne

Class tugboats are expected to arrive in intervals before year’s end. “Midway through our contract with St. Johns Ship Building, we are thrilled with the high quality of the four Elizabeth Anne Class tugboats that are now hard-working members of the Vane fleet,” says Vane Brothers President C. Duff Hughes. “The Delaware and her three sister tugs bring heightened performance, crew comfort and safety to the ocean-service towing sector. We look forward to more of the same from the four

remaining tugboats being delivered by St. Johns later this year.” Designed by Frank Basile, P.E., of Entech Designs, LLC, the **Delaware** is a steel-hulled, model bow tug measuring 100 feet long with a 34-foot beam and 13-foot draught. She utilizes two Caterpillar 3516 Tier 3 (“A” Rated) engines, each generating 2,100 horsepower at 1,600 rpm. Two John Deere PowerTech 4045, 99 kW generators deliver service power to the boat; a third John Deere 4045 drives the Intercontinental DD200 towing winch. Along with ample headroom, sound-deadening material and other creature comforts, all Elizabeth Anne Class tugs benefit from such features as bigger and more robust firefighting systems, a top-of-the-line Unlimited Controls alarm system, and the newest SIMRAD Electronics package installed by Rhodes Electronics. Spacious accommodations are available for up to seven crewmembers. Primarily tasked with towing petroleum barges engaged in the North Atlantic coastwise trade, the Delaware is one of two dozen vessels that make up the company’s Philadelphia-based Echo Fleet. The three previous Elizabeth Anne Class tugboats, all of which were delivered in 2016, are among 20 vessels assigned to Vane’s Delta Fleet, also working out of Philadelphia. Vane has approximately 50 tugboats and 80 barges operating out of seven locations along the U.S. East Coast. *(Press Release)* []

TENTOONSTELLING FURIE VERLENGD

De speciale tentoonstelling ter gelegenheid van het 100 jarig bestaan van de **Furie** zou 8 januari eindigen. Vanwege de grote belangstelling wordt de tentoonstelling verlengd tot en met 12 maart. De Furie wisseltentoonstelling besteedt uitgebreid aandacht aan de levensloop van de enige en laatste stoomzeesleper en de bijzondere wending die de carrière van de **Furie** kreeg door haar hoofdrol in de televisie serie ‘Hollands Glorie’ naar



het gelijknamige boek van Jan de Hartog. Zo is ook een groot werkend schaalmodel te zien van de stoommachine. Dit jaar heeft de **Furie** een belangrijke rol gespeeld dat Sinterklaas dit jaar toch cadeautjes door de schoorsteen kon geven. Voor het museum ligt de jarige dame afgemeerd die op zaterdag, zondag en woensdag van 13.30 tot 16.30 uur ook te bezichtigen is. De permanente tentoonstelling geeft een boeiend en interactief beeld van de gehele Nederlandse (zee)sleepvaart. Een mooie gelegenheid om te ervaren met welke toch wel nietige bootjes Hollanders de hele wereld over gingen met hun drijvende lading. Het Nationaal Sleepvaart Museum is geopend van dinsdag t/m zondag van 13.30 – 16.30 uur. Zie ook <http://www.nationaalsleepvaartmuseum.nl>. []

EASTERN SHIPBUILDING GROUP, INC. APPOINTS ADMIRAL ROBERT J. PAPP, JR. U.S. COAST GUARD (RETIRED), AS PRESIDENT, WASHINGTON OPERATIONS

Eastern Shipbuilding Group, Inc. is pleased to announce the appointment of Admiral Robert J. Papp, Jr., U. S. Coast Guard (Retired), as President of Eastern Shipbuilding Group, Inc., Washington Operations. Admiral Papp served as an Officer in the Coast Guard for nearly 40 years, completing



his career as the 24th Commandant of the U. S. Coast Guard from 2010 to 2014. The Coast Guard is the largest component of the Department of Homeland Security (DHS). He was a career cutterman, serving in six cutters, commanding four of them, including the Coast Guard's square rigged sailing ship, USCG Barque EAGLE. As a flag officer, Admiral Papp served as Commander, Coast Guard Atlantic Area; as the Chief of Staff of the Coast Guard and Commanding Officer of Coast Guard Headquarters; as Commander, Ninth Coast Guard District; and as Director of Reserve and Training. Upon retirement from the Coast Guard, he was called to duty at the U.S Department of State as the U.S. Special Representative for the Arctic, where he led U.S. international engagement on Arctic issues. Admiral Papp will represent Eastern Shipbuilding Group, Inc. in Washington, D.C.

and will lead the strategic engagement in intergovernmental and industry operations. This Washington Operations appointment is the first time the 41 year old shipbuilding company has established a permanent presence in the Nation's Capital and it represents a significant step in the company's growth and stature in the marine industry. "As we embark on a number of significant projects that are integral to the maritime security of our country and the continued growth of our company, we are proud to add Admiral Bob Papp to our Team," stated Brian D'Isernia, CEO of Eastern Shipbuilding Group, Inc., "His vast experience in both maritime security operations as well as navigating the challenges of intergovernmental operations will be invaluable and we welcome him to the ESG family." (*Press Release*) □

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SON OF FOUNDERS TELL THE HISTORY OF THE SELVICK TOWING

You are not likely to find any resistance to the claim the green tugboats on the south side of the Sturgeon Bay Canal are a landmark. Not many waterfronts boast a fleet of tugboats. They are like ducks in a row begging for attention. Artists pull up their easels to paint renditions and photographers position themselves for the best perspective like any other attraction in Door County. About 75 people learned more about the history of tugs owned by Selvick Marine Towing Corp. during the Door County Maritime Museum's popular Maritime Speaker Series with guest Steve Selvick on Thursday night. The seven working tugs are moored side-by-side between the Michigan Street and the Maple-Oregon Street bridges in Sturgeon Bay. Their names are **Cameron O**, **Donny S**, **William C. Gaynor**, **Jimmy L**, **Sharon M. Selvick**, **Susan L**, and led by **William C. Selvick**. New to the Selvick fleet, the Gaynor arrived Jan. 3. During the winter, four to six tugs are required to break/crush ice while other tugs push/tow a freighter neatly into berthing at nearby Fincantieri Bay Shipbuilding. Speaker Selvick began the program with a clarification. He is no longer with the

family operation; his sisters Sharon Opiela and Susan Londo run the business. He has stepped back to focus on marine insurance for Door County Insurance Agency Inc. Originally, the triplets purchased the business created by their parents, William and Bonnie Selvick, in 1969. In the past 47 years, it hasn't always been about tugboats. The towing company has operated or purchased barges and freighters under the company's umbrella along



with the 18 tugboats. Steve Selvick outlined the company's rich history in a slide presentation as he stood at the back of the room, making sure he saw every photograph himself. At the same time, it was a personal journey of his family scrapbook. Each vessel requires recognition, inspires a thought or a colorful memory. When Steve arrived at the slide of the [Steven M. Selvick](#) tugboat, he gently put on the brakes. It's the tug of his namesake. "And it's sunk," he smiles. And it is also a treasure. The story goes that after 80 years of service, the tug was intentionally sunk near the Mackinac Bridge spanning Upper and Lower Michigan. It had many names and even served the U.S. Navy in 1946 for a couple of years. It also played an important role in the construction of the bridge in the



1950s and this is its final resting place. It was retired and sold to the Alger Underwater Preserve for \$1 and sunk in 1996. Its primary purpose is for a historical attraction for SCUBA divers. It lies in 65 feet of water and the pilothouse is visible at about 40 feet down. It is also a designation for a glass-bottom boat tour navigating the Munising Bay. As the story goes, a sinking is not easy, or is it? "The tough part," Selvick said, is "everybody had to

approve it." That includes such agencies as the DNR, U.S. Coast Guard and Army Corps of Engineers. "Then they had to take it apart piece-by-piece to inspect it, clean it, and put it back together," Selvick said. When they were nearly finished putting the retired tug back together, an unfortunate incident happened. It accidentally sunk. "They had to raise it, totally take it apart and re-clean it and re-inspect," he said. The ceremonial sinking took place June 1, 1996. The fanfare included commemorative T-shirts, balloons and other souvenirs. Steve was the guest of honor. "It was my moment of fame, I guess," he said, smiling. A visible waterfront tugboat in the canal is the [Donny S](#). The 143-foot, 2,000 bhp horsepower tug was built in 1950 in Texas. It was renamed in 2014. "It's the next chapter," explained Selvick. In 2014, the triplets started selling their business to

marine captain and veteran ship-docking, ice-breaking and towing expert Donny Sarter (and wife Julie). The transition is expected to be completed within the next half-dozen years. They will be joined by their sons Brian and Brett. The next monthly Maritime Speakers Series is slated for 7 p.m. Feb. 2 featuring Richard Purinton on his travel experiences last fall to the Falkland Islands and South



Georgia aboard the National Geographic Explorer. *(Source: Green Bay Press Gazette; Photo: Photo's: Dick Lund/Boatnerd and website Selvick towing).*

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FIRST DAMEN TUG FOR OCEAN



Responding to fleet expansion requirements, Italian towage company Ocean has ordered a **Stan Tug 2608** from Damen Shipyards Group. The contract marks Ocean's first Damen tug purchase. After delivery – scheduled for June 2017 – the vessel will be mobilised for harbour towage duties in the port of Monfalcone. Ocean delivers tug, towage and offshore services in the northern Adriatic Sea. It is part of the larger Ocean Group

headquartered in Trieste, Italy. Ocean Managing Director Mrs Michela Cattaruzza Bellinello explains the company's motivations to purchase its first Damen tug: "We are very aware of Damen's high standards. And for us, compared to the rest of the market, the price was very competitive.

Furthermore, the fact that the delivery is extremely fast is very attractive." "We bought a Stan

Pontoon from Damen a couple of years ago and have been satisfied with the performance since then,” she continues. “Damen is efficiency.” *Extensive feedback* Stan Tugs are one of the mainstays of the Damen portfolio. They benefit not only from Damen’s own shipbuilding experience, but also from considerable hands-on feedback from vessel owners and operators from around the world. The Stan Tug 2608, in



particular, is an ideal vessel for harbour towage and vessel assistance roles. Its broad wheelhouse offers an all-round view of operations and an unobstructed deck creates a safe working area for the crew. *Italian flag requirements* “What’s more, this 26-metre Stan Tug delivers an impressive 45-tonne bollard pull,” says Damen Regional Sales Manager Andrea Trevisan. “It is a real Damen workhorse – and because we build vessels on stock, we can offer fast deliveries at competitive prices.” The tug will be built at Damen Song Cam Shipyard. To meet Ocean’s required specifications, the yard will make a number of modifications to the standard vessel design. These include the addition of a 600m³ FiFi installation and an aft winch as well as further adjustments necessary for Italian Flag notation. “This is a very special order for us,” continues Mr Trevisan. “It is very fulfilling to sell our first tug to this prestigious Italian company. Ocean is a leader in the northern Adriatic and we look forward to seeing this vessel in action there.” *(Press Release)*

BEGINNING OF OPERATIONS IN BAIE-COMEAU



January 1st, 2017, Océan Remorquage Côte-Nord (ORCN), an Ocean related corporation, begin a management contract for the company Cargill. ORCN provides its expertise in management of towing operation and ship maintenance to Cargill that operates the tug **Pointe Comeau** at its Baie-Comeau terminal. *(Press Release)*

SEVENTY-FOUR FOSS VESSELS RECOGNIZED FOR ENVIRONMENTAL EXCELLENCE

With a combined 843 years without an incident, 74 Foss Maritime and subsidiary companies’ tugs and tank barges have been recognized by a major maritime organization for their environmental records. The Chamber of Shipping of America (CSA) announced the 2016 Environmental

Achievement Awards honoring the Seattle-based company's work on Nov. 2, 2016, in Washington, D.C. Foss and its sister companies have 37 vessels with 10 or more years without an environmental incident, with 11 of those vessels achieving 20-plus years of environmental excellence. "We are truly honored by this award, since it underscores our dedication to the highest safety standards and care for the environment," said Foss President John Parrott. "These values are an important part of our corporate culture and also what our customers demand." The awards are open to all owners and operators of vessels that operate on oceans or inland waterways. "Foss' commitment to safeguarding the environment is something that we take great pride in," said Susan Hayman, Vice President of HSQE and External Affairs at Foss. "We engineer and build our state-of-the-art vessels to exceed environmental and safety requirements. It's this commitment that helps make Foss an industry leader." "These awards celebrate the dedication to environmental excellence of our seafarers and the company personnel shore-side who operate our vessels to the highest standards," said Kathy J. Metcalf, president of CSA, praising the award recipients for their commitment to serving as stewards of the environment. A list of the vessels receiving the 2016 Environmental Achievement Award is posted on CSA's website www.knowships.org. Click on "News & Events," then "Press Releases." (*Press Release Foss*)



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TWO MALAYSIAN HARBOUR TUGS ORDERED



Two harbour tugs have been ordered for Malaysian operations. The 31m vessels have been ordered from the Tuong Aik Shipyard, which is located in Sibu Sarawak, Malaysia. The two vessels will each be 396 tonnes with 11.5m breadth and 5m draught, according to UK-based

shipbrokers. Neither the price, nor the owner of these newbuildings were revealed. But they will operate under the Malaysian flag and in a Malaysian port. This is a change for Tuong Aik Shipyard as it has been active in building offshore support vessels on the northern coast of Borneo this decade. It has constructed 154 offshore vessels, including multipurpose support vessels, supply ships and anchor handling tugs. The shipyard has its own designs and uses a full suite of design and engineering software, which is integrated with ship construction systems. It said the software saves the shipyard around 40 to 50 per cent in productivity. *(Source: Tug Technology and Business)*

ACCIDENTS – SALVAGE NEWS

BUNKER TANKER AGROUND OFF NOVA SCOTIA

A bunkering tanker ran aground off Little Pond, Nova Scotia, Canada, on Sunday morning after her main engine failed. The Canadian Coast Guard says the **Arca 1**'s six crew members have been rescued, and the hull of the tanker does not appear to be seriously damaged. The unladen tanker was en route from Cap-aux-Meules to



Sydney, Canada, on her way to Mexico and had 15 tons of fuel oil on board. Anne Miller, spokeswoman for the Canadian Coast Guard, said the tanker was heading into Sydney, as it had expected some mechanical difficulties. So far, no pollution has been reported, but a storm has pushed the vessel closer to shore. Local authorities are monitoring the situation, and environmental response groups are now involved. The tanker is operated by Mexican company Petroil Marine. Vessel Finder reports that the 53-meter (174-foot), 793 gross ton tanker was built in 1963 and currently sails under the Panama flag. *(Source: Marex)*

TUGS TOWING COAST GUARD CUTTER SPAR, DISABLED FISHING VESSEL BACK TO KODIAK, ALASKA

The commercial tug **Anna-T** took the Coast Guard Cutter **Spar** into tow 230 miles southeast of Kodiak Saturday afternoon and is in transit to Kodiak. The Coast Guard Cutter **Hickory**, a 225-foot seagoing buoy tender home ported in Homer, arrived on scene and will escort the **Anna-T** and **Spar** during the transit to Kodiak. The commercial tug **Chahunta** is scheduled to take the fishing vessel **Lady Gudny** into tow later this evening. Initially, the **Lady Gudny** experienced fuel filter issues at sea after midnight Thursday and became disabled and adrift. The **Spar** was directed to get underway to provide assistance. As the **Spar** prepared to bring the **Lady Gudny** into tow Friday afternoon the towline separated, which entangled the **Spar**'s propellers and caused the cutter to become disabled. The four people aboard the **Lady Gudny** were airlifted by a Coast Guard Air Station Kodiak MH-60T aircrew and safely transported to Kodiak with no medical concerns, Friday afternoon. The crews of the Coast Guard Cutters **Douglas Munro** and **Hickory** were directed Friday to get underway and the Coast Guard Cutter **Alex Haley** was diverted to assist the crew of the **Spar**. The Coast Guard Cutters



Sycamore and **Maple** were on standby to respond and assist if necessary. Weather was reported as 10 to 12-foot seas and 17 to 20-mph winds. “Due to the extreme conditions in the Alaskan maritime environment, it is even more important everyone wear their life jackets and ensure proper vessel maintenance for safe ocean transits,” said Adam De Rocher, command duty officer, 17th Coast Guard District. *(Source: USCG)*

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SHOCKING VIDEO SHOWS VESSEL CAPSIZE AT LAUNCH; SEVERAL PEOPLE SEEN ON DECK

A shocking video posted online shows the moment a brand new offshore vessel capsized during its launch at a shipyard. I counted at least five people on the deck of the vessel when it rolled over without warning. A gif of the video was posted to the site Imgur last week, but no details about the incident have come to light so far. A tarp can be seen covering



the name of the unidentified vessel. Do you have anything to add to this story? Email tips@gcaptain.com. Watch the video [HERE](#) *(Source: gCaptain)*

TUG DISABLED IN BRUNSBÜTTEL



The "**Parat**" was disabled at the Elbe Port Brunsbüttel by a towing wire which had been caught in the propeller. On Jan 8 the ship was taken alongside the tug "**Felix**" and towed to the Mützelfeld Yard in Cuxhaven where it docked at 1.15 p.m. to remove the obstruction. *(Source: Vesseltracker)*

RUSSIAN DIVING VESSEL UGLICH SENT TO ASSIST GROUNDED TANKER ARAKS IN CASPIAN SEA

The Russian diving vessel **Uglich** initiated survey of the grounded tanker **Araks** in Caspian Sea off Cape Sandy in Karakiya district, Kazakhstan. The divers will inspect the underwater condition of the hull and will consider the removal of the wreck from the shallows. The grounded tanker **Araks** is threat to the marine environment of the Caspian Sea. The local authorities followed inspection of the vessel and estimated that there was no immediate risk for sinking or caused



oil leak. However, according to their Russian counter-parts, the ship raises the risk of causing significant environmental damage to the marine environment of the Caspian Sea, as on board there are over 550 tons of oil products, waste oil, bilge water and contaminated soil. After several calls to the shipowner of the grounded tanker by the Russian and Kazakhstan's authorities, there was no reaction. After almost two months being stuck into the shallow, the Marine Rescue Service Rosmorrechflot initiated the salvage operation and dispatched the diving vessel **Uglich** to inspect the underwater condition of the tanker. Refloating is considered for recent days. The Russian vessel Uglich (IMO: 9587403) is used by divers and managed by Caspian branch of Marine Rescue Service Rosmorrechflot. The ship has overall length of 39.00 m, moulded beam of 8.00 m and maximum draft of 2.50 m. The deadweight of the ship is 45 DWT and the gross tonnage is 367 GRT. The reefer crude carrier **Araks** (IMO: 8909862) is owned and operated by the Russian shipping company Trans-Caspian, which is headquartered in Makhachkala. The vessel has overall length of 49.00 m, beam of 9.00 m and draft of 3.80 m. The gross tonnage is 617 GRT. *(Source: Maritime Herald)*

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

FISHING VESSEL ABLAZE OFF FAROES



The “**Vesturland**” caught fire on Jan 7, 2017, about 80 miles southwest of the Faroes islands. The crew of 10 was evacuated by a helicopter of Atlantic Airways. The patrol boats “**Brimil**” and “**Vædderen**” were deployed to the blazing ships. The “**Vædderen**” arrived on scene at 5.30 p.m., but due to the severe weather and the immense heat of the fire she could not intervene. At 10.30 p.m. the “**Brimil**” started fighting

the fire but to no avail. In the morning of Jan 8 the fire had calmed down a bit, and the “**Vædderen**” could start spraying foam onto the hull from a dinghy. The blazing fishing vessel was then taken in tow by the “**Brimil**”. (Source: *Vesseltracker*; Photo: *MRCC*)

TOWBOAT ARIES ENGINE FIRE

The 146 meter long towboat **Aries** with two barges caught fire in the lock at Terneuzen, Netherlands. The **Aries** was headed to Ghent from Hansweert when a fire broke out in the engine room. The crew attempted to extinguish the blaze before calling the local fire brigade for assistance. The fire brigade was able to extinguish the fire an hour later. Both the master and the crew had minor injuries from smoke inhalation and required medical assistance. The fire caused minimal damage and the **Aries** was able to continue on its voyage a



few hours later. No reports of pollution released. Watch the video [HERE](#) (*Source: Shipwreck Log; Photo: PZC.nl*)

DANISH COASTER LEAK IN GERMAN WATERS



The Danish coaster **Frem Nordica** sprung a leak on Thursday, 5 January, while it was in the German waters during a voyage from Amsterdam to Aarhus. Large amounts of water entered the ship through

a leak in the bow. The water intrusion drew the stern down, but the crew managed to get **Frem Nordica** to safety in the German port city of Cuxhaven, before the dangerous situation developed into a shipwreck. In the harbor lay the bunker vessel Herta ready and by using its powerful pumps it quickly succeeded in pumping the water - about 25 cubic meters - out of the Danish coaster. The German Wasserschutzpolizei are investigating **Frem Nordica** to find the cause of the leak. Maritime Denmark spoke with the ship's captain on Friday: "I have the authorities on board right now, so I must just wait," he stated by telephone from Cuxhaven. Nor the ship's charter Baltica Shipping, can provide more information on the situation. "The phones chime right now. We will return if we have something to say ", said Baltica Shipping, based in Hundested. **Frem Nordica** is owned by the company Frem in Dronninglund. The 79 meter long coaster, built in Holland in 1986 and has a tonnage of 1,601 DWT, is the company's only ship. (*Source: Maritime Denmark*)

OFFSHORE NEWS

SOLSTAD CONSTRUCTION VESSELS FIND OFFSHORE WIND WORK

Norwegian supply vessel company Solstad Offshore has entered into a contract with Dutch energy company Dong Energy Wind Power for charter of Soltad's multipurpose construction vessel (CSV) **Rem Installer** and a second CSV down the road. Solstad Offshore announced Friday that the contract for the **Rem**



Installer covers a firm period of 23 months with a six-month options. A second CSV will be selected at a later stage for a firm period of 7 months with an 8-month option, the company said. The contracts will commence in February 2017 for the **Rem Installer**, which will be renamed **Normand Jarl**. The contract for the second vessel will commence April 1, 2017. Solstad Offshore said in its announcement that the contract is strategically important for the company's continued commitment to the renewable energy segments. (*Source: gCaptain*)

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SEACOR TO TAKE DELIVERY OF FSV FROM GULF CRAFT



Seacor Marine LLC is set to take delivery of the 194'x32'x15' aluminum fast support vessel **Liam J. McCall** from Franklin, La.-based Gulf Craft LLC. Designed by Incat Crowther, the new FSV is part of what Seacor calls its Express Plus-Plus Class FSVs. The **Liam J. McCall** has a 9.08' draft

and is designed to carry a crew of 16 and have passenger capacity for up to 58 offshore workers. Its mission is high-speed passenger and cargo transport and emergency evacuation. The **Liam J. McCall** has tankage for 62,700 gals. of fuel oil; 5,600 gals. water; and 650 gals. lube oil. In addition, the FSV's rear cargo deck measures 125'6"x26'6" and can haul up to 350 LT of freight. Besides carrying people and cargo, the boat has a need for speed. Main propulsion for the FSV comes from five Cummins QSK60 diesel engines, producing 2,680 hp at 1,900 rpm each. The mains connect to HamiltonJet HT810 waterjets through Twin Disc MGX-61500SC marine gears with 2.56:1 reduction ratios. The package gives the boat a light speed of 37 knots and a loaded speed of 25 knots. There are also three Thrustmaster 200-hp tunnel thrusters for added maneuverability around offshore structures. "These boats are designed to help us compete against the helicopter world," said Robert Clemons, Seacor's vice president and COO. "We have no trouble competing with our competitors' boats, but these put us in the running for the helicopter business too." Seacor's Express Plus-Plus Class FSVs' passenger features include USB and 120v receptacles for charging portable electronic devices, beverage console, bigger seats with additional incline, extra headroom, snack bar, LED accent lighting with solar options, recessed lighting, and seats on a track for custom configuration. HamiltonJet also handled the steering system and controls for the **Liam J. McCall**. Furuno's navigation and communication system takes care of the boat's electronics needs. Other systems installed include FiFi 1, DP-2, ride control, and VSAT. Ship's service power is the responsibility of three Cummins QSM11 gensets, sparking 290 kW of electrical power each. The **Liam J. McCall** is ABS classed Maltese Cross A1 HSC crewboat, AMS, DP2 Fire Fighting Capacity. Clemons said Seacor has three more fast support vessels coming from Gulf Craft and two larger catamarans from Armon Shipyards, Asturias, Spain. "Total of five at present," he said. (*Source: Workboat.com*)

TULPAR

Built by Ulstein Verft in 2002 for BUE Marine. The combined icebreaker, supply vessel and standby vessel for very shallow waters was built in 10 months. The shipowner chose Ulstein Verft because they could not find any other yard with the competence to build such an advanced ship within their very tight time schedule.



'Tulpar' has a draught of just 2.5 m, and is able to take on a deck load of 500 tonnes. It is supplied with four independent thrusters to be able to manoeuvre in the ice. It was very important that the 'Tulpar' was delivered on 16 September 2002 and not one single day later. The vessel needed to commence her journey from the northwest coast of Norway to the Caspian Sea via rivers and channels from St Petersburg, before the rivers started to freeze. The vessel was delivered two days ahead of schedule, on 14 September 2002. Being 21 m wide, there was a potential problem transporting the vessel to the Caspian Sea, as the channels are only 16 m wide. The solution was to mount the side sections and bridge wings after the vessel's arrival in Astrakhan, supervised by a site team from Ulstein Verft. 'Tulpar' is rare also by having a male 'lady sponsor'. The only other vessel in the ship construction history at Ulstein is Yno 11, Torulf. Stig Slettebakk at Ulstein Verft supervised the final construction work, and was asked by the Russian project manager, Mr Ingatov, to be the 'godmother' of 'Tulpar'. In the photo below, he is preparing the champagne bottle together with Mr Ingatov. The others are the Russian QA manager and his assistant, and Roy Lindseth at Ulstein Verft. Managing director Carl Rolaston at BUE Marine Limited sent Ulstein Verft an email after delivery, honouring the yard for a 'fantastic and high-standard vessel which was delivered on an impossible schedule'. 2016: Still active - IMO 9263083. Owner is BUE Marine, Edinburgh, UK. Manager is BUE Kazakhstan, Aktau, Kazakhstan. Flag: Aktau, Kazakhstan. (Source: Ulstein)

STARTING OUT THE NEW YEAR RIGHT – SALE OF OCEAN DECK / TANK BARGE



Marcon International, Inc. of Coupeville, Washington started out the New Year right with the sale of the ocean-going, combo deck / tank barge 'PCC Provider' on 3rd January to Alaskan buyers. The 5,451mtdw, 250' x 74' x 19' depth barge was specifically designed by Dixon Naval Architects and built in 1999 by CSC Jinling Shipyard in Nanjing, Jiangsu, China for transport of up to 6,200 short tons of limestone rock on deck and/or approx. 1,000,000 U.S. gallons of liquid slurry in 10 double-hull, cargo tanks with corrugated bulkheads, and fitted with agitator impellers, centerline piping and access tunnel. The double raked barge was heavily built with a 7/8" plate deck and 5/8" side & chine, and 3/8" bottom

and fitted with twin towing skags and a small push notch aft. The limestone rock was contained on deck by a 2.438m high, 3/8" steel cargo box on three sides. The aft underdeck pump and machinery room contain two Goulds 800gpm electric cargo pumps and two 320kW generators driven by CAT 3406 diesels. **PCC Provider** is classed ABS +A1 Tank Barge Unrestricted Service, expiring 30 September 2018. While U.S. flag, the barge being foreign built, was not involved in U.S. Coastwise Trade. Marcon acted as sole broker in the transaction and has represented buyers in previous transactions. This was the 148th ocean deck barge totalling 896,651dwt brokered for sale or charter in the last 36 years. *(Press Release)*

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POLARCUS IN 3D SEISMIC PROJECT OFF WEST AFRICA

Marine seismic acquisition company Polarcus has received a letter of intent for a broadband 3D marine seismic acquisition project offshore West Africa. Polarcus announced the deal on Monday, however, the company did not reveal the identity of the client nor financial terms of the deal. The company did say that the project should start in the first quarter of 2017 and that it would run for approximately one month. Further details



regarding the survey were also left undisclosed. During the first quarter of this year, the company will also begin two other projects. Namely, Polarcus will begin working on a 3D marine seismic project in the Asia Pacific region, according to a contract awarded in November, and on a for a survey offshore South America, awarded in December. *(Source: Offshore Energy Today)*

SAPURAKENCANA AWARDED \$300M OF NEW CONTRACTS

Malaysia's SapuraKencana Petroleum says its subsidiaries has been awarded contracts with a combined value of around \$300m. SapuraKencana Subsea Services has been awarded a two-year contract for the provision of underwater services for Petronas. SapuraKencana GeoSciences has also



been contracted by Petronas for the provision of soil investigation services. The contract is for a period of one year with a one-year extension option. SapuraKencana TL Offshore has secured a contract from Hyundai Heavy Industries for the provision of offshore installation works which is scheduled to commence in the first quarter of 2017. It also secured a one-year contract from Repsol Oil & Gas Malaysia for the provision of

transportation and installation of pipeline, substance and topside for Bunga Pakma Development Project. Lastly, SapuraKencana Drilling has been awarded a contract by Brunei Shell Petroleum for the provision of its tender assist drilling rig SKD Alliance. The contract is scheduled to commence in April 2018 for a firm period of 5 years with options to extend for an additional 5 years. *(Source: Splash24/7)*

TOTAL EXTENDS ENERGY SCOUT PLATFORM SUPPLY VESSEL CHARTER

Norway's shipowner Golden Energy Offshore Services AS has secured a new contract for its **Energy Scout** platform supply vessel. The firm contract, set to expire on June 30, 2017, is with Total in Nigeria, and is in direct continuation of last firm contract. After the expiration in June, Total will have an option to extend the contract for the 72 meters long vessel for another six months. Golden Energy Offshore Services said that **Energy Scout** has started the work, without revealing further details. The **Far Scout** has been working for Total E&P Nigeria since July 2015, performing general supply duties. *(Source: Offshore Energy Today)*



ATLANTIC OFFSHORE ELECTS ODFJELL MAN AS NEW CFO

Shipping company Atlantic Offshore has named a new chief financial officer (CFO). The company said on Friday, December 6 that Andreas Lian Kvam joined Atlantic Offshore Management as CFO on January 1, 2017. Kvam has 10 years experience from the shipping and offshore industry including working as Business Controller in Odfjell SE and Finance Manager in Ocean Rig. He holds a M.Sc in Business Economics (Siviløkonom) from NHH, as well as a CFA and executive MBA in Finance, also from NHH. The group currently operates 15 vessels in the North Sea, mainly focused on emergency



response and rescue and platform supply vessels markets. Back in April last year, Atlantic Offshore sold most of its operations and subsidiaries to Aegopodium AS, a new company owned 100 percent by H. Ogreid & Sonner, to secure continued operations and contractual obligations towards its customers. The agreement included transfer of the shares to the buyer in Atlantic Offshore Gamma AS, Atlantic Offshore Alpha AS, Atlantic

Offshore Epsilon AS, Atlantic Offshore Eta AS, Atlantic Offshore Zeta AS, Atlantic Offshore Management AS and Atlantic Offshore Crew AS. Over the course of the last two years, Atlantic has been selling its older vessels, mostly for recycling, including [Ocean West](#), [Ocean Clever](#), [Ocean Swift](#), [Ocean Sun](#), and [Ocean Produce](#). (Source: *Offshore Energy Today*)

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VROON SHEDS EMERGENCY RESCUE AND RECOVERY VESSEL

Dutch shipping company Vroon has sold one of its emergency rescue and recovery vessels to an unknown buyer. According to information provided by VesselsValue, Vroon sold the [VOS Northwind](#) ERRV on Tuesday, January 3, for an undisclosed sum. The vessel was built by Japanese



Shimoda Dock Yard in 1972 and converted in 1977. The [VOS Northwind](#) is a Survivor Class group B vessel equipped to handle up to 300 survivors and has an accommodation capacity of 16 persons. It is 50.33 meters long, 11.58 meters wide, with a net registered tonnage of 252 tonnes and a gross tonnage of 645 tonnes. (Source: *Offshore Energy Today*)

VBMS HIRES SIMON MØKSTER'S STRIL SERVER VESSEL



Norway's Simon Møkster Shipping has secured a new contract for **Stril Server** with VBMS, a subsidiary of Dutch offshore contractor Boskalis. The contract will start in April 2017 and is for five months plus options. According to the shipowner, the vessel will assist VBMS in the North Sea. Simon Møkster said this is its first contract with VBMS "giving the company another foothold in the offshore contractor market." The

Stril Server is a subsea/windmill support vessel delivered in 2014. It has 70 tons AHC crane, ROV hangars and accommodation for 90 persons according to SPS guidelines. *(Source: Offshore Energy Today)*

PACIFIC RADIANCE FINDS MIDDLE EAST WORK FOR FIVE OSVs

Pacific Radiance, a provider of integrated offshore marine support services, has recently inked multi-year contracts worth up to \$68 million, including options, in the Middle East. The company said on Tuesday that, under the multi-year contracts with independent and national oil companies, five of the group's offshore support vessels (OSVs) will support production campaigns in the Arabian Gulf.



These vessels, which were previously off-hire, have already started work, adding to the group's overall vessel utilization, the company added. Pang Yoke Min, the Executive Chairman of Pacific Radiance, said: "This prolonged downturn has been more severe than any, the oil & gas industry has ever experienced. At Pacific Radiance, we have been taking steps since the onset in 2014 to ensure that our business remains sustainable in the current adverse operating conditions." Besides the Middle East, Pacific Radiance also made further inroads into Mexico which recently liberalized its offshore oil & gas sector, allowing private and foreign direct investments and equity participation. Just last month, the group transferred its key operations and assets in Mexico to Navigatis Radiance, its 50%-owned indirect joint venture with Navigatis, to sharpen its position for growth opportunities in that market. Navigatis is a special purpose entity established by Axis Capital Management which manages \$1.5 billion of assets. *(Source: Offshore Energy Today)*

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NEW ACCOMMODATION UNIT SERKEBORG INSTALLED



Recently a new accommodation unit was installed on 'Serkeborg', a vessel from the Wagenborg Offshore fleet. With this new unit the accommodation facilities are expanded from 12 to 24 people, including 11 crewmembers. The expansion is part of the conversion of 'Serkeborg', which is executed

upcomin weeks. Shipyard Royal Niestern Sander is converting the vessel into a so-called diving support vessel. 'Serkeborg' wil play a major role in subsea and dive operations. The conversion of 'Serkeborg' is thoroughly engineered by a close cooperation between the Wagenborg Projects & Newbuilding department and shipyard Royal Niestern Sander. *The major conversion comprises the following items:* converting the vessel into a DP2 vessel; installation of a fire-fighting unit; installation of a four point mooring system; installation of a diving decompression chamber; installation of a moon pool; upgrade of the crane to a capacity of 25 tonnes at 10 metres outreach.

(Press Release)

WINDFARM NEWS - RENEWABLES

SEACAT SERVICES PREPARES FOR 2017 OFFSHORE WIND RUSH

Class-leading offshore energy service vessel (OESV) operator, Seacat Services, has invested heavily in its operational team and logistical support infrastructure, based on the Isle of Wight. Ahead of the major offshore wind construction phase beginning in April this year, the business has moved into a new purpose-designed headquarters in Cowes and continued to strengthen its support team. The investment represents a further commitment to supporting local industry on the Isle of Wight, in conjunction with successful regional training initiatives and an ongoing, highly productive six-year relationship with local boat builder South Boats IoW. The new facility in Cowes has been part-funded by a grant from regional development agency, the Solent Local Enterprise Partnership (LEP), and will help to further enhance the opportunities provided by the regional offshore wind supply chain. With a number of high-profile multi-gigawatt offshore wind developments poised to enter construction from April 2017, the industry is preparing for a prolonged period of heightened activity. Keeping installation schedules on track for the largest offshore wind farms in the world to

date will demand the highest standards of availability and versatility from the UK and wider European supply chains. For OESV operators, balancing the requirements of long-term crew transfer and logistical charters is not simply a matter of maintaining a fleet of highly capable vessels; it also depends heavily on the aptitude of skippers and crew, and the ability of shore-based teams to deliver exceptional management and maintenance support. Seacat Services' new headquarters have



been designed to significantly increase the on-site storage and service options available to the business, including extensive equipment stores and workshop facilities for in-house repairs. These facilities will allow Seacat Services to rapidly mobilise major core components, including spare engines, which are held on-site. These facilities are accompanied by an expanded suite of offices from which the Seacat Services onshore team can continue to deliver project management support via its proven integrated management system. The team itself has continued to expand in line with recent and upcoming activity and ahead of the launch of two new vessels, which will increase the fleet to 14. "While it has, to all intents and purposes, been 'business as usual' at Seacat Services over the past few months, behind the scenes we have simultaneously been gearing up for what is likely to be the busiest period of offshore wind construction to date," said Ian Baylis, Managing Director, Seacat Services. "In practice, that means not only upgrading the 'hardware' that makes our logistical operations possible with our new facility, but also the 'software' in the form of talented personnel who will play a crucial role in driving operations forward over the coming years." "In doing so, we're delighted to demonstrate our ongoing commitment to creating opportunities for the local community on the Isle of Wight. We are extremely grateful to the Solent LEP for the funding support that has helped us make this happen." February will see the official acceptance of game-changing first of class High Speed Utility Vessel (HSUV), [Seacat Enterprise](#), into the Seacat Services fleet. The acceptance ceremony is to be preceded by an 'open house' week during which interested parties will be able to tour the new headquarters and view the vessel. For further information, please contact info@seacatservices.co.uk. (*Press Release*)

FIRST DUDGEON TURBINE IN PLACE

A2SEA's wind farm installation vessel [Sea Challenger](#) has installed the first turbine on the 402MW Dudgeon offshore wind farm situated some 32 kilometres off North Norfolk, UK. The first out of the 67 Siemens 6MW turbines was installed on Saturday, 7 January. For the next months, the vessel will install the turbines being shipped from Green Port Hull. This is the first time the Port of Hull will be used as a load out port for an offshore wind project, A2SEA said. Jens Frederik Hansen, CEO at A2SEA, said: "We have wide experience in handling the Siemens 6MW turbines, but it cannot be done without good team work. It is a great pleasure to once again work together with Siemens, but also our renewed cooperation and partnership with Statoil, which started on their first offshore wind project Sheringham Shoal, and now continues on the Dudgeon project." Prior to heading to



Hull and loading the first batch of turbine components, **Sea Challenger** had been used for offshore accommodation during completion and commissioning of the offshore substation at the site. The Dudgeon offshore wind farm is owned by Statoil (35%), Masdar (35%) and Statkraft (30%). Statoil is developing the Dudgeon offshore wind farm and will continue as its operator when it starts generating electricity in early 2017. The full

commissioning of the wind farm is expected by late 2017. (Source: *Offshore Wind*)

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BRAVE TERN READY TO INSTALL FIRST WIKINGER WIND TURBINES

Installation of first wind turbines at the Wikingier offshore wind farm is set to start as soon as weather conditions allow. First wind turbine components have been loaded onto the jack-up vessel **Brave Tern** at the Port of Sassnitz-Mukran, and the vessel is now waiting for a weather window to sail out to the offshore construction site and to erect first Wikingier wind turbines, a spokesman from Iberdrola told Offshore WIND. According to Mukran Port, **Brave Tern** berthed at the port on 5



January for the load-out of components. In 2015, Fred. Olsen Windcarrier signed a contract to install 70 Adwen 5MW wind turbines at the offshore wind farm in the Baltic Sea. At the end of November 2016, final jacket foundations were sent off to the Wikingier site and first components of

Adwen 5MW wind turbines arrived at the Port of Sassnitz-Mukran. The EUR 1.4 billion project is Iberdrola's first offshore wind farm in German waters. The Wikingen wind farm is scheduled to be operational by the end of this year. *(Source: Offshore Wind)*

WIND INNOVATION ASSUMES POSITION AT VEJA MATE



C-bed's floating hotel **Wind Innovation** has started 2017 by heading off to the German North Sea and starting a new charter on the 402MW Veja Mate offshore wind farm. The new project is located 95 kilometres off Borkum Island. In total, the wind farm will comprise 67 Siemens 6MW turbines. The project is expected to be concluded within 7-10 months and when fully commissioned, the wind farm

will provide electricity for 400,000 German homes every year, C-bed said. By applying her purpose built walk-to-work concept, Wind Innovation will make up an integrated part of the entire installation setup. Throughout the project period, C-bed will use Esbjerg, Denmark, as base port for crew change and loading of fresh supplies. As reported earlier this week, wind farm installation vessels **Seajacks Scylla** and **Bold Tern** arrived in Esbjerg and started loading the first turbine components to be installed at the site. 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. The wind farm is expected to be fully operational by late 2017/early 2018. *(Source: Offshore Wind)*

DREDGING NEWS

HEUVELMAN IBIS SIGNS CONTRACT FOR DAMEN CUTTER SUCTION DREDGER 350

On 22nd December, Damen Shipyards Group signed a contract with the Netherlands-based dredging company Heuvelman Ibis for the delivery of a Cutter Suction Dredger (CSD) 350 and 2 Booster Stations (BS) 350. Heuvelman Ibis will initially put the dredger to use on a canal dredging project in the province of Groningen in the north of



the Netherlands. For undertaking the dredging project, which covers the extraction of approximately 220,000m³ sediment from the Winschoterdiep canal, the client selected a Damen **CSD 350**. This heavy duty dredger design is a standardised vessel that Damen builds in series and keeps on stock in order to ensure a fast delivery. Although the CSD 350 is a series built dredger, there are a number of options available to suit individual client requirements, such as the inclusion of a spud carriage system and anchor booms. Heuvelman Ibis Managing Director, Erik Stuu, said: “Having worked with Damen on several occasions in the past we have every confidence in their capabilities, not only to deliver us a reliable vessel, but also to deliver ongoing service and assistance.” Damen Sales Manager Vincent de Maat: “We are very proud to be delivering this vessel to Heuvelman Ibis. We are looking forward to working on making this dredger to the client’s exact requirements and to continuing our excellent relationship with them following the handover in Q2 2017.” *(Press Release)*

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TWO ASIAN SHIPYARDS TO CLOSE



Singapore-based offshore services company Vallianz has closed its repair and maintenance shipyard in Singapore, and the move will soon be followed by another closure in the region when Hyundai Heavy Industries closes its Gunsan yard. Vallianz will consolidate its yard operations in Batam, Indonesia, citing slower market conditions for its streamlining initiative which

includes the closure of non-core business units so that it can focus on vessel chartering. Other closures include the group’s third party crew management and travel services. The Batam marine base will continue to service the group’s fleet and support its chartering activities, particularly in the Middle East. *South Korean Suffering Continues* Media reports indicate that Hyundai Heavy Industries will cease operations at its Gunsan Shipyard in March, a move first touted last year. The Gunsan yard is a relatively new operation that started up nearly 10 years ago. Its 650 employees

have been offered voluntary redundancy. Workers that choose to stay will be transferred to the company's Ulsan shipyard. The yard, located in Jeonbuk Province of South Korea, was opened in October, 2007, with ship block construction starting in April, 2008. The shipyard was equipped with a building dock of one million dwt class and a crane of 1,650mt, capable of building 12 to 14 large ships annually. South Korea's Samsung Heavy Industries, Hyundai Heavy Industries and DSME years reported combined losses of \$7.5 billion last year. The order backlog held by South Korean shipyards fell to the lowest level in over 13 years in December, according to Clarkson Research Services data. *China Could See More Yard Closures* In November, China set new requirements for its "White List" of shipyards that are likely to reduce the number of the state-approved yards to 59, down from 71 – a continuation of the trend towards consolidation in the sector. Since then, seven Chinese shipyards have formed an alliance to share rig building resources. The China Offshore (Deepsea) Industry Alliance, was established on December 28, 2016, and includes Yantai CIMC Raffles, Shanghai Zhenhua Heavy Industries Company (ZPMC), Cosco (Qidong) Shipyard, Shanghai Waigaoqiao Shipbuilding (SWS), China Merchants Heavy Industry (Shenzhen), Dalian Shipbuilding Industry Offshore and Cosco Shipyard. The yards are all on the Chinese government's November 2015 White List. *(Source: Marex)*

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Last week there have been new updates posted:

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

- [First Damen tug for Ocean](#)
- [Vane Brothers takes delivery of tugboat Delaware, fourth in a series of eight Elizabeth Anne class, 4,200-HP vessels](#)
- [Tug Huron Repositioned to Duluth, Assists CSL m/v Thunder Bay During Ice Breaking Operation](#)
- [Over One Million Horsepower Tugs Sold or Chartered](#)
- [Iskes/Rebonave start operations in Lisbon, Portugal under the name Port Towage Lisbon \(PTL\)](#)
- [Two Maersk offshore vessels sink off French coast](#)

<mailto:jvds@towingline.com>

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