Tugs Towing & Offshore Newsletter

LEKKO All about tugs

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Buying, Sales, New building, Renaming and other Tugs Towing & Offshore Industry News

MIDWEEK–EDITION

TUGS & TOWING NEWS

MTB WORKBOATS 2017

Despite tough market conditions, Copland Events are confident of another successful event for MTB Workboats 2017. For its 8th year, we will be hosting this in *Abu Dhabi from the 19th – 22nd September*. The last time we held this successful event in the Middle East was Dubai in 2012. With it being such a central hub for the Offshore market, it only feels natural that we take this years 'Meet the Buyer' back to a great location! We are sourcing Technical Purchasing Managers, Fleet Managers or Technical Superintendents to come and join us for a fantastic opportunity to come together with Suppliers from within the industry over 2 days of business focused appointments and 3 evenings of networking. It enables you to meet with new or alternative Suppliers, make cost comparisons, fill gaps in your supply chain and seek new products or technologies in the market. To make the best use of your time we ask you to tell us the types of Suppliers you would like to meet and we actively source those companies to attend. Over 20 Workboat Owners & Operators have already confirmed their attendance including COG Offshore (Norway), Mcdermott (UAE), Saipem (UK), Whitesea Shipping (UAE), Vloot (Belgium), Zakher Marine (UAE) *and many more!* Interested in joining them?! *(Press Release Copland Events)*

AZISTERN TUGS DELIVERED TO MEXTUG IN MEXICO

Tug boat operator Mextug – part subsidiary of Chilean operator Ultratug - has taken delivery of two Azistern2460 tugs, designed by Offshore Ship Designers. The particular advantage of these vessels is

that they have the capabilities of larger tugboats, whilst due to their comparatively small size (less than 24 m load line length), they will encounter lower operational costs. Both vessels were built in China under ABS supervision. The overall length of the tugs is 25.85 m, with a beam of 10.80 m. Two CAT 3512 main engines and Rolls Royce azimuthing thrusters produce a bollard pull of 56 tons and

service speed of 11.5 knots. The accommodation is provided for ten crew. The boats have capacity for 110 m3 of fuel oil and 25 m3 of fresh water. Both vessels are outfitted with class-1 firefighting equipment. **Mextug Lerma** and **Mextug Balsas** have been delivered from Nantong, China to Lazaro Cardenas, Mexico by the Ship Delivery department of TOS (Transport & Offshore Services) from the Netherlands. Together with Azistern3360 tug '**Ranquel**' which was delivered in 2014, Ultratug now owns three Azisterns. *(Press Release OSD)*

OUR COMPANY HAS STARTED A NEW UPSURGE OF SHIPBUILDING AT THE BEGINNING OF THE NEW YEAR

In the morning of Jan. 12th 2017, another 2,942kW ASD tugboat which built for domestic shipowner was lifted for launching successfully. It means that a new shipbuilding upsurge was started at the beginning of the new year. Before the coming Lunar New Year, we are planning to deliver 4 vessels to domestic and foreign shipowners, launch 4 vessel and cut the first steel plate for one vessel as well. *(Source: Jiangsu*

Zhenjiang Shipyard)

50 FIRMS BID FOR NNPC TUG BOAT CHARTER

Fifty companies recently submitted bids to partake in the provision of sea worthy Tug boats on charter time basis for the maritime operational requirements of the NNPC in Lagos, Warri and Port Harcourt. The public bid opening event which was held at the Abuja Corporate Headquarters of the Corporation had in attendance representatives of the bidding companies with officials of the Bureau of Public Procurement, BPP, Department of Petroleum Resources, DPR, Nigerian Extractive Industries Transparency Initiative, NEITI, Nigerian Content Development and Monitoring Board, NCDMB, and some members of the civil society as observers. Successful companies would be engaged on a two year term contract in the first instance with an option of renewal for a further one year. Winners are expected to provide services which include: aiding the berth and un-berth of all ships operating at the NNPC jetties/buoy, logistics support for safe ship-to-ship operations which covers movement of fenders, horses, documents, rigging and unrigging of fenders among others. Speaking recently at the Public opening of bids, NNPC Group General Manager, Supply Chain Management, Mr. Shehu Liman, said the Management of the Corporation under the watch of Dr. Maikanti Baru was determined to instill and sustain the values of transparency, accountability and integrity in the procurement process. He noted that apart from providing a level playing space for all stakeholders, the public bid exercise is in conformity with existing Federal Government legislation on procurement which is also in tune with the NNPC standing regulations on procurement to ensure transparency and fairness. The bid covered services like stand-by and positioning vessels at the Single Point Moring (SPM) buoy among other marine services. Declaring the event open, Mr. Dalhatu Makama, Group General Manager, Marine Logistics Division of the Corporation, noted that the essence of the bid process was to ensure that companies with the requisite experience in maritime operations are given the opportunity to compete for the available service in a fair and transparent manner. *(Source: Vanguard)*

MULTIPURPOSE ICEBREAKER NORDICA HEADED TO WORK IN THE SEA OF OKHOTSK

Arctia Offshore Ltd. has made a chartering agreement with an international shipping company. Multipurpose icebreaker **Nordica** left for work in the Sea of Okhotsk on 30 December 2016. The charter will last until the turn of April/May, and then the vessel will return to Finland. The charter concerns icebreaking services for an offshore project in the Sea of Okhotsk. The agreement brings work to Finnish multipurpose icebreakers and their crews, which improves the utilization rate of Arctia's fleet. "Keeping the fleet's utilization rate as high as possible and maintaining the crews'

professional skills are key goals for us. The utilization rate improves whenever our vessels have international duties," says Hannu Ylärinne, Senior Vice President for Offshore at Arctia. Although MSV Nordica leaves for the Sea of Okhotsk, the number of Finnish icebreakers on the Baltic Sea will be the same as last winter. A new icebreaker **Polaris** joined Arctia's fleet in September, and the lifespan of icebreaker **Voima** was extended this summer. Multipurpose icebreaker **Nordica** has had various international offshore duties. In the Sea of Okhotsk, **Nordica** will provide icebreaking and ice management services, safeguarding production units in local ice conditions. "This charter brings work to Finnish multipurpose icebreakers and their crews. It is great that world-class Finnish icebreaking competence is in such high demand, especially now on the centenary year of Finland's independence," states Tero Vauraste, President and CEO of Arctia. Attached photo of the 1994 built Finish flag and owned icebreaker **Nordica** entering Valletta, Malta on Friday 15th January, 2017 during a 24 hour port of call before proceeding for an offshore project in the Sea of Okhotsk, Russia. *(Photo: Mr. Noel Paris - www.maltashipphotos.com)*

J. JOHANNSEN & SOHN EXPANDS BUSINESS: NEW TUG „CARL" ARRIVED IN ROSTOCK

The Luebeck based towage company J. Johannsen & Sohn has purchased another harbor and coastal tugboat to expand their offshore and towage service in northern European waters. Formerly known as "**Felix**" (Imo 9112739) working in Norway and the North Sea the "**Carl**" has been delivered in Haugesund on 10th January to her new owners. After a quick takeover without any deficiencies she sailed to Rostock in Germany where she will be added to the fleet of Johannsen. Traditional owners J. Johannsen & Sohn being established in 1896 have always picked family names for their tugs. "With "**Carl**" we found a vessel which ideally fits into our segment and which we can use variably in supra regional markets. Certainly an attractive price compared to her

standard and outstanding maintenance status convinced us to select the tug amongst a group of candidates", says Michael Schaefer (45), owner and CEO in the 5th generation of J. Johannsen & Sohn. "Carl" was designed by Robert Allan Ltd. and built at East Isle Shipyard Ltd. in Canada in 1995. With Aquamaster ASD propulsion and Caterpillar diesel types 3516TA she reaches an output of 52 t bollard pull and a maximum speed of 13 knots. She is fitted with firefighting monitors and with tank capacities of 230m³ mgo and 36m³ pot water against low consumption figures the tug won't be seen at bunker stations very often. "Carl's" homeport will be at her owners place in Luebeck where the Johannsen tugs used to work. Since 2011 the company moved tugs „Axel" and „**Michael**" to Rostock operating in a cooperation with close partners Fairplay Towage. "Carl" will most likely be working in different ports and on the spot market for towages and other services along northern European waters. "„**Carl**" will only be the first of a number of fleet additions", tells Schaefer. "Thus we see difficult markets in many branches of our industry we expect attractive used and newbuilding tugs of good quality coming for sale at low prices." In order to support their own

purchase ambitions Johannsen have recently started to offer technical management of offshore supply tugs to third parties. In August 2016 the first candidate was taken under a contract with few more vessels to follow. *(Press Release) Editor's note:* The tug was built in 1995 by Irving Shipbuilding's East Isle Shipyard Ltd – Georgetown; Canada under number 62 for J.D. Irving Ltd (Atlantic Towing Ltd) – Charlottetown; Canada as **Atlantic Spruce**. In 1997 sold to K/S Bugsertjeneste III A/S and managed by Østensjø Rederi A/S – Haugesund; Norway and renamed **Felix**. In the same year chartered by Goedkoop" ("Wijsmuller" owned) – Ijmuiden: Netherlands. In 1998 returned to her owners. She has a length of 30.80 mtrs abeam of 11.65 mtrs and a depth of 5.22 mtrs. The two Caterpillar 3516TA diesel engines develops a total output of 3,044 kW (4,000 bhp). With a free sailing speed of 13 knots and a bollard pull of 50 tons.

TUG MARGOT

Tug **Margot** was once known as the **Margot Moran**, but this 90 foot tug is now owned and operated

by NYS Marine Highway Transportation Co, based in Troy, NY. She now serves on the New York Canal System and the Hudson River, as well as much of the east coast. The **Margot** is seen here in June 2007, entering Waterford Harbor to pick up a pair of US Navy landing craft, for towing to Virginia. She has a hydraulic pilothouse which can be lowered for transiting the Canals. Built in 1958 by Jakobson Shipyard Inc. - Oyster Bay, NY; USA under number 377 and delivered to Oil Transfer Corp – Newark; USA as **Hustler II**. In 1962 sold to Moran Inland Waterways Corp. - New York; USA and renamed **Margot Moran**. In 1991 sold to Marine Petroleum Transportation Inc. - New York; USA and renamed **Jolene Rose**. Later sold to Kosnac Floating Derrick Corp. – Staten Island, NY; USA and renamed **Margot**. Hereafter sold to The New York State Marine Highway Transportation Co. and finally in 2004 sold to Troy Town Dock & Marine (Rob Goldman) - Waterford, NY; USA. She has a length of 27,56 mtrs a beam of 7,37 mtrs and a depth of 3,43 mtrs. Her eight cylinder Fairbanks-Morse type 38-D8-1/8 diesel engine has an output of 1,280 bhp. *(Photo: The travels of tug 44)*

ACCIDENTS – SALVAGE NEWS

KEEPING SALVAGE SIMPLE

The U.S. Court of Appeals for the Eleventh Circuit recently highlighted with canary yellow marker what entitles you to make a salvage claim. By doing so, the court refastened the established elements of maritime salvage law. Don't leave money on the galley table because you don't understand the pieces you need to build a claim of salvage. The appeal was brought by a salvor who'd rendered services to a big yacht. The yacht went adrift as a result of its shaft divorcing the gear box all while seawater rushed in to join the party. A distress call was issued, and the salvor responded, patched and moved the yacht to the safety of a dock. When the matter went to trial, the

salvor lost because the trial court applied the ruling of an older case. It stated that "maritime peril" must be coupled to a showing that the yacht could not have been rescued without the salvor's assistance. That's wrong. A salvor only needs to show a vessel is in actual or imminent danger to establish the first element of a salvage claim. (The other two ingredients are voluntariness, meaning you didn't have some preexisting obligation to assist, and success, meaning you saved or contributed to saving the vessel). With the wrong law having been applied, the salvor appealed. In November, the Eleventh Circuit correctly ruled that "maritime peril" stands alone. A salvor does not need to show that the salvaged vessel was a necessary element to the vessel's rescue. Instead, the salvor only has to show that the vessel was under a maritime peril. Fire, groundings and flooding with seawater are classic examples of maritime peril. After the ruling, the Eleventh Circuit reminded its audience that the public policy of salvage is to encourage mariners to come to the aid of vessels in distress and "to do so before it is a do-or-die wager with high risks." I read that as the court wants to keep the threshold for proving a salvage low (right where it is) because salvage should be encouraged, not lassoed as so many interests seem to want to do. Sure, salvage claims can be large, but why shouldn't they be? The salvor is risking life and property to come to the aid of someone else's property. *(Source: Workboat.com)*

CARGO SHIP "SIGMA" RUNS AGROUND IN LIVORNO, ITALY

The merchant **Sigma** ship, flying the Liberian flag, with 18 crew on board, ran aground near the coast in front of Ardenza, in the coast of Livorno. It is not a cruise ship, but, as the **Costa Concordia**, has remained aground on the rocky seabed just a few meters from the Tuscan coast. It still has a Friday the 13th, but this time, fortunately, the budget is not as dramatic as the tragic night of 2012 the Island of Giglio. The merchant **Sigma** ship, flying the Liberian flag, with 18 crewon board, ran aground near the coast in front of Ardenza, in the coast of Livorno. According to initial reports, the ship would have lost its way because of strong gusts of wind, which in the morning also reached twenty knots. The freighter, 128 meters long, was at

anchor in the harbor of Livorno but the rough seas and strong winds could have pushed him to the shore. By the Harbour, the coordination of the recovery operations, they know that among the crew there would be no personal injuries. Anyway, if needed to, a helicopter will rise from Sarzana to retrieve the crew. Also ready tugs of the port, as soon as the winds will be appeased, will drive the ship into port. The same tugs will help the captain in maneuvers. Even the emergency boats were not able to operate because of the shallow water. The ship currently has the bow facing the ground, run aground on the rocky seabed a few dozen meters from the shore in one of the busiest points of the walk to the sea from Livorno. On the spot they are also working the number of vessels of the Coast Guard to free the hull and allow the merchant the resumption of navigation. Tuscany regional management sent in Livorno on divers core of Florence for the rescue operation. Numerous calls to the Harbour, the 112 and the 113. An accident that happens just in the same day, Friday, and date, January 13, in which the island of Giglio came the tragic sinking of the Costa Concordia and of which today marks the fifth anniversary . But then, as we know, was not the wind bring the ship on the rocks. *(Source: SeaNews)*

LUXURY CRUISE SHIP L'AUSTRAL WITH 200 PASSENGERS COLLIDED WITH FLOATING OBJECT IN SOUTH PACIFIC

The cruise ship **L'Austral**, with more than 200 passengers on board, made unscheduled call at Bluff Harbour after hitting floating object in South Pacific. The vessel left port of Lyttelton in New Zealand on cruise in South Pacific for the Fiordland, but collided with drifting floating object southwest off the island. The ship **L'Austra** did not received breaches or any damages, but Master decided to make unscheduled call at Bluff Harbour for special survey and inspection. All the passengers on board of the vessel were disembarked and carrier on tour to Bluff's town center, while the local authorities and crew made special survey of the ship. It was estimated that there were no breaches and no serious damages to the cruise ship's hull and all people were released to board and continue their New Zealand cruise. During the incident there were no injured people and no reported pollution. The vessel was not damages and the people were not put in danger at any moment. The luxury cruise ship **L'Austral** (IMO: 9502518) has 132 cabins and two restaurants. The vessel has overall length of 143.00 m, moulded beam of 18.00 m and maximum draft of 5.50 m. The deadweight of the luxury cruise ship is 1,441 DWT and the gross tonnage is 10,944 GRT. The superb mega-luxury vessel with 132 cabins is the result of the expertise of the Italian Fincantieri shipyard and French sophistication, as interpreted by designer Jean-Philippe Nuel. The vessel is owned and operated by Ponant's yachts. *(Source: Maritime Herald)*

SLEEPBOOT GEZONKEN OP DE RINGVAART LEIMUIDEN

Tijdens de winterse bui vanochtend is de sleepboot "**Zeetijger**" (20.02245) in problemen gekomen op de Ringvaart tussen Leimuiden en Leimuiderburg. De sleepboot was op dat moment een ponton met

silo's aan het slepen naar Oude Wetering. De sleepboot sloeg tijdens de harde wind om, hoe dat kon gebeuren is niet bekend. De drie bemanningsleden zijn op eigen kracht van boord en aan wal gekomen. De firma Hebo is ter plaatse om de sleepboot te gaan bergen. *(Source: MediaTV; Photo: Josh Walet)* More photo's click HERE History: The tug was built in 1947 by Bodewes & Dutmer – Groningen; Netherlands under yard number 433 as **Tijma II** for R.J. Verschoor – Amsterdam. In 1976 sold to H. Vermeij – Papendrecht; Netherlands and renamed **Hendrik**. In 1988 sold to L. Vermeij – Papendrecht. In 2008 sold to Sleepdienst H. Verduin – Amsterdam and renamed **Nassaukade**. In the same year sold to Binnenscheepvaartbedrijf N. Spithorst (M.slb Zeehond) V.oF. Muiden; Netherlands and renamed **Zeetijger** *(see more HERE – Sleep- en Duwvaart)*

SIGMA AGROUND, LIVORNO: REFLOATED JAN 16

Sigma was refloated at around 2350 LT Jan 15, salvage operation successfully completed. No leak reported, freighter was taken to Livorno and docked. According to local news, NERI Group was contracted for salvage. *(Source: Fleetmon)*

TWO RECUED AFTER BOAT CAPSIZES IN CHAO PHRAYA RIVER

Two men were pulled from Chao Praya River after their **small tugboat capsized** in front of Wat Rakang Kositaram in Bangkok's Rattanakosin area on Friday. The boat was towing sand barges, travelling north from Phra Padang in Samut Prakan to Ayutthaya's Nakhon Luang district. Around 11.50am it encountered choppy waves generated by the wake two other boats, one on each side. Driver Thawee Pundee said the boat quickly sank as he and the passenger jumped into the river. They were rescued. The sand barges were unaffected. Another boat took up the tow to deliver the cargo to its destination. Mr Thawee said he had only recently bought the boat, paying 600,000 baht for it, and was still paying off the loan. He would have to hire a crane to raise the sunken boat. The Marine Police and the Marine Department will investigate the cause of accident. *(Source: Bangkok*

Post)

GROUNDED TANKER 'ARCA 1' REFLOATED IN NOVA SCOTIA

The **Arca-1** pictured during Sunday's operation to refloat the vessel near Sydney Mines, Nova Scotia. Photo: Canadian Coast Guard. The grounded bunkering tanker **Arca 1** has been successfully refloated and is now secure in Sydney Harbour, Nova Scotia. The Canadian Coast Guard reported that no pollution was observed throughout the operation to free the vessel from the Cape Breton coast near Sydney Mines. The operation to tow the **Arca 1** commenced at high tide on Sunday after being delayed last week due to weather. By Sunday afternoon the vessel was reported to be secure in Sydney Harbour. "After an unsuccessful tow attempt and extensive de-ballasting and pumping operations, I'm pleased to report that the vessel was successfully towed to a dock in Sydney today," said Dominic LeBlanc, Minister of Fisheries, Oceans and the Canadian Coast Guard. "It was escorted for the duration of the voyage by Coast Guard and Fisheries and Oceans' Conservation and Protection vessels. The tanker is now being fully inspected to further assess its structural integrity and to determine the cause of its problems." *(Source: gCaptain)*

ALL CREW MEMBERS SAVED AFTER SINKING OFF KENT

Seven people have been rescued from life rafts after abandoning the "**Fluvius Tamar**" near Kent in the night of Jan 13, 2017. An emergency call came shortly before midnight. The ship was taking on water rapidly on its first voyage for the new owner Quai Marine Service and getting under Barbados-flag. It was enroute from Eemshaven to Pasajes with a cargo of magnesium oxide. By the time the crew finished the mayday call, they didn't make it to the life rafts. An extensive rescue operation was launched at 11.54 p.m. after the vessel went down 38 miles NE of Ramsgate. Search and rescue helicopters from Lydd and Lee-on-Solent, the RNLI all-weather lifeboat from Ramsgate, a Dutch search-and-rescue helicopter and multiple merchant vessels have all assisted in the search and rescue effort. The ferry "**Norstream**" which was nearby managed to reach the stranded crew first, but was unable to deploy its fast rescue inflatable craft because of the conditions. Weather conditions were challenging with

severe gale-force NW winds of nine Beaufort. The rescue operation was made by the pilot port on one side of the ship. The ferry crew managed to get on board four of the crew. Three crew members were airlifted to hospital by the Coastguard Search and Rescue helicopter based at Lydd with potential hypothermia but no serious injuries. The UK Coastguard tasked the lifeboat crew to search for the sunken vessel's EPIRB which they located and recovered and after being stood down returned to Ramsgate, arriving on Jan 14 at 5.10 a.m. The sinking site was marked with wreck marker buoys by the THV "**Patricia**" from the Lighthouse Authority. Monitoring carried out by aircraft has found no evidence of serious pollution. An exclusion zone around the site of the wreck has been put in place, with UK Coastguard warning nearby vessels to stay away. *(Source: Vesseltracker)*

OFFSHORE NEWS

CHEVRON HIRES TWO NEW OFFSHORE VESSELS

The US company Chevron (CVX) has entered into a deal with Brazil's Bram Offshore to hire two offshore support vessels: **Campos Contender** and **Elizabeth C**. The vessel owner is a Brazilian subsidiary of Edison Chouest, a U.S. based offshore vessel provider. The **Campos Contender** was built in 2009. It is 69m long and 17m deep. The **Elizabeth C** was completed in 2008 and has the same dimensions as **Contender Fields**. While the vessels might be similar, the contracts are different. The **Campos Conteder** will stay with Chevron for one year, while **Elizabeth C** has won a shorter, 8-month, term. No details on the dayrates have been provided. *(Source: MarineLink)*

PLSV SKANDI VITORIA LANDS PETROBRAS GIG

Brazilian oil company Petrobras has awarded the Brazilian-built pipe-lay support vessel (PLSV), **Skandi Vitória**, a contract of 532 days. The vessel is owned through a joint venture between the Norwegian shipping company DOF and the French oilfield services provider Technip. DOF said on Monday that the contract with Petrobras will start in January. **Skandi Vitória**, of a STX OSCV 06 design, is the first pipe-lay vessel built in Brazil, in 2010. It is equipped with vertical and horizontal pipe-lay systems, a 250 mt crane, and two ROVs. The vessel is capable of operating in water depths up to 3,000 meters and it is suited for pipe laying, subsea construction, and installation and maintenance work. DOF CEO, Mons Aase, stated that this contract award confirms the DOF Group's position in the South America region. *(Source: Offshore Energy Today)*

LENDERS GIVE FARSTAD SOME BREATHING SPACE

Farstad Shipping, a financially troubled offshore vessel owner, has managed to get a standstill and deferral agreement for amortisation and interest owed to lenders. The company's restructuring deal with Siem recently collapsed, and Farstad on Monday said it would uphold the previously announced suspension of service of financial debt in order to preserve liquidity. Accordingly, Farstad said, the loan outstanding under the bond issue with ISIN NO 001 0635964 will not be repaid at maturity in February 2017. As for the standstill deal, Farstad shared: "In support of the continued restructuring efforts of the company, the secured lenders of the company and a majority of its subsidiaries have agreed to a standstill and deferral agreement pursuant to which all amortizations and interest payable to the secured lenders will be deferred until 28 February 2017." Also, Ocean Yield ASA has agreed to a standstill in respect of bareboat hire payments for AHTS **Far Senator** and AHTS **Far Statesman** for the months of January and February 2017. Finally, substantial bondholders in the company's two bond issues (ISIN NO 001 0679871 and NO 001 0635964) have

agreed not to take steps to accelerate or enforce the loans outstanding under the Bond Issues during the same period of time, the company said. Farstad's fleet consists of more than 50 various offshore vessels, providing services to the international oil and gas industry. With the oil prices going down in 2014, many offshore services providers have found themselves in a tight spot, with falling demand, dayrates and revenues, not at all helped by an oversupply in the OSV market. Presenting a third quarter loss in November, Farstad said that any increase in the offshore activity "is not yet visible or expected in the near future." Following its gloomy take for the offshore oil and gas market future, the company has recently started looking at other industries as well. Early in December, Farstad Offshore secured a contract for the complete mooring installation and hook-up of Ocean Farming's semi-submersible offshore fish farm. More here: http://bit.ly/2gHZiF7 Also, Statoil last week hired six anchor handlers for rig moves in Norway. Farstad's Far Saphire is one of the six vessels. More here: http://bit.ly/2inGlqU *(Source: Offshore Energy Today)*

SUBSEA 7'S PLSV TERMINATED EARLY AS BRAZILIAN-FLAGGED VESSEL TAKES OVER

Subsea engineering, construction and services company Subsea 7 on Monday announced the early termination of the day-rate contract for its pipe-lay support vessel (PLSV), **Seven Mar**. The 2001-built vessel was working for Petrobras, offshore Brazil, and the termination is effective from January 16, 2017. The contract was due to expire in 2018 and as a result the group backlog has diminished by approximately $106 million, Subsea 7 said on Monday. The company added that Brazilian maritime law prioritizes Brazilian-flagged vessels over international vessels of a similar specification. As a consequence, the operating license for **Seven Mar** has expired, which resulted in the early termination of the contract. This is the second time for the **Seven Mar** to receive an early termination from Petrobras due to prioritization of Brazilian-flagged vessels. The first termination was in June last year. However, by the end of that month, Subsea 7 substituted a vessel chartered from Solstad Offshore, the **Normand Seven**, for its own PLSV, **Seven Mar**, in a day-rate contract with Petrobras. As a consequence, Subsea 7 return **Normand Seven** to its owner Solstad. Earlier on

Monday, Petrobras awarded a contract of 532 days to the the first pipe-lay vessel built in Brazil, **Skandi Vitória**, which is owned by DOF and Technip. *(Source: Offshore Energy Today)*

OSVs SET FOR MORE PAIN: FEARNLEY

Fearnley Offshore Supply has put forth a depressing outlook for the OSV sector in a just published report. "As clearly forecasted 2016 became the worst year for offshore service vessels we have seen since the mid-1980s, and unfortunately, it will only get worse during 2017 before it, hopefully, gets any better," the Norwegian broker noted, adding: "More or less all OSV owners are going through some form of restructuring/forced marriage/refinancing/ bankruptcy/cutbacks/lay-off of people, or whatever description one might want to use. The reality of the situation is that the debt structure for most of these companies is almost impossible to handle as it stands." Putting a positive spin on the coming 12 months, Fearnley did suggest that 2017 could be a year of opportunities. "Today you can pick up vessels that are only a few years old for 15-30% percent of cost price," the report pointed out. Nevertheless, many will feel pain, not least OSV bondholders, who Fearnly said, have and will continue to "take a beating" in addition to the fact that the equity is "almost blown away" within a lot of these companies. *(Source: Splash24/7)*

LONG-TERM OUTLOOK MORE OPTIMISTIC OFFSHORE EAST AFRICA

The excitement and activity associated with the East African market in the early part of this decade is now a distant memory, but there has been some activity to report and there is a positive sentiment about the longer term. Opportunities for mainstream offshore support vessels (OSVs) in East Africa have been sporadic at best for the last 24 months. Correspondingly, many of the smaller vessels engaged in associated security roles have also departed the region. The boat market locally is once again limited to a small number of local owners with, typically, older tonnage. More sophisticated vessels need to mobilise from far afield, a fact that has often hampered short-term projects. In 2016, drilling was limited to the short campaign conducted by Shell/BG in Tanzania in the fourth quarter consisting of two wells in the Mafia Deep basin. Farstad was awarded the work for three of its PSV 08 series vessels, **Far Skimmer**, **Far Sitella** and **Far Starling**. They are

supporting the drillship *Noble Globetrotter II* operating in blocks 1 and 4 delivering part of the Tanzania LNG project. In terms of upcoming drilling, Total is reportedly planning a one-well campaign off Mozambique around May 2017. This will likely require the support of two dynamic positioning class 2 (DP2) platform supply vessels (PSVs) for a period of around 45 days. Eni are also rumoured to be preparing for a drilling campaign, but details are scant. Along with Anadarko, these operators are all indicating that there will be an uptick in activity in Mozambique, but the timeframe in which we will see genuine momentum remains unclear. Other vessel and tendering activity remains limited for now. CGG has been awarded several seismic campaigns in Mozambique's Rovuma basin. Saipem is seeking various tugs and multicats for liquefied natural gas (LNG) field development in 2018. There has been some metocean activity. Shell appointed Metocean Services International (MSI) to deploy and service a large mooring array to study wave and current conditions. The campaign used the anchor-handling tug/supply vessel **Greta K**, which mobilised from Cape Town and subsequently the multipurpose diving and survey vessel **Adams Nomad**, which had to mobilise from Bahrain (avoiding the high risk area off Somalia). Duration onsite was short (two to three weeks), so preparation time to get vessels modified, hardened and mobilised was longer than the actual projects. This highlights the high cost and risk of delays for projects in the region. Results from the MSI work will help to design infrastructure needed to develop the deepwater gas discoveries identified originally by BG. Also in June, Aminex commenced commissioning on a subsea pipeline and gas plant for its Kiliwani North development plant 15 kilometres off the Tanzanian coast. The energies of vessel owners are largely focused on creating solid foundations for future work, and in turn, these are largely focused on Mozambique. Several owners have set about establishing local entities to take advantage of tendering opportunities that are starting to trickle in, albeit for projects commencing in 2019 and 2020. Vroon, for example, via its recently established Mozambique entity Vroon Offshore Services Limitada, aims to locate an OSV in Pemba, both as part of building a long-term presence and to take advantage of interim local requirements in an area that has no spot market. Its vessels are well suited to field operations. Likewise, Miclyn Express Offshore has established an entity in Mozambique, initially to service its project clients via its Express Offshore Solutions subsidiary but also in due course to widen its fleet footprint in the region. Miclyn currently has a tug and barge combination there from the Middle East. Meantime on the terminal side, another Dutch owner, Kotug, entered the market in 2016 with two 6,300 bhp Rotortugs, **RT Spirit** and **RT Magic**. They are carrying out port and terminal towage services in the port of Nacala, located to the south of Pemba. *(Source: Offshore Support Journal)*

GLOBAL ENERGY DEVELOPMENT ENTERS SUBSEA SECTOR WITH ACQUISITION OF 11 VESSELS

UK energy-based strategic opportunity investment firm Global Energy Development has

conditionally agreed to purchase 11 offshore subsea service vessels and a barge vessel as it seeks to adopt a new business strategy focusing on the subsea oilfield services sector. The company has entered into two agreements to purchase 100% issued shares in the vessel-owning companies.Three vessels will be acquired from Everest Hill Group and another eight vessels plus a barge will be acquired from McLarty Capital Partners, Caleura Limited and individual Alan Quasha.The vessels are **Mystic Viking**, **Midnight Star**, **Cal Diver 1**, **DC Dancer**, **DC Star**, **DC Fred**, **DC IV**, **DC Polo**, **DC Triumph**, **DC Vitory** and **DC Serling**. **DC Triumph**, **DC Vitory** and **DC Serling** are currently out service and would require extensive work and investment to return to service. The company said it is yet to determine whether to salvage the three vessels. Global Energy Development said the acquisitions will mark a fundamental change in its business strategy as these transactions are the company's first step into the global subsea industry and it seeks to make countercyclical investments within the global subsea industry that will enable it to capitalise on future recoveries in the oil price and related increased requirements for offshore support services. The company is looking at potential business opportunities in the Gulf of Mexico. It has also proposed to change its name to Nautilus Marine Services to reflect new business strategy. *(Source:Splash24/7)*

SUBSEA 7 TO ACQUIRE REMAINING STAKE IN SEAWAY HEAVY LIFTING

Subsea 7 has announced that it has made an offer to acquire 50% equity interest in Seaway Heavy Lifting Holding from K&S Baltic Offshore. Netherlands-headquartered Seaway Heavy Lifting is a specialist offshore contractor and operates two heavy lift vessels. It is a 50/50 joint venture between Subsea 7 and K&S Baltic Offshore Seaway Heavy Lifting would become a wholly owned subsidiary of Subsea 7 upon completion of the deal. "Subsea 7's strong market position in offshore energy services is complemented by Seaway Heavy Lifting's expertise in three areas of offshore activity: renewables, heavy lifting operations and decommissioning of oil and gas assets. We believe that this acquisition will allow us to strengthen Subsea 7's position in

businesses where we expect increased activity and opportunities for long term growth," said Jean Cahuzac, CEO of Subsea 7. *(Source: Splash24/7)*

OSM OFFSHORE TAKES OVER TECHNICAL MANAGEMENT OF FORLAND'S FLEET

Norwegian company Forland Shipping AS will outsource the technical management of its offshore vessels. The Norwegian offshore vessel owner has hired OSM Offshore, also from Norway, for the job. Under the agreement, OSM Offshore will be responsible for the technical management for Forland's offshore construction vessels "**Fugro Saltire**" and "**Lewek Inspector**". The technical management of the vessels will in practice be taken over by OSM during the next couple of months, Forland said in a statement on Friday. Forland's fleet consists of the two vessels mentioned above, however the company recently hinted that in the long run, the company intends to grow its vessel fleet by three or five vessels. The timing of the expansion will depend on when the current market conditions would improve. The company's short and medium term goal is to secure extensions of the existing time charter contracts for their two vessels or to obtain new contracts when the existing ones expire in 2018. Forland recently reached a temporary agreement with EMAS-AMC after EMAS defaulted on the charter hire payment for Forland's Lewek Inspector vessel for October and November 2016. Under the agreement, the **Lewek Inspector** will complete its ongoing project offshore Congo, currently expected to be completed in January 2017. As for the Forland's other vessel, the **Fugro Saltire**, Fugro has found a niche segment for the vessel – to carry out trenching operations within renewables in the UK. *(Source: Offshore Energy Today)*

WORLD WAR 2, U-BOATS AND THE OSV MARKET

Operation Deadlight was the code name for the Royal Navy operation to scuttle German U-boats

surrendered to the allies after the defeat of Germany at the end of World War II. Of the 156 U-boats that surrendered to the allies, 116 were scuttled as part of the operation. However, when the operation was put into effect it was found that many of the U-boats were in an extremely poor condition as a result of being moored in exposed harbours while awaiting disposal. Combined with poor weather, this meant that 56 of the boats sank before reaching the designated scuttling areas. What, you might ask, has this got to with the offshore vessel market in 2017? If you've ever seen grainy, black and white images of scores of U-boats tied up awaiting disposal, you might see where I'm going with this. They remind me a little of the many hundreds of offshore vessels in layup at locations around the world. I'm not suggesting for a minute that some of them are in such a bad state that they are likely to sink, or indeed that they will be scuttled, only that, for many older vessels – and some not so old ones – the harsh reality is that many of them may not exit layup because it will be uneconomic to do so. Last week in my comment I highlighted the fact that special purpose vehicles are picking up good quality platform supply vessels not more than a decade old for around US$2.5 million (a little more in some cases). As Hornbeck Offshore noted last year, stacking vessels, while not desirable, is relatively easy.

Bringing vessels out of stack into what will certainly be a very different market will be very challenging. There will be significant barriers to re-entry when the market improves. Chief among them will be the availability of cash. It costs money to maintain a vessel in layup and it costs money to bring a vessel back to life, especially if it has been in cold layup. "Although stacking vessels defers maintenance costs, that obligation, which is regulatory in nature, does not go away and must be met prior to reactivation. Most vessels will require regulatory inspection and, in some cases, drydocking, the cost of which may be prohibitive for certain players," said the company. Some vessels might even need sea trials before being brought back into service. Although brokers report that we are, finally, seeing that the number of vessels being sold for recycling is picking up, the number is still infinitesimally small compared with the oversupply in the industry. "Most vessels from the 1970s and 80s are outdated – there are few buyers for these units other than those who make nails and bolts," said Fearnley Offshore Supply. "Even vessels that were built well into the 90s are getting too old and a direct consequence of the vast newbuild programmes we have seen is that the commercial lifetime for OSVs has come down by several years," said FOSAS, which also noted that 'quite a few' units are being sold for conversion into various other types of work, for example to be used within the fishing industry. Now ponder the fact that Roy Donaldson, former chief operating officer at Topaz Energy & Marine, made to me recently, that no international oil company wants a vessel more than 15-years old at end of contract. "Why do we depreciate over 25 years," asked Roy. "If we had depreciated over 15 years vessel costs might have been around US$1,500 a day more but we could have absorbed that with historical rates." Depreciating over 25 years simply doesn't make sense in the current market. Nor does reactivating vessels built before 2000. If the downturn continues for another couple of years or more you'd have to ask whether some vessels built before 2005 might also be uneconomic to reactivate, if in cold layup. "We expect that in 2017 we will see new entities being formed by new investors and some owners picking up vessels at highly rebated

prices," said FOSAS, echoing what I said in my last comment. "There will be bankruptcies of some owners, there will be yards closing up or going bankrupt, and we will see owners being merged into fewer and larger companies. Some shipyards, equipment suppliers and others in the industry in Norway have already shifted their focus into offshore windfarms, fish farming, ferries, and renewables. With next to no oil and gas related work these alternatives have provided some slight remedy and there could even be a future here as well for some, at least until the oil and gas business comes back. In time likes these, one must look back to the 1980s. There were some pretty tough years when fortunes were made and lost, but the ones who went in at that time have had some remarkable years. We are confident that this will happen again," said FOSAS. So am I, but I wouldn't bet on many older vessels exiting layup when the market does turn the corner. *(Source: Offshore Support Journal by David Foxwell; Photo: Kees Bustraan)*

FIFI1 AHTS FOR SALE AT LOW PRICE IN THE PG

Offshore Solutions Unlimited announce the offer of an ex Smit Anchor Handling Tug Supply Vessel built in the Netherlands: She has a length of 57,44 mtrs a beam of 12,50 mtrs and a draft of 5,82 mtrs. Her Stork Werkspoor engines have an engine output of 4500 bhp and a bollard pull of 55 tons. Driven

with 2 x CPP (Lips) props plus 4 ton bow thruster and Lips Joystick. Built in The Netherlands in 1984 she is proven workhorse on many oceans accommodating a total of 25. Now for sale ex Persian Gulf at $650k! She is classed with the Quatari Registry, was BV classed before (until 2013) and can easily return to BV if desired. She is equipped with dispersant booms (Port and Starbord) and has 82qm dispersant tanks. Fifi 1 equipment installed. Price was reduced recently. We are holding fullest details here. Please register your interest! Offshore Solutions Unlimited

WINDFARM NEWS - RENEWABLES

VAN OORD, SEAJACKS WIN EAST ANGLIA ONE FOUNDATIONS SETUP PROJECT

ScottishPower Renewables has contracted marine engineering specialist Van Oord and Great Yarmouth-based Seajacks to transport and install the foundation jackets on the East Anglia One offshore wind farm. The main installation vessel will be **Seajacks Scylla**. The contract should support 140 current positions with Seajacks, and allows the company to create up to 75 new jobs. Seajacks will recruit at least 5 new local apprentices as part of the contract, which will see the **Seajacks Scylla** vessel engaged on the project for at least six months, starting in April 2018. **Seajacks Scylla** has 105 meters long legs, and is capable of working in water depths of up to 65 meters. Deck space is 5000 square metres and it has a load capacity of just under 9000 tonnes. Standing over 65 metres tall, and weighing more than 845 tonnes, the three-legged steel jacket structures support the turbine towers, nacelle and blades. East Anglia One is a £2.5 billion offshore wind farm located in the southern North Sea, approximately 45 kilometers off southeast of the town of Lowestoft. It will generate 714MW of electricity when completed in 2020, enough to power 500,000 homes per year. ScottishPower Renewables is on target to deliver more than 50% of UK content across the life of the project. Jonathan Cole, managing director of Offshore Wind at ScottishPower Renewables, said: "Seajacks are a world-leading offshore installation company who are based in East Anglia, so we are especially pleased that we were able to secure their services for our project. The additional jobs and training opportunities that this contract will create locally is important for our project. "East Anglia One continues to make excellent progress. We are now starting preparations for the onshore work, as well as ensuring all of the plans are in place for the offshore work. The project will be the best value offshore windfarm ever constructed, at the same time as delivering industry-leading levels of UK content. We are proud that the project is encouraging investment and supporting highly skilled jobs in Great Yarmouth, Lowestoft, Hull and Belfast." *(Source: Subsea World News)*

BOSKALIS' REVAMPED VESSEL COMING UP IN 2018

As of 2018, Boskalis will add a new self-propelled DP-2 crane vessel to its fleet, as the company has put one of its semi-submersible heavy lift vessels up for a conversion this year. The vessel, which will be capable of transporting and installing offshore wind turbine components, will be equipped with a 3,000t mast crane, dynamic positioning (DP2) and accommodation for up to 150 people. Boskalis mentioned the conversion of the vessel in October 2016, when it won a contract from DONG Energy for the transport and installation of the Hornsea Project One foundations, saying the converted vessel will be used on the project. Also, Boskalis already converted its semi-submersible barge **Giant 7** ahead of works on the Wikinger offshore wind project. **Giant 7** is now a construction barge with an integrated pedestal for a permanent crane. The vessel has been equipped with a 1,000t crane, an accommodation unit for around 70 people and an 8-point mooring system for flexible utilization. Watch the video HERE *(Source: Offshore Wind)*

DREDGING NEWS

ROYAL IHC WINS SEVERAL CONTRACTS AT THE END OF 2016

In the last two months of 2016, IHC saw a substantial increase in the sale of its vessels, equipment and engineering packages. Almost half of the total order intake over 2016 was secured in this period. "We see market recovery in the dredging and renewables industry, and are positive that this will continue in 2017," says IHC CEO Dave Vander Heyde. "We are pleased

to note that IHC's strategy, which focuses on making advanced equipment for various maritime sectors and the rental of equipment, contributes to this result." **Standardised Easydredge® 2700** One of the highlights of the year end includes the sale of a trailing suction hopper dredger (TSHD) Easydredge® 2700 from stock. Supported by the Argentinean bank BICE, the vessel was sold to Dragados Argentinos DASA S.A. (DASA) in Buenos Aires, Argentina. DASA is a new company, established by three leading dredging contractors in the country. The DASA I has a dredging depth of 25m and will be added to the company's fleet, which mainly consists of cutter suction dredgers. The vessel is currently on its way from the shipyard in Bulgaria to its new home port of Buenos Aires. "With the delivery of the vessel from stock, we are proud to support DASA with its entry into the hopper dredging market, and to be delivering the first new-built TSHD to Argentina in decades," says IHC Area Sales Director Hans Hesen. "We have a long-term relationship with each of the three partners and have been delivering multiple standardised IHC Beaver® CSDs to them over the past 50 years. We have also assisted them in finding the best finance solution and managed to arrange an ECA (export credit agency) supported loan, which offers favourable terms and conditions, as provided by the Dutch state." **Engineering package 6,500m3 TSHDs** IHC has also signed a contract with CCCC Mechanical & Electrical Engineering Co. Ltd and CHEC Dredging Co. Ltd – a fully owned subsidiary of CCCC Shanghai Dredging. The contract includes the delivery of basic engineering and dredging components for two 6,500m3 TSHDs. Basic engineering and the sophisticated dredging automation systems for the vessels will be supplied by IHC in The Netherlands. The highly complex dredging equipment will be a combination of Chinese and Dutch-built parts. "In line with its strategic focus on internationalisation, IHC has developed this tailor-made solution for the project, in close cooperation with our customer," says IHC Sales Director China André Vrijsen. "Besides the engineering and key dredge components, we will install the dredging automation on board to ensure a safe and efficient operation. We are proud to again strengthen our relationship with the CCCC Group." **Multi-purpose custom-built gravel hopper** IHC is also going to build a multi-purpose 5,450m3 TSHD, to be named DC ORISANT, for a joint venture between Den Herder (Reimerswaal Dredging) and Group de Cloedt. The vessel can perform a wide range of projects due to the integrated design and dredging equipment. The dredge installation has been designed to dredge marine aggregates (sand and gravel) for the construction industry. The DC ORISANT is also extremely suitable for performing regular dredging projects, such as maintenance dredging and beach nourishment. The DP2 installation enables the vessel to perform support activities for the construction of offshore wind farms. It is the first complete diesel electric aggregate dredger in the market, which enables it to sail at the most economic speed in all circumstances. "We are proud to build this versatile vessel for a private company," says IHC Account Director Benelux André Kik. "Its unique arrangement makes it suitable for both the dredging and offshore wind market, and is going to be an important benchmark for the industry." **Dredge equipment for mining** IHC has also been awarded a contract to build a 3,557kW custom-built stationary CSD and two powerful 1,825kW floating booster stations. The equipment and floating pipelines will be delivered to Arab Potash Company (APC) in the Hashemite Kingdom of Jordan during 2017. To enable the customer to use the full potential of the

equipment, an extensive training programme will be provided by IHC. The equipment will be deployed for the salt 'mushroom' project to support the production process of minerals, mainly potash, in the Dead Sea. "I am delighted to hear that, after an international tender process, APC decided to choose IHC equipment for its high production levels and reliability," says IHC Area Sales Director Middle East Amin Ezzedine. "The new vessel will empower APC to dredge salt in line with the longterm mining development plans in the Dead Sea. The durability of our equipment is also proven by the 1966 IHC-built CSD Beaver® KING HOLLAND XXVI, which is still part of the APC fleet." **Beaver CSDs for Bangladesh and Malawi** "In addition to the 20 IHC Beavers® that were sold in Bangladesh during the last two years, IHC has sold a further six standardised Beaver®45 and Beaver®50 CSDs in the last two months of 2016", says Kees Derks, IHC Area Sales Director India and Bangladesh. "To maximise product support for IHC equipment in Bangladesh, we will further expand our service centre in Dhaka, which opened in May 2016." In a successful partnership with Johs. Gram-Hanssen (JGH Group) and Aquarius Systems, IHC has been awarded a contract to build two fully electric IHC Beaver®50 CSDs and two IHC Delta Multi Craft (DMC) 1240 work boats. The project is managed by JGH Marine, the marine division of the JGH Group. It holds the contract with Millennium Challenge Account Malawi (MCA- Malawi), which aims to reduce poverty through local economic growth. The total equipment package, including an Aquarius Systems weed harvesting spread, will be deployed for the Environment and Natural Resource Management (ENRM) Project. This addresses the growing problems of aquatic weed infestation and excessive sedimentation in the Shire River, causing costly disruptions to downstream power plant operations. "Our fully electric CSDs will enable the customer to remove the excessive sedimentation, improving the availability and reliability of the national power supply," says IHC Sales Director Africa Rogier Kalis. "An extensive IHC dredge training programme will strengthen the knowledge of the operator Electricity Supply Corporation of Malawi (ESCOM) and will improve the overall efficiency of the dredgers. We are proud and honoured to contribute to the sustainable growth of Malawi's economy." *(Press Release)*

ROYAL IHC LAUNCHES DEME'S LNG-POWERED TSHD SCHELDT RIVER

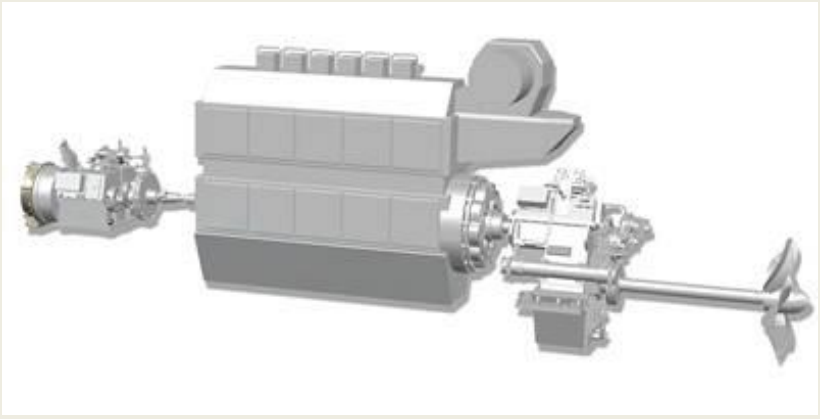
The launch ceremony of DEME's 7,950m3 dual fuel trailing suction hopper dredger (TSHD) – **Scheldt River** – took place on 14 January at Royal IHC's shipyard in Krimpen aan den IJssel, The Netherlands. "After the successful launch of the world's first LNG-powered hopper **Minerva** on 3 December, I am delighted to see **Scheldt River** – the second IHC-built TSHD capable of operating on LNG – nearing completion," says IHC's Executive Director Shipbuilding, Arjan Klijnsoon. "To further optimise fuel consumption and reduce emissions, IHC has equipped this vessel with new innovations, driven by market developments and customer demand." *New innovations* As a result of IHC's continuous research effort on fuel saving and analysis of operational profiles, it has

developed a two-speed propulsion drive. In contrast to conventional single speed propulsion, the IHC-patented two-speed gearbox ensures fuel savings when sailing at lower speeds. **Scheldt River** and **Minerva** are the first TSHDs to benefit from this innovation. Another innovation is the newly developed wing-shaped bow thruster tunnel. This new shape is the result of extensive hydrodynamic analyses and improves the bow thruster performance. "With this new generation of dual fuel hoppers, DEME is setting new standards in environmental performance for the dredging industry, and we are proud to be at the forefront of these developments," says Alain Bernard, Director and CEO DEME Group. "Both the **Scheldt River** and **Minerva** will comply with the strictest international and local environmental regulations." *Additional information* Name **Scheldt River**; Type Trailing suction hopper dredger; Customer DEME; Builder Royal IHC; Length overall 115.8m; Breadth 25m; Depth 9.0m; Design draught 6.5m; Hopper capacity 7,950m3; Dredging depth 60m; Speed 14 knots; Accommodation 20 people. *(Press Release; Tugboat assistance photo: Alexander Gorter)*

YARD NEWS

REINTJES TO DEBUT HYBRID STEP-UP GEARBOX

Power train specialist REINTJES will kick off 2017 by demonstrating its new BAE HybriGen Zero system during the Electric & Hybrid Marine World Expo set to take place in Tampa, Fla. from January 16 to 18. REINTJES, together with its U.S. distributor Karl Senner, LLC, will highlight its recently developed hybrid step-up gearbox for retrofit,offers reduced operating costs, emissions and maintenance costs, according to the manufacturer. These customer advantages are made possible by a front-engine mounted gearbox combined with a permanent magnetic electric generator up to 300 kWe. With its high torque this electric motor / generator could be used as a starter to substitute the air-starting system. Furthermore usage of the PTO provides the possibility to turn off the house gen sets during operation. Designed for BAE HybriGen Zero, the system comes with an electric motor from BAE Systems (BAESY) as well as the gearbox and following components from



REINTJES: integrated multi-disc clutch, flexible coupling on input side, bell housing for direct generator mount and shaft for direct engine connection. In addition to its new step-up gearbox, REINTJES will also expand its existing Hybrid System "RHS" for new buildings in a green manner: battery packs will round off the scope of gearbox, electric motor, frequency converter and remote controls in 2017. *(Source: MarineLink)*

VIMS ORDERS 93 FT RESEARCH VESSEL

Virginia Institute of Marine Science of Gloucester Point, VA, has awarded Matane, Quebec, shipyard Meridien Maritime Réparation a contract construct a 93-ft research vessel. Designed by JMS Naval Architects, Mystic, CT, it will replace the institute's current vessel, the R/V **Bay Eagle**. The primary mission of the institute's fleet is to provide inshore and offshore work platforms for the support of fisheries related oceanographic research projects. The new vessel will be capable of conducting fisheries assessments of greater capacity, in deeper waters and with a larger science complement than the Bay Eagle. In addition, it will greatly expand VIMS's capability to perform general oceanographic research in the Chesapeake Bay and the mid-Atlantic near coastal waters. JMS designed the vessel to operate as an uninspected research vessel with an ABS loadline. The design offers flexibility in science outfitting allowing for high utilization and affordable operating day rates. The vessel is easily adaptable to evolving scientific research areas such as offshore oil & gas exploration surveys, wind energy development surveys, environmental impact

studies, and the servicing of ocean observing systems. Main propulsion is provided by a pair of 660 BHP tier III diesel engines coupled to a two–in/one-out marine gear driving a controllable pitch propeller shrouded within a nozzle. The arrangement will provide the capability to operate the vessel on a single propulsion engine when on station or during slow speed transits. This will reduce overall engine hours and thus reduce the cost of operation and improve fuel efficiency, minimizing its environmental footprint. The gearbox also powers a robust hydraulic system required to support the vessel's deep water trawl winches and load handling equipment. Electrical requirements are met by a pair of 99 ekW generators which provide redundant capability or can be run in parallel during peak power demands. LED lighting will reduce both power consumption and heat emitted into the accommodation spaces. A high performance rudder package and 250 HP omnidirectional flush - mounted grid bow thruster provide excellent maneuverability. The vessel's capabilities are further enhanced by a state-of-the-art dynamic positioning system for station keeping. Oceanographic outfitting includes very large Wet and Dry Labs designed for maximum flexibility. A 1,000 sq.ft main working deck allows for a 20 long ton science payload and provides a working platform forfishing operations, over-the-side sampling and coring activities. There is also ample room and services to install a 20 foot science van for specialized missions. The new research vessel will take advantage of the latest technology through an extensive array of acoustic instrumentation for the gathering and processing of data in support of fisheries research, oceanography and geophysical sciences. The aft deck is fitted with a stern A-Frame with an 8,000 lb safe working load for over the stern lifting operations and a side mounted J-Frame with an 4,000 lb safe working load for conducting CTD operations. The principal fishing arrangement consists of a pair of trawl net reels and a pair of trawl winches with 4,000 lb linear pull with 355 fathoms of 3/8" wire to support small mesh (200 mm net) bottom trawl surveys inshore and nearshore waters. An electric CTD (Conductivity, Temperature, and Depth) winch with 2,000 m of 0.322" wire will also be fitted for operation from the side mounted J-Frame. There is also a knuckle boom deck crane with a 2,240 lb capacity at a 33 foot reach to support load handling operations. *(Source: MarineLog)*

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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)

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