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

THRAX SOLD TO ATLANTIC TOWAGE & MARINE LTD.

Atlantic Towage & Marine announce that they have bought from Østensjø the tug **Thrax** (Imo 9085209). The tug has been renamed **Ocean Challenger** and is brought under the Irish flag. The 62 tons bollard pull tug will be used in the oil terminal in Bantry Bay for berthing oil tankers. Further the tug is available for emergency response for towing or oil spills. The tug is equipped with FiFi-1, Hydraulic towing pins and a shark jaws for anchor handling. She is now based on the South West Coast of Ireland. The tug was built in 1994 by Sigbjørn Iversen M/V A/S (Simek) – Flekkefjord; Norway under yard number 80 and delivered to Torksey Ltd. and managed by Snaefell Ship Management Ltd – Peel. In 2004 sold to Østensjø Rederi A/S – Haugesund; Norway and managed by Solent Towage Ltd – Hythe. She has a length o.a. of 35.10 mtrs a beam of 11.45 mtrs and a depth of 5,02mtrs. The two 6 cylinder Wichmann type 6L28B diesel engines develops a total output of 3,600 kW (4,894 hp) at 660 rpm. Her free sailing speed is 13.8 knots. *(Press Release)*

ROTORTUG TRIDENT

Trident, the first of three new 98'6"x43'6"x15'7" Robert Allan-designed Advanced Rotortugs (ART) for Seabulk Towing was put through its paces recently on Alabama's Mobile River. Built at Master Boat Builders down the road from Mobile in Bayou La Batre, Ala., the Trident represents the first time the Rotortug, which features triangular propulsion to enhance maneuverability, will be used in the U.S. The Trident's main propulsion comes from three Caterpillar 3512C, Tier 3 diesel engines, producing 1,910 hp at 1,600 rpm each. The Cats connect to three Schottel SRP 1210 Z-drives. The propulsion package gives the tug a running speed of 12.5 knots. Ship's service power comes from twin Cat engines sparking 150 kW of electricity each. On deck are two Jonrie Intertech towing winches. The forward hawser escort winch is a Series 230 outfitted with 450' of Samson 12 2-5/8"x8" HMPE rope. The aft combination towing and hawser winch is a Series 500 outfitted with 2,100' of 2.25" wire rope and 450' of Saturn 12 2-5/8". The Trident will be homeported in Port Everglades in Fort Lauderdale, Fla. WorkBoat Senior Editor Ken Hocke rode along recently as the Trident escorted the cruise ship Carnival Fantasy to its berth alongside the Mobile Convention Center. Read his full account HERE. *(Source: Workboat.com)*

ZAMAKONA YARDS GROUP PERFORMS THE SEA TEST OF THE VB XEREA TUG VESSEL FOR BOLUDA MARITIME CORPORATION

On January 24, Zamakona Yards Group delivered the **VB Xerea**, the second tug for Boluda Towage and Salvage, after the first delivery and sea test of the **VB Xaloc** tug carried out at the end of September 2016. On this occasion, public representatives attended this event such as the Director General of the Spanish Merchant Marine, Rafael Rodríguez and José Luis García Lena, Deputy Director of the Spanish Merchant Marine. Boluda Towage and Salvage representatives also attended the event and were represented by the President Joaquín Lozano, Antonio Bordils, the CEO and José Luis Gonzalez, the General Manager for Spain; The Maritime Captain of Passages, Josu Bilbao, and ANARE, Ángel Mato, General Director also attended the tests. The delegation was received at the Zamakona Shipyards, in the port of Pasajes by its president, Pedro Garaigordobil. The "VB Xerea"

was exposed to different tests, as the first tug delivered, of power, speed, manoeuvrability, performance and electronic systems, with a magnificent behaviour in all of them. This two vessels as the rest of this series of the ten tugboats that Boluda Towage and Salvage has commissioned Zamakona Shipyards, have been designed by the Canadian prestigious naval architecture study of Robert Allan with the aim of rendering towing service in port, sea and escort. In addition, this new generation of tugboats presents interesting innovations as the increase of its shot to fixed point up to 80 tons, mainly because the propellers are guaranteed the supply of the maximum power and without mechanical losses intermediate. The boats will be 31.57 meters long and 12.8 meters beam, with a draft of 6.5 meters and are estimated to reach a speed of 13.5 knots. Also, they incorporate the Caterpillar Mak diesel engines, with a power of 7,500 BHP, Voith propulsion and deck machinery of Ibercisa. Zamakona shipyards will continue to progress in the construction of the remaining eight tugs, in the same terms of quality and will be delivered progressively in a period of four years. *(Press Release)*

NTSB: TEXAS CAPSIZE ANOTHER DOWNSTREAMING CASUALTY

An April 2016 towboat capsize that killed a crewman in Texas was the result of a failed downstreaming maneuver, similar to a 2015 fatal accident in Louisiana, according to a new National Transportation Safety Board report. The 67'x24'x8', 1,800 hp **Ricky J Leboeuf** , owned by D & S Marine Service and operated by Kirby Inland Marine, was moving to pick up two empty tank barges on the San Jacinto River near Channelview, Texas, when the accident happened on the morning of April 19. The San Jacinto river stage was 15', a full 5' above flood stage as a result of prolonged heavy spring rains across that region of Texas, topped off by 5.17" of rainfall in the river basin itself the day before, according to National Oceanic and Atmospheric Administration data. The Coast Guard Vessel Traffic Service for Houston/Galveston had issued advisories warnings of high water and fast currents. Kirby had issued advisories via email to its towboat crews about restrictions on downstreaming maneuvers — going with the flow of the current, using engines astern to slow the towboat until making contact with a barge. The company

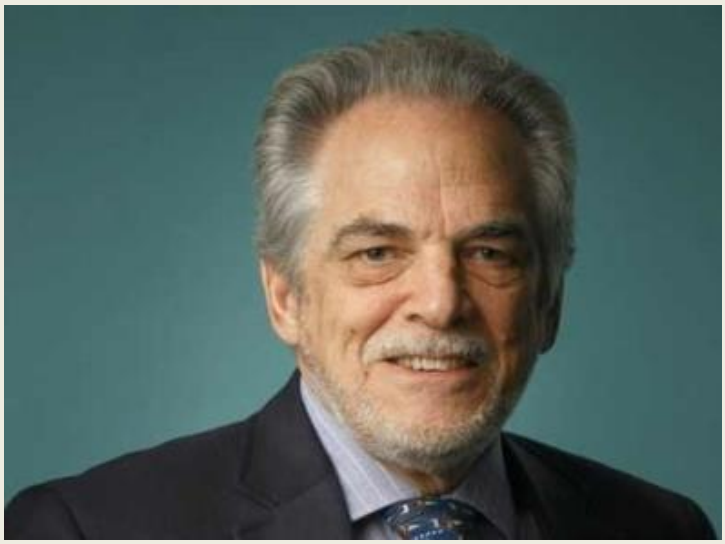
also reminded crews about the use of assist towboats, and the need to close main deck watertight doors and hatches in accordance with the company's safety management system, NTSB investigators found. The **Ricky J Leboeuf** was dispatched at 7:15 a.m. from its mooring at the CEMEX facility near Channelview, with instructions to pick up the barges from Kirby's nearby fleeting area and proceed with them to Beaumont, Texas. With a crew of five, the towboat relief captain, credentialed as a towing master for unlimited tonnage in domestic waters and with 12 years' experience, was in charge of the watch. The junior tankerman/steersman was at the helm, the deckhand preparing to take the barges under tow, while the captain and senior tankerman were off watch in their staterooms, according to the report. The crew proceeded 2.6 miles from Old River, through the Houston Ship Canal, and into the San Jacinto River. According to Automatic Information System (AIS) data, the towboat's speed over ground was 6.4 knots in the Houston Ship Channel, but quickly dropped to 3.5 knots as it pushed into the San Jacinto with its fast current. The junior tankerman told investigators how he and the relief captain noticed the effect of the current. When they arrived at the fleeting area at 7:46 a.m., the **Ricky J Leboeuf** was making 4 knots. "The relief captain expressed concern regarding the stronger-than-average current and, given the prevailing conditions, took control of the vessel from the junior tankerman/steersman because he wanted to demonstrate the proper way of performing the downstreaming maneuver," the report states. The relief captain took the **Ricky J Leboeuf** upstream of the barges. At 7:48 a.m. he turned to port to start the downstream move, approaching the barge fleet at 1.6 knots. Two minutes later the towboat's port push knee made contact. "Using the two main diesel engines, the rudders, and the flanking rudders, the relief captain attempted to pivot the vessel to square it up on the barge. However, his efforts were unsuccessful," the report states. The current was moving at an angle relative to the barge and began pushing on the starboard side of the towboat as its port side fendered against several barges. At 7:53 the vessel heeled to starboard, taking on water through two open doors, as the relief captain sounded the general alarm. Both the captain and senior tankerman escaped from their staterooms, as the relief captain and junior tankerman made their way to safety. The deckhand was last seen trying to swim; his body was recovered by a search and rescue team around 10 a.m., without the safety work vest he had been wearing on deck. The towboat was a total constructive loss at $900,000 and some 10,400 gals. of fuel, lubricant, and other fluids leaked into the river. The relief captain refused to be interviewed by Coast Guard and NTSB investigators, the report said. It noted that under Kirby company policy, he should have consulted with the captain or Kirby's port captain before attempting the downstreaming maneuver. "The National Transportation Safety Board determines that the probable cause of the capsizing and sinking of the towing vessel **Ricky J Leboeuf** was the relief captain's ill-advised decision to perform a downstreaming maneuver in high water conditions without implementing the operating company's risk mitigation strategies or other safeguards," the NTSB investigators concluded. The NTSB report makes note of parallels to the **Miss Natalie** case, when the 59'x28'6"x7'7", 1,600-hp fleeting towboat operated by Western Rivers Boat Management was pinned against the bow of a coal barge, rolled over and sank near Convent, La., on May 30, 2015. One of its four crew members drowned. In both reports on the **Miss Natalie** and the **Ricky J Leboeuf**, the NTSB stressed findings from a nearly 20-year-old joint Coast Guard-American Waterways Operators study of downstreaming maneuvers and their risks. *Recommendations from that analysis include:* Recognizing risks involved in downstreaming under high current conditions and be prepared to abort the maneuver if necessary. Make sure doors and windows on the first deck are closed and secured. Ensure that the vessel has adequate freeboard aft. Notify crewmembers of intentions. Position crewmembers to climb to safety in the event of a downstreaming casualty. *For towing companies, the study called for company policies that:* Stress the need for safe operations during periods of high water, to include raising awareness as to the risks of downstreaming. Conduct daily crew meetings and communications at watch changes to identify and discuss downstreaming

"close calls." In advance of high water conditions, work with vessel operators to determine whether downstreaming should be prohibited at specific river stages. Institute high water procedures to address the need to close and secure doors and windows on the first deck. Read the full report HERE *(Source: Workboat.com)*

BOLLARD PULL

For many years bollard pull trials were conducted in Halifax off the end of Pier 22 where there is a large, deeply rooted bollard, known as the "Queen Mary Bollard". There is one of these huge concrete filled steel bollards at each end of the seawall, at Pier 20 and Pier 22. They were installed when the seawall was built to accommodate the largest ships of the time, which was pre- Queen Mary, but that name has been used for many years. I probably have some more recent or clearer photos of the bollards, but due to present day security restrictions I can't get near enough to take any pictures now. Numerous Georgetown-built tugs conducted their bollard pull trials off pier 22. Pier 22 is not accessible to vehicles, so it is more convenient to conduct trials off the end of pier 26. There is an equally large mushroom head bollard there, which would prevent the line from slipping off. I probably have a photo of it somewhere, but it is no longer accessible to unauthorized persons such as I. *(Source: Mac Mackay-Tugfax)*

INCREASING TUG POWER IN SMALL DESIGN PACKAGES



Regulatory constraints are guiding harbour tug design selection as much as ever before, but the implications of opting for more compact sizes need to be fully understood, writes Clive Woodbridge. Canada's Robert Allan Limited enjoys a significant market share within the harbour, and other tug markets, and as such is ideally placed to assess prevailing design trends. Last year more than 80 tugs were built to its designs worldwide, estimated to represent more than 30 per cent of the market outside of Russia, China and Indonesia, for which reliable figures are hard to come by. An analysis of Robert Allan-designed deliveries in 2016 illustrates an interesting fact. As Robert Allan, executive chairman of the company, observes: "Our data shows clearly that demand from tug owners is heavily influenced by the need, real or perceived, to avoid regulatory hurdles in their fleets." Tugs of 24m and below fall outside of the Sub-Loadline Convention, while those under 500gt - which equates to about 32m - do not need to comply with Solas or other international manning and licensing requirements. Around 50 of the tugs supplied to Robert Allan designs last year were either 24m or 32m in length, more than 60 per cent of the total. For designers, the challenge is to meet the demand of the market to overcome such regulatory hurdles, but without sacrificing power and performance in working alongside today's larger ships. Mr Allan is concerned that the implications of these converging requirements is not being fully grasped by all concerned. He explained: "It is abundantly clear to me that the entire market does not understand where the safe limits of power/displacement or power/length ratios really are today. With large power in small packages, tug performance takes on entirely new complexions beyond classical stability issues. Many tugs have the ability to overpower their own safe operating capabilities, and this limit of capability is extremely complex and very difficult to predict, greatly affecting a tug's fitness-for-purpose." There is, as a result, a critical need for harbour tug designers to meet owners' need for regulatory-compliant tugs, without compromising on delivering maximum safety. Mr Allan stresses that safety remains his company's primary objective. He added: "We are thankful that this safety-based approach is reflected in the fact that, as we near our one-thousandth tug delivery in 2017, we have not had a casualty in any of our designs since the early 1960s, and that was an incident which was operation-related and not a design issue." He continued: "It is also heartening to note that at least some classification societies are taking active steps to upgrade their regulations for tugs to ensure that stability and safety criteria reflect modern design trends, and the very different handling characteristics associated with omni-directional propulsion compared to classical single or twin-screw propulsion upon which most current regulations are based." Tug safety will remain a primary focus of harbour tug designers and operators alike, although Mr Allan notes that there are concerns within the industry about tug safety. He suggests these are not unwarranted in view of a number of serious losses in the past few years. However, he does not believe this reflects any widespread failing of current designs generally. Mr Allan explained: "It is more likely a case of some marginal designs being used in situations beyond their ability. We believe the answer to safer tug operations lies in addressing all aspects of tug operation, not simply basic stability criteria, and identifying the boundaries of operation in

terms of types of work, speed, manoeuvring, sea states and other factors. Moreover it is imperative that crews be fully informed of where these safe limits are, and how to best handle the tug in typical ship-handling operations." In this context, Mr Allan draws attention to a fundamental challenge facing the tug designer of today. This is to gain a complete understanding of the range of operations for which each tug is being designed and used. He continued: "That is not an easy thing to do when our office may be thousands of miles from the owner's base. But we work hard to meet clients and to understand their needs and modes of operation." The tug market is very competitive, with cost a key factor in choosing design and shipyard. But, Mr Allan points out that quality construction and high-performance come at a premium; considering only short-term savings may have a longer-term downside. The need for manoeuvrability, while handling ever bigger vessels, is also clearly influencing design thinking. Mr Allan points to some recent developments from his design office, including the RAVE and Carrousel-RAVE designs, as well as the latest generation ART Rotor Tugs and VectRA (VSP) designs. He said: "All of these are primarily designed for close quarters ship-handling requirements, while moving ever larger ships in more demanding conditions. That requires carefully planned deck layouts with the best possible all-round visibility, fast-responding propulsion and steering systems with precision positioning control, high-performance winches and robust fendering. And all of this must be supported by an extremely robust and well-constructed hull." Looking at tugs of tomorrow, Mr Allan anticipates that it will not be long before the autonomous tugboat is a reality: "That may be 5 years or even 10 years away, but we are convinced it will happen, and most likely in the form of the RAmoRA master-slave concept we introduced in 2015, and the technology for which we continue to refine." The hurdles to the adoption of this technology are not technical but regulatory and jurisdictional, Mr Allan suggested. But, overall, there may be more continuity than change in the harbour tugs of the future. "In spite of the potential for these 'Towbots', there is also no question that the basic tugboat will have a place in maritime commerce for many years to come," Mr Allan commented, adding: "In all likelihood the tugs of 5 or 10 years' time may not be terribly different to tugs of today. That, however, presupposes that the size of ships will not continue to escalate as it has over the past decade, as ship size is the dominant determinant of tug size and power." He believes there will certainly be more focus on alternative energy options in tugs, and he expects that with better and more cost-effective battery technology the hybrid tug should emerge as a very viable alternative to traditional tug types. Although RAL currently has four major LNG-fuelled tugs under construction, he believes this type is less likely to be widely adopted. The main factor working against LNG-powered tugs is the inefficiency of space utilisation on such vessels and the associated premium in cost. Mr Allan also predicts a bright future for tugs with double-ended propulsion such as the RAVE, Carrousel-RAVE and Rotor tug types. "These specialised tugs will find niche applications in ports with very restricted spaces, in major canal applications, and for specialised escorting applications," he suggested. *(Source: Tug Technology & Business)*

ACCIDENTS – SALVAGE NEWS

RNLI HELPS DISABLED WIND FARM GUARD VESSEL

The Royal National Lifeboat Institution's (RNLI) Cromer station received a report from the Coastguard of a wind farm support vessel in distress off the Dudgeon offshore wind farm on Saturday, February 4, at around 5 am local time. The distress call was issued by the converted fishing boat, the **Resolute**, which suffered a fouled propeller. The Cromer station launched an all-weather lifeboat **Lester** to assist the 25-metre **Resolute**. Due to bad weather conditions forecast and repairs impossible, it was agreed to tow the support vessel to the Humber, where the Humber lifeboat would meet take over. However, during the tow north, the propeller untangled itself and the vessel no longer needed help, according to RNLI. The **Resolute** serves as a guard vessel at the Dudgeon offshore wind farm. *(Source: Offshore Wind)*

MASTERS FINED AFTER COLLISION

The masters of two vessels that collided in the Humber, U.K., during thick fog in May last year have been fined £3,000 ($3,700) each, plus costs. David Carlin, the master of the World War II motor launch **Peggotty** and Thomas Neilsen, master of the Danish flagged **Petunia Seaway** were both prosecuted under section 58 of the Merchant Shipping Act 1995, as a result of an investigation by the Maritime & Coastguard Agency. Both pleaded guilty to conduct endangering ships under the Act when they appeared at Hull Magistrates Court on February 3. At around 4.30am on May 19, 2016 **Peggotty**, a 50 foot vessel, had left Grimsby Docks making its way to Hull. Although this was a private voyage, Carlin as a professional master mariner and Humber pilot was very experienced. However, despite the thick fog he failed to comply with a number of regulations to keep his and other vessels safe. These included failing to make his vessel's radar operational, failing to make sound signals and failing to ensure all the navigation lights were working. He had also not taken the conditions into account or prepared an effective passage plan for the journey and was relying on an untested mobile phone app. At the same time, the 200-meter (656-foot) car carrier **Petunia Seaway** was making its way down the Humber towards Grimsby. Its

master Thomas Neilsen, from Denmark, was on the bridge and in charge. He allowed the vessel to proceed at 14 knots in zero visibility, without making sound signals. Neilsen also failed to properly monitor and assess the ship's radar to appreciate they were bearing down on the **Peggotty**. Carlin on his part had not realized the **Peggotty** was in the main shipping channel and was effectively blind to the collision course his vessel was on with the **Petunia Seaway**. Just before 4.50am the two vessels collided almost head on. The **Peggotty** was able to pass down the port side of the much larger **Petunia Seaways**, scraping down the side as it went. However the impact was enough to damage the hull of the **Peggotty**, and it began to take on water. Carlin was able to broadcast a Mayday call and the two on board were picked up by a nearby pilot boat before the **Peggotty** sank and was lost. The men were sentenced at Hull Magistrates Court. The district judge said that Carlin for his part had a catalogue of failures, while Neilsen's actions were insufficient. Gwen Lancaster, surveyor in charge at the Maritime & Coastguard Agency's Hull Marine Office said: "I am both surprised and disappointed that this collision, which could easily have resulted in far worse consequences for those onboard the **Peggotty**, occurred in the first place. "Both vessels were under the command of experienced professional captains who should have known better. This whole incident reflects complacency on their part in addition to a blatant disregard for the rules designed to prevent collisions occurring at sea." *(Source: Marex)*

ASSISTANCE TO DISTRESSED TRAWLER IN BARENTS SEA

The "**Murmanryba**" was deployed to assist the Russian trawler "**Altay**", 203 dwt (IMO-No.: 8842026) of the Murmansk-based Putina company which has suffered engine failure in the eastern part of the Barents Sea on Feb 5, 2017. The tug which was on duty in the Barents Sea has been sent to assist the trawler with nine fishermen and tow it to the port of Murmansk, presumably by the morning of Feb 6. The contact with the distressed trawler has not been lost. The ship had a reserve of food and drinking water. The weather in the Barents Sea was calm, so the rescue operation was expected to proceed smoothly. *(Source: Vesseltracker; Photo: Andrey.Arefulin)*

TONNY RUN AGROUND

The 47 meter long, 499 gt water tanker **Tonny** ran aground on Brottøy near Raftsundet, Norway. The tanker was proceeding from Myre when it ran aground just off the shore. The bow of the **Tonny** was holed and the tanker suffered water ingress. The crew requested assistance with a NSSR lifeboat and tug responding. The vessels failed several times to pull the **Tonny** free until it finally refloated with the rising tide. No reports of injuries to the three crew on board. The cause of the grounding was not reported.

(Source: Shipweck Log)

STORM OFF UAE DRIVES FIVE VESSELS AGROUND, SINKS ONE

Over the weekend, a storm drove five cargo vessels ashore in Sharjah and Umm Al Quwain in the United Arab Emirates. Additionally, one vessel went down off Sharjah, with four seafarers rescued, three confirmed dead and an unknown number still missing. The name of the sunken vessel has not been released. "It will take some time until the ships are removed. The sea is still rough and it might affect the removal," said Mubarak Al Shamsi, director of Al Hamriyah Municipality, speaking to UAE's The National. "Our teams have made sure that there are no spills from these vessels that might affect the environment." The UAE coast guard rescued the crews of the five grounded vessels with no injuries or loss of life, and the seafarers are awaiting permission to fly back to their home countries. The groundings are reminiscent of a series of marine casualties off Al Hamriyah in 2011-2013, all caused by foul weather and all in the first three months of the year – the worst season for storms off the northern coastline of the UAE. In February 2011, two vessels went aground in the area, and in January 2012, two vessels off Hamriyah sank within one week. In March of 2012, a storm drove two barges onto the port's breakwater and pushed another two vessels onto the beach at Ras Al Khaimah and Khor Khuweir; two more vessels were torn adrift from their moorings. In 2013, the freighter **Sea Blue** went ashore at Al Hamriyah in a storm, and was sufficiently damaged that she had to be scrapped.

(Source: Marex)

SAMSA INVESTIGATES TRAGIC VESSEL INCIDENT AT CAPE TOWN HARBOUR AT THE WEEKEND

The South African Maritime Safety Authority (SAMSA) confirmed on Sunday that it had begun an investigation into a tragic incident of a Transnet National Ports Authority (TNPA) owned vessel that capsized at the port of Cape Town on Saturday, leading to the death of one person, while two others narrowly escaped. According to SAMSA in a statement on Sunday evening, the incident occurred at about noon on Saturday when a TNPA service launch vessel apparently capsized some 300 meters off-shore of the eastern breakwater with a skipper and two (2) crew members on board. With recovery efforts set in motion shortly thereafter, the crew members were rescued and given medical attention but the skipper tragically lost his life, with his body recovered a day later, only on Sunday afternoon. SAMSA extended its condolences to the family, friends and colleagues of the skipper, and confirmed that it had begun an investigation into the incident. *(Source: SAMSA)*

OFFSHORE NEWS

TRIO TO CREATE 'WORLD CLASS' OSV COMPANY IN NORWAY

A new offshore supply vessel company with a fleet of 154 vessels will be formed in Norway following a combination of three companies, Farstad Shipping, Solstad Offshore and Deep Sea Supply. According to Farstad's Oslo Stock Exchange filing on Monday, its stakeholders have agreed a plan for its financial restructuring, which will be followed by work to combine Solstad Offshore, Farstad Shipping and Deep Sea Supply, creating a new "world class OSV company." The parties to the financial restructuring of Farstad are Farstad Shipping, Aker Capital, a subsidiary Aker ASA, Hemen Holding (a company indirectly controlled by trusts established by John Fredriksen), as well as Farstad Shipping's senior lenders, substantial parts of its bondholders, and F-Shiplease (a subsidiary of Ocean Yield). The proposed combination was agreed together with Soff Invest AS and Ivan II AS and Tyrholm & Farstad. Farstad explained that, as repeatedly expressed by a range of industry experts, the fragmented Norwegian OSV industry requires consolidation. By agreeing to complete the Farstad restructuring and to work for the proposed combination, senior lenders,

bondholders and long-standing family owners supported by industrial investors are making a collective effort to secure a successful refinancing of Farstad Shipping and to create a new and robust OSV company operating out of Norway in the high-end segments of the global OSV industry. "The proposed combination is a necessary structural measure in today's OSV market," CEO of Deep Sea Supply says. Farstad Shipping CEO, Karl Johan Bakken, said: "With this solution, we provide Farstad, Solstad and Deep Sea Supply with an industrial platform to sustain the current downturn in the OSV market and be well positioned to exploit a market recovery." Farstad stated that a successful completion of the combination will create the largest company in the high-end global offshore supply vessel industry with a fleet of 154 vessels. When including all vessel classes and lower spec vessels, the company ranks fourth globally. The company will operate a fleet of 33 CSV, 66 PSV and 55 AHTS vessels deployed globally in all deep water hubs. Lars Peder Solstad, CEO of Solstad Offshore, comments: "For over a year we have advocated strongly for consolidation in the OSV industry. One step was taken through the merger of REM Offshore ASA into Solstad Offshore in 2016. With a successful completion of the combination we would take further steps to build the world's leading OSV company." Following a successful completion of the proposed combination, it is proposed that Solstad Offshore will be the parent company in the consolidated group, and will have support of two of the strongest participants in the shipping and offshore sector through Hemen and Aker. "The proposed combination is a necessary structural measure in today's OSV market, which will enable the combined company to achieve significant synergies through more efficient operations and a lower cost base," Jon Are Gummedal, CEO of Deep Sea Supply comments. "We are excited by this opportunity to work closely with the Fredriksen group and other stakeholders to realize our ambition to establish an efficient global leader in the OSV segment. The proposed combination of Solstad's, Farstad's and Deep Sea Supply's operational experience, high quality fleet and global network together with the Fredriksen group's and Aker's industrial expertise, M&A capabilities and financial strength will provide a powerful platform through Solstad Offshore," says Øyvind Eriksen, President and CEO of Aker. *Solstad Farstad* The new consolidated group, "Solstad Farstad", will build on the complementary strengths of the three companies, combining the existing Solstad Offshore's CSV capabilities with Farstad Shipping's AHTS experience, international presence and position in Brazil and Australia, together with Deep Sea Supply's PSV operating model. The combination will enable realization of substantial cost and revenue synergies in the range of NOK 400 -650 mln annually. Lars Peder Solstad will be proposed as the Chief Executive Officer of the combined company, which will be headquartered out of Skudeneshavn, Norway. The focus of the initial discussions between the parties has been to create a company with a strong industrial position. The process to define the operating model and organizational structure of the combined company will be based on the competitive strengths of Farstad Shipping, Deep Sea Supply and Solstad Offshore. The companies will until further continue to operate as-is in their current organizational structure. *Farstad restructuring* As part of the restructuring, Farstad Shipping's creditors will convert existing and future debt claims to equity, the existing financing agreements of

Farstad Shipping will be amended, Farstad Shipping will issue NOK 650 mln of new equity fully underwritten by Aker and Hemen, and Aker and Hemen have agreed to participate in the take-out financing of the newbuild "**FAR Superior**". The newbuild is expected be delivered from Vard Singapore's Vietnamese shipyard in February 2017. The Farstad restructuring is expected to be completed during the first half of 2017. It is dependent on final loan documentation, approval by the bondholders in Farstad Shipping's two outstanding bond loans FAR03 and FAR04, and the approval of the credit committees of the senior lenders but it is not dependent on the combination being completed. *New company structure* Deep Sea Supply and Farstad Shipping will merge into and be established as individual subsidiaries under Solstad Offshore, with shareholders of Deep Sea Supply and Farstad Shipping receiving shares in Solstad Offshore as consideration. Under the mergers, Farstad will merge with a newly incorporated subsidiary of Solstad Offshore and Farstad's former shareholders will receive shares in Solstad Offshore as merger consideration. Contemporaneously with the Solstad Offshore / Farstad merger, Deep Sea Supply will combine with Solstad Offshore in a merger or merger-like transaction whereby all of Deep Sea Supply's assets, rights and obligations will ultimately be transferred to a subsidiary of Solstad Offshore against consideration in the form of Solstad Offshore shares. The existing financing agreements of Solstad Offshore and Deep Sea Supply will be sought amended and harmonized with the Farstad amended financing terms. In connection with the combination, Solstad Offshore will complete a NOK 200 mln private placement directed towards Hemen at a subscription price of NOK 12.50 per share. The proceeds from the private placement will passed on by Solstad Offshore to the part of the new group comprising the former Deep Sea Supply operations. Aker will convert its NOK 250 mln convertible loan to Solstad Offshore in exchange for shares, such convertible loan having originally been granted to Solstad Offshore in 2016 together with a NOK 250mln equity investment by Aker in Solstad Offshore. Solstad Offshore's dual share class structure will be collapsed, and all Class A and Class B shares will be converted to common shares on a 1:1 basis. Solstad Offshore will assume Farstad Shipping's obligations under any convertible bond issued as part of the Equity Issue (with logical amendments to the convertible bond issue). The senior lenders in Farstad Shipping have undertaken to vote in favour of and otherwise support the combination, including by voting in favour of any changes to the board of directors of Farstad Shipping as Aker and Hemen may jointly propose. Further, the senior lenders have undertaken a lockup obligation preventing them from selling their shares in Farstad Shipping until such time as the combination is finally approved or until September 30, 2017, unless otherwise agreed with Aker and Hemen. *(Source: Offshore Energy Today)*

DOF SCORES BRACE IN EGYPT

Norwegian offshore shipowner DOF has won two contracts in Egypt. The company said on Monday

the contract was with a large international contractor in for the vessels **Skandi Saigon** and **Skandi Sotra**. Both contracts have a duration of 75 days firm + 30 days options with start up in February. **Skandi Sotra** is a PSV, MT 6000 and **Skandi Saigon** an AHTS, Vard AH08 design. This is a second charter deal for DOF in one week, as Norskan Offshore, a Brazilian subsidiary of DOF, last week secured secured three long-term charters with Petrobras. *(Source: Offshore Energy Today)*

GLADDING-HEARN DELIVERS NEW BOAT TO LAKE PILOTS

The Lake Pilots Association, District 2, in Port Huron, MI, has accepted delivery of a new Chesapeake Class pilot boat from Gladding-Hearn Shipbuilding, Duclos Corporation, Somerset, MA. With a length overall of 52.5', a beam of 16.7', and a draft of 4.8', the all-aluminum pilot boat features the C. Raymond Hunt-designed Deep V hull. Power is provided by twin Cummins QSM11 diesel engines, each delivering 602 bhp at 2300 rpm and turning 5-blade NiBrAl propellers via Twin Disc MGX-5114A Quickshift gears to give the vessel a top speed of 25 knots. Diesel fuel capacity is 690 gallons, which, shipyard officials say, will provide a range of at least 350 miles at an economical speed of about 20 knots. The engines turn 5-blade NiBrAl propellers via Twin Disc MGX-5114A "Quickshift" gears. A Humphree interceptor trim tab, with automatic trim optimization, is installed at the transom. The wheelhouse, flush-mounted to the deck amidships and with forward-leaning front windows, is outfitted with Llebroc seats and a settee and is heated by two 40,000 BTU Heatercraft units. The forecastle also hass a 40,000 BTU heater, along with a settee, portable head, and built-in storage cabinets. Outside of the wheelhouse, the handrails and foredeck are heated by a 120,000 BTU diesel-fired heater. There are boarding platforms on the roof and port and starboard on the foredeck. At the transom are throttle and steering controls, and a winch-operated, rotating davit over a recessed platform for rescue operations. *(Source: MarineLog)*

CLEAN GULF ASSOCIATES ADDS ADVANCED RESPONSE VESSEL

New Orleans based non-profit oil spill response cooperative Clean Gulf Associates, Inc. has added a new 95-ft rapid response vessel to its assets. The vessel, the J.L. O'Brien, is the fourth in a series of 95-foot offshore oil spill recovery vessels constructed by Midship Marine, Inc's. Harvey, LA, shipyard for CGA to help ensure a speedy and efficient response to future oil spills in the Gulf of Mexico. The new vessel will be prepositioned in Leeville, LA to help anchor spill response readiness all along the Gulf Coast. The J.L. O'Brien represent a $5 million investment in new CGA response resources designated for the Gulf of Mexico. "In order to stay fully responsive, CGA is continuously improving and expanding our equipment inventory and response fleets with the latest technology to ensure the protection of the Gulf Coast, our marine habitat and commercial and recreational fisheries resources in the event of an oil spill related incident," said Captain Frank Paskewich, President of Clean Gulf Associates, Inc., which has played a leading role in responding to and preparing for oil spills in the Gulf and along the coast since 1972. The J.L. O'Brien is the first oil spill response vessel designed with advanced Seakeeper gyrostabilizer technology that reduces the vessel's rolling motion by up to 75%, allowing for productive skimming in rougher seas. The Seakeeper is a computer controlled gyroscope that provides counter-torque to the natural rolling motion of the vessel thereby reducing crew fatigue, anxiety, and seasickness. Additionally, the more stable platform will allow for skimming in increased sea states. Like the first three vessels, the O'Brien is Coast Guard certified with overnight accommodations for a crew of six and is outfitted with the technologically advanced Aptomar-Rutter integrated X-Band Radar and Infrared oil spill detection systems allowing for 24-hour oil skimming operations. In addition, The J.L. O'Brien is equipped with two, three brush Lamor side mounted skimmers with an effective daily recovery capacity of 22,885 barrels of oil per day and 249 barrels of recovered oil storage and has a 3500-gallon fuel capacity for extended offshore response. The J.L. O'Brien is named after the legendary James (Jim) L. O'Brien who pioneered professional oil spill response management for over 40 years.

Jim passed away in 2014. According to Capatin Paskewich, "Jim O'Brien is the most iconic oil spill response planning and management professional of all time. During his career-spanning 45 years, Jim continuously displayed energy and passion when planning and formulating the most efficient and effective strategies and tactics to respond to an oil spill. Through his experience, reputation, and dedication, he positively influenced thousands of people throughout the response industry." CGA's many spill response resources include the first purpose - built turbo prop dispersant aircraft, which it funded in 2009, water containment and clean-up equipment such as four 46' Fast Response Vessels, twelve portable self-contained skimming Fast Response Units and 11 sets of rigid sweeping Koseq arms to be deployed on large offshore supply vessels, a $10 million High Volume Open Sea Skimmer system (HOSS) which is one of the most advanced long duration offshore oil spill collection systems in the world, and two different ground breaking shallow water skimmers for shallow water operations such as in bays, bayous, marshes and lakes. In addition to this equipment, CGA also owns and stocks over 10 miles of ocean containment boom, and has robust wildlife rehabilitation capability. Today, CGA serves 100 member companies in the pipeline and oil and gas exploration and production industries operating throughout the Gulf Coast. CGA owns and operates more than $50 million in spill response equipment and technology and operates out of eight coastal bases throughout the Gulf region from Aransas Pass, TX, to Venice, LA. *(Source: MarineLog)*

FORLAND HITS EZRA WITH 'PAY UP OR WIND UP' ORDER

Ezra Holdings has received a statutory demand from the solicitors of Forland Subsea for payment of a charter that is due and owing by EMAS-AMC AS for the vessel **Lewek Inspector**. According to Ezra who acts as the parent corporate guarantor for the charter party, a claim is for some S$4.4 million or NOK 25.5 million. Forland earlier stated that EMAS-AMC, now a wholly owned subsidiary of EMAS Chiyoda Subsea, was behind on the payment for the month of October 2016, due November 30, 2016 and was 'unable to settle the outstanding charter hire for the time being'. The shipowner, however, agreed for the vessel to continue its campaign offshore Africa, despite falling behind on its obligations. It is understood that if Forland does not receive payment for the sum demanded within three weeks from the date of the statutory demand, its solicitors would ask for Ezra to be wound up by the High Court of Singapore for not being able to pay its debts. Ezra has advised its shareholders and potential investors to exercise caution when trading in the company's shares while it's seeking for advice on the matter. *(Source: Subsea World News)*

ARGENTINA'S ULTRAPETROL SEEKS CHAPTER 11 PROTECTION

With creditiors dismissing its restructuring plans listed Ultrapetrol has become the latest victim of

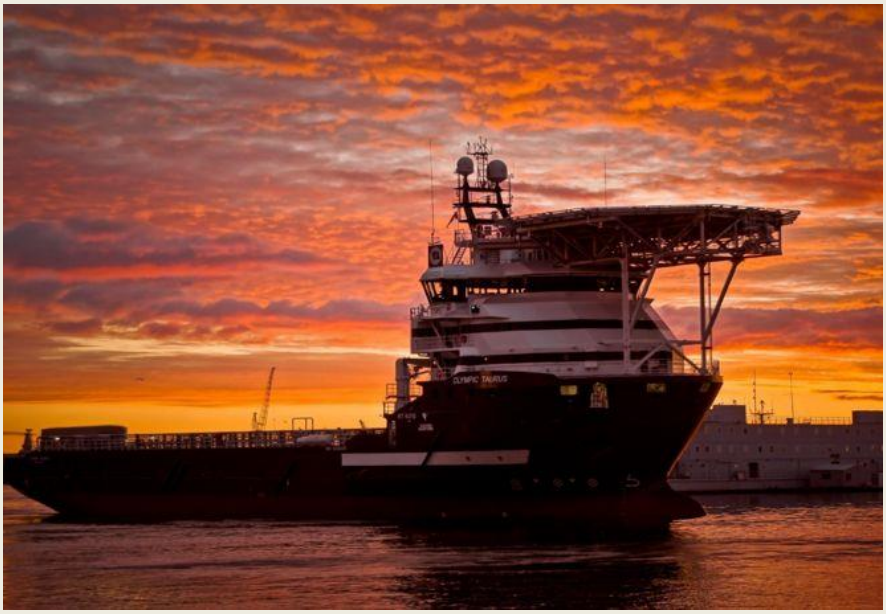
the shipping downturn, seeking Chapter 11 bankruptcy protection at a court in the US late last night. Ultrapetrol, which operates hundreds of river barges, as well as OSV's and two product tankers and a pair of feeder boxships, was saddled with $566m of debts. As its financial position worsened the Argentinian owner was forced to delist from the NASDAQ last October, but it quickly moved the OTCQB Venture Market. Damian Scokin resigned as VEO of the company on November 1 to be replaced by the firm's chairman, Eduardo Ojea Quintana. *(Source: Splash24/7)*

FRATELLI D'AMATO SHUTS TWO COMPANIES AND TRANSFERS FIVE PSV'S

The Napels-based Fratelli D'Amato shipping group has just put into liquidation two companies and will transfer the property of five PSV's left in its fleet into a new single purpose vehicle. Fratelli d'Amato Spa and Dolphin Tanker Srl are the two companies that have been canned since they remained with no assets both in dry and liquid bulk business. Luigi D'Amato confirmed to Splash the decision to start the voluntary liquidation of both the companies but also added: "In Italy a voluntary liquidation is not an

irreversible procedure which might be considered if market conditions improve." Instead the five PSV's built in Italy at Rosetti Marino and controlled by the Luxembourg-based holding Fratelli d'Amato International are to be transferred to a new company and the connected financial exposure is to be renegotiated with the banks with the support of some advisers in the coming weeks. From 2011 onwards Luigi DÁmato, who is from Naples but has been living in Geneva for years now, has progressively sold his bulk carriers, tankers and offshore units due to low freight rates and defaults of some counterparts. Looking back to its recent business experience D'Amato said: "At the end of 2006, beginning of 2007 my fleet was composed of 25 owned ships (bulkers and tankers) and 52 chartered bulkers. In the following years with the incoming crisis I gradually sold the entire fleet to repay the loans and diversify into 10 platform supply vessels projected by Rolls Royce and built in Italy. The chartered bulkers, after heavy losses covered by injections of huge amount of money, were redelivered mainly at the natural expiry to avoid defaults and some other expensive wash-out." The VLCC ordered at STX was converted into three big containerships and sold to Rickmers. "With the money recovered we updated the repayments to the banks, to the commercial creditors and paid the majority of wash-out," added the Italian owner. "In May 2014 the PSV market collapsed and I was obliged to sell five of them and put in lay-up the remaining five in Sunderland." D'Amato concluded saying that his company in the last five years fell victim of many defaults: "We were obliged to accept a settlement at 10-15% of our credit". Fratelli D'Amato was involved in the Korea Line and Petrobras defaults among others. The restructuring plan still in progress by the advisers will aim to reduce drastically the debts and continue the management of the five PSV's in the fleet. *(Source: Splash24/7)*

OLYMPIC WRAPS UP FINANCIAL RESTRUCTURING



Norwegian offshore vessel owner Olympic Ship has completed its financial restructuring announced in 2016. Back in July 2016, the company informed it had started discussions with its secured lenders regarding the need to adjust the repayment profile of the financial debt of the company and its subsidiaries. After months of talks with creditors, the company on December 9 had obtained support for a financial restructuring of the group from all key stakeholders. The aim of the restructuring was to create a financial runway for the group through 2020, even in a low case scenario with limited or no utilization for the vessels without long-term contracts. Furthermore, the company made plans to create a new pure-play subsea structure, which would acquire 11 subsea vessels from Olympic Offshore. The completion of the restructuring was subject to several terms and conditions, including inter alia, approval by the requisite bondholder meetings and final documentation and agreements with the relevant stakeholders. On Friday, February 3 Olympic said it has reached and entered into agreements with the secured lenders and the bondholders with

expectation to declare the agreements effective as of Monday, February 6, 2017. Consequently, the company expected the technical transformation of the company's existing bonds to be initiated on February 6, 2017. *(Source: Offshore Energy Today)*

FEAST OR FAMINE IN THE OFFSHORE

After an active year or two for offshore supply vessels, Halifax has now entered another drought, which shows little sign of improvement in the near term. As with the rest of the world, oil exploration and development has hit the skids and huge numbers of support vessels and drill rigs have been stacked. Halifax was a bit of an anomaly due to Shell's exploration drilling off Nova Scotia using the drill ship *Stena ICEMAX*. However that troubled program turned up disappointing results on top of all the difficulties and the drill ship has moved on to its next assignment. (It is currently anchored in Las Palmas). The three suppliers used to support it are all now idled in Halifax.

Skandi Flora and **Maersk Nexus** are tied up at the IEL and Mobil docks in Dartmouth, and **Scotian Sea** at the old Coast Guard base. The standby boat **Atlantic Tern** is idled at pier 9C also. There are no prospects in the offing unless Shell is forced to pick up the abandoned drill stem it dropped on the ocean floor a year ago. BP also has plans for an exploration program in 2017, but details are scarce. In view of the world situation for this type of vessel, they may be laid up for some time. Meanwhile both offshore gas facilities are experiencing problems. Encana's **Deep Panuke** is winding down to seasonal operation due to low process and water issues, but the supplier **Atlantic Condor** and standby **Atlantic Tern** remain employed.. The other Sable Island area gas project, the Sable Offshore Energy Project (SOEP) (Exxon Mobil are the lead operators) has **Venture Sea** and **Siem**

Hanne contracted. The project began production in 2013 but is not expected to last out its projected 13 year lifespan. The supplier **Trinity Sea** has been laid up in Dartmouth for several months. Meanwhile at Halifax Shipyard the two newbuilding suppliers **Atlantic Griffon** and **Atlantic Shrike** have completed their first sea trials and bollard pull tests. They continue fitting out at pier 9B, still in the hands of Damen, their builders. No date has been announced for handover to Atlantic Towing Ltd, but I am told that the third of the four tug order is en route to Damen's home shipyard in the Netherlands for its final trials. There have been slow downs like this in the past as the oil industry is notorious for hills and valleys, but the current depressed market has seen numerous business failures and restructurings and still shows only faint glimmers of any sort of recovery. The cable ship **Isaac Newton** is in layup. Its operators, Dredging and Maritime Management SA (DMM SA) have applied for another coasting license for 2017. Apparently the ship did not complete its work on the New Brunswick / Prince Edward Island power cable project before the onset of winter. It is expected to resume work March 15 and complete by June 15. *(Source: Mac Mackay-Tugfax)*

WINDFARM NEWS - RENEWABLES

SEAROC LAUNCHES COMMUNICATIONS SYSTEM FOR FAR OFFSHORE PROJECTS

SeaRoc Group has provided what the company calls "a unique communications and logistic data solution" for DONG Energy Wind Power, with its first deployment on the UK-based Race Bank offshore wind farm. The solution utilises SeaRoc Group's management software system, SeaPlanner, and consists of containerised equipment for communications and logistical data sharing for far offshore projects. On 10 July 2016 the solution became fully operational with communications and status updates being received in one of DONG´s operations & logistics centres over a satellite link. This data is integrated into SeaPlanner, providing real-time visibility of site activity, vessel and helicopter tracking as well as various people tracking

features, according to SeaRoc. The container also contains several autonomous safety systems including fire suppression, gas detection and temperature control, all of which are monitored using the SeaPlanner software. The solution for Race Bank OWF utilises the latest enhancements of the SeaPlanner software that aims to centralise, standardise, automate, and make equipment easily deployable on far offshore projects. Neil Pittam, SeaRoc Group Project Manager, said: "This has been a fantastic project for us to work on and we are proud to have delivered a product that is applicable to any type of offshore construction, and is unique to the offshore renewable industry. This system provides a highly-reliable and robust communications system for mission critical activities, maintaining the highest levels of safety, management and efficiency for offshore construction and maintenance operations." *(Source: Offshore Wind)*

SEAJACKS SCYLLA PUTS HUISMAN CRANE TO USE AT VEJA MATE

Huisman Equipment has shared a photo of the jack-up vessel **Seajacks Scylla** installing one of the 67 Siemens 6MW turbines at the 402MW Veja Mate offshore wind farm using a 1,500mt Huisman Leg Encircling Crane. **Seajacks Scylla** and Fred. Olsen Windcarrier's jack-up vessel **Bold Tern** started loading the first batch of turbine components from the Port of Esbjerg in Denmark in early January. **Seajacks Scylla** had already worked on the project, installing 67 monopiles at the site located some 95 kilometres north west of the island of Borkum in the German part of the North Sea. 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)*

SIEM INSTALLS VEJA MATE INTER-ARRAY CABLES 10 WEEKS EARLY

Siem Offshore Contractors has completed the inter-array cable installation and post-lay burial

activities at the Veja Mate offshore wind farm in German North Sea ten weeks ahead of schedule. Cable installation started on 1 October, and since then Siem successfully installed 73 composite submarine power cables totaling 97 kilometres in length using their **Siem Aimery** and **Siem Moxie** vessels for cable laying and installation support. Termination and testing activities will be completed within the next few weeks. The inter-array grid will connect the wind farm's 67 Siemens 6MW turbines with an offshore substation which will collect the electricity generated by the wind turbines and send it to the mainland via export cables. Veja Mate's IAC Package Manager Klaus Zwirlein said: "We are happy to have brought this project to a successful end, ahead of schedule. Although the weather was kind to us, our achievement was realized thanks to the great team effort of our IAC staff and SOC project teams for their dedication and commitment." Veja Mate is a 402MW, 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. Bank financing for the project was completed on 1 July 2015. Construction started on 4 April 2016 and the project is expected to be fully operational by the end of 2017. *(Source: Offshore Wind)*

MPI ENTERPRISE SHOWS HER VROON COLOURS AHEAD OF NORDSEE ONE WORK

MPI Offshore's jack-up vessel **MPI Enterprise** has recently undergone her periodic drydocking in Hamburg prior to heading out to install Senvion wind turbines on the 322MW Nordsee One offshore wind farm. During her stay in dock, she was painted in Vroon red and labelled with Vroon's white letter V. In the next couple of weeks, **MPI Enterprise** will be mobilised to commence the turbine installation on the 322MW Nordsee One offshore wind farm in the German part of the North Sea. The vessel will transport turbine components from the Buss Orange Blue Terminal in Eemshaven, The Netherlands, and install all 54 Senvion 6.2M-126 turbines at the 41-square-kilometre site located some 40 kilometres north of Juist Island. Nordsee One, owned by Northland

Power Inc. (85%) and RWE International SE (15%), is expected to be commissioned in the second half of 2017. MPI Offshore, part of Vroon, operates a fleet of four wind turbine installation vessels, including **MPI Enterprise**, **MPI Resolution**, **MPI Adventure** and **MPI Discovery**. *(Source: Offshore Wind)*

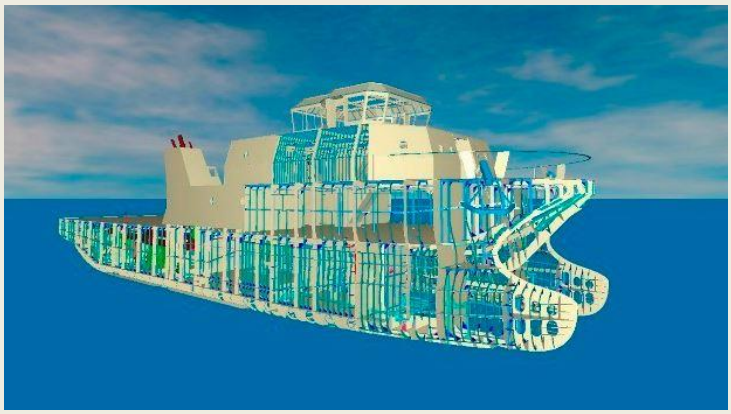
DREDGING NEWS

HANSON INVESTS €70 MILLION IN TWO NEW HOPPER DREDGERS

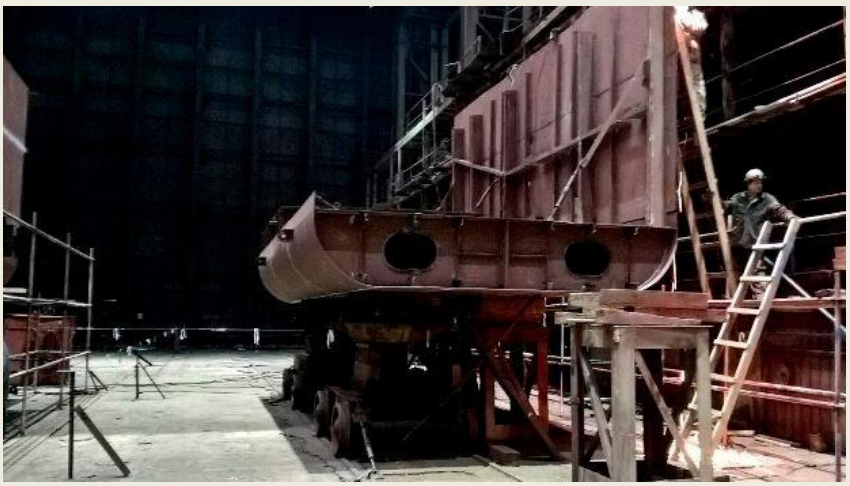
Hanson has decided to invest €70 million in two new 3,000 cubic meter capacity trailing suction hopper dredgers for its marine aggregate fleet. The company announced that the newbuilds will be the first new aggregate dredgers to be commissioned by Hanson in the UK for more than 25 years. Hanson UK chief executive Daniel Cooper said: "This significant investment is the first step in a strategic replacement program for our existing fleet of eight dredgers which deliver marine aggregates into a network of wharves in both the UK and continental Europe." "It is also a key part of our overall strategic plan. Marine dredged sand and gravel is critical to our UK business. It used in around half of our ready-mixed concrete plants and is becoming more and more important due to the increasing scarcity of land-won sand and gravel, particularly around London and south east England," added Cooper. The new TSHDs, which will enter service in 2019, will be equivalent in size to Hanson's existing A-Class vessels, carrying up to 5,500 tonnes of sand and gravel. According to Hanson, the new ships, which will provide major improvements in fuel consumption, reliability and CO2 emissions, will be built by the Dutch shipbuilder Barkmeijer at its yard at Stroobos in the Netherlands. The two-year build program will be overseen by a dedicated project management team to ensure the design specification is followed and the timeline stays on track. *(Source: Dredging Today)*

YARD NEWS

GTSKB RECHFLOTA LLC COMPLETED WORK DESIGN DOCUMENTATION FOR MULTI-FUNCTIONAL DIVING CATAMARAN OF PROJECT SDS18



GTsKB Rechflota LLC says it has completed the development of work design and lofting documentation for the hull of multi-functional diving catamaran of Project SDS18. The ship will be built by Okskaya Sudoverf shipyard for Marine Rescue Service of Rosmorrechflot. The class design was developed by Marine Engineering Bureau. The ship of Project SDS18 is intended for support of diving operations at depth of up to 60 meters and sea waves of up to 3 points; taking part in rescue and ship lifting operations; accommodation and operation of scientific and research facilities; examination of bottom, sunken ships, underwater parts of hulls and hydraulic engineering facilities; ensuring of small size ROV operation at sea waves of up to 3 points. Key characteristics: LOA – about 46.20 m; BOA – 13.73 m; depth – 4.20 m; CWL draught – 2.0 m; draught at the summer load waterline – 2.5 m; speed – 11.5 knots; endurance - 25 days. Crew – 7, total number of accommodation places - 12. Personnel accommodation - 18. Class notation - KM Ice1 R1 AUT3-ICS OMBO DYNPOS-1 Catamaran Special purpose ship by Russian Maritime Register of Shipping. Work design was done with Nupas Cadmatic, cutting files – with UPNEST&UPEDITOR. GTsKB Rechflota LLC was established in 2006. Apart from development of design documentation, supervising of the shipbuilding process, assessment and consulting, the company offers shipbuilding and ship repair services. *(Source: PortNews)*



ROTTERDAM OFFSHORE GROUP UPGRADES WORLD'S LARGEST JACK-UP VESSEL – SEAJACKS SCYLLA

The world's largest jack-up vessel **Seajacks Scylla**, has recently visited the Rotterdam Offshore Group (ROG) terminal in the Waalhaven, after her first successful assignment on phase 1 of the Veja Mate Offshore Windpark project. During the vessels stay at the Waalhaven facility, ROG performed an upgrade on the vessels mooring system. ROG worked around the clock to complete the project within strict deadlines and to the highest quality levels required by the vessel owners and to class

satisfaction. After the upgrade, **Seajacks Scylla** sailed to Esbjerg where the vessel has been mobilised for the 2nd Phase of the Veja Mate offshore wind farm project which includes the turbine installation of 67 Siemens SWT-6.0-154 wind turbines at the 402MW wind farm. **Seajacks Scylla** had already completed phase 1 of the project, installing 67 foundation monopiles at the site located some 95km north west of the island of Borkum in the German exclusive economic zone (EEZ). Each monopile weighs approximately 1300 tonnes, has a diameter of 7.8 metres and each transition piece is over 25metres in length and weighs approximately 360 tonnes. Veja Mate is a EUR 1.9 billion (US$2 billion) offshore wind project expected to be fully operational by 2018 which will offset over 18 million tonnes of CO2 over the life cycle of the installation. *(Press Release)*

PONTOON FOR THE NORWEGIAN AQUACULTURE INDUSTRY

On February 7 Neptune Shipyards sent off a pontoon to Norway, where it will be used within the Norwegian aquaculture industry. The 30 x 11.20 x 2.50 meters pontoon has been optimized to fulfil the customer's needs. However, we managed to build the pontoon within only 8 weeks' time. Neptune

Shipyards offers a broad range of pontoons in stock as well as custom-build. *(Press Release)*

SOUL JACK-UP VESSEL – THE NEXT STEP UP FOR OFFSHORE WIND

SeaOwls and Ulstein launched a pioneering heavy lift jack-up vessel design, the SOUL, at the Offshore Wind Journal Conference on 7 February. The cruciform structural lay-out makes the patent-pending solution more than 10 per cent lighter than conventional jack-up vessel designs. In combination with a high capacity crane, SOUL enables operators to take the next step in developing offshore wind farms. The concept aims to install the next generation wind turbines (10-12 MW) in the same time frame as currently used for installing 6-8 MW units, a significant efficiency gain over any jack-up vessel design currently available in the market. "The development of this novel jack-up vessel is the logical next step in our strategy to widen our portfolio and become a leading company in supporting the offshore wind industry with more efficient assets", says Tore Ulstein, deputy CEO at Ulstein Group. "Combining the vast track record in heavy lift vessel designs from our Dutch Ulstein branch with SeaOwls' experience in jack-up technology, resulted in an innovative jack-up vessel concept based on proven technologies." Scaling-up conventional heavy lift jack-up vessel designs proves challenging due to the disproportional weight increase compared to gain in Variable Deck Load (VDL). "We noticed this created uncertainty with turbine manufacturers, wind farm operators and installation contractors on how to install the future generation wind turbines, as floating vessels are not a viable alternative", comments Erik Snijders, founder and managing director at Rotterdam based SeaOwls, and continues: "So we went back to the optimal jack-up design, a square platform with the legs spaced out as much as possible. Rotating the platform by 45o provided a natural bow shape with two legs and the crane on vessel centre line." "This seemingly simple twist in the design allowed to make a huge improvement in operational aspects as well," adds Bram Lambregts, deputy managing director at Ulstein Design & Solutions BV. "With the main crane around the stern leg, optimal main deck reach and over-the-side lifting capabilities is created. And as the hull now houses much larger leg footings, bearing pressures on the seabed are reduced, while the wake of the spud cans does not interfere with the inflow to the propulsion thrusters." The SOUL series will come in various sizes, allowing the transport of 3 up to 6 of the 10-12MW wind turbines. Still, all loading and installation operations can be performed without the need of ballast water. A preview of the SOUL concept has been presented to a select group of industry

players, which resulted in valuable and very positive feedback from prospective clients, such as: "One of the most viable new solutions to meet the installation challenges the offshore wind industry is facing." *(Press Release)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

   - Zamakona Yards Group performs the sea test of the VB Xerea tug vessel For Boluda Maritime Corporation
   - Lingestroom for outfitting to 'DS Go.'
   - Another Damen ASD 2913 for Rimorchiatori Riuniti
   - Bollinger delivers m/v Cole Guidry to Lorris G. Towing
   - Smit Orca sold to Aliaga breakers

mailto: *jvds@towingline.com*

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