Tugs Towing & Offshore Newsletter

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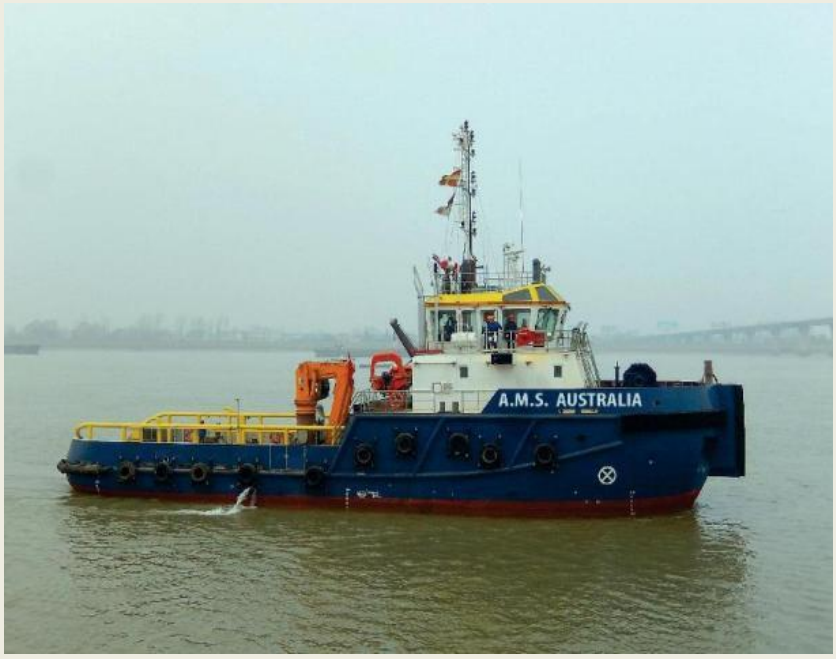
BUYING, SALES, NEW BUILDING, RENAMING AND OTHER TUGS TOWING & OFFSHORE INDUSTRY NEWS

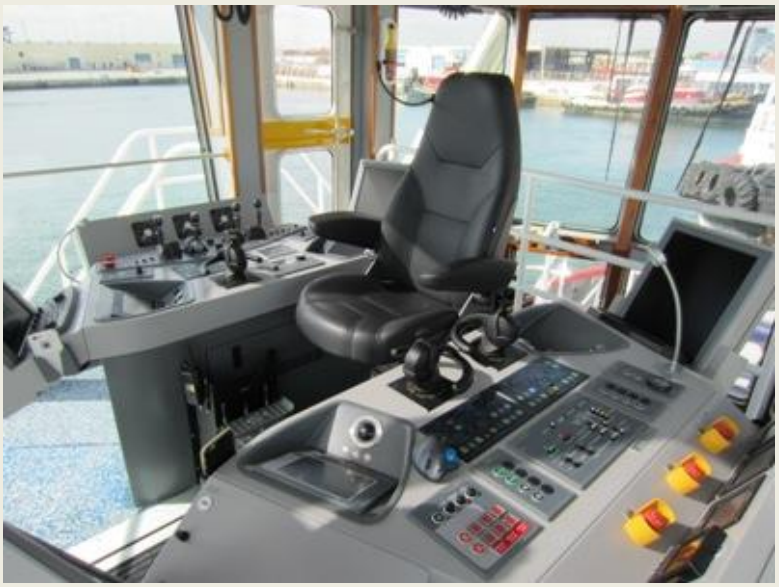
TUGS & TOWING NEWS

AUSTRALIA MARINE SERVICES PTY LTD NEW 34M TUG



Australia Marine Services PTY LTD, a provider of quality tugs, workboats and barges in Australia and S.E. Asia, recently launched their 34-metre 2,400kW anchor handling tug/offshore support vessel A.M.S. Australia in Shanghai. Powered by a pair of Cummins KTA50-M2 main engines, the tug achieved a top speed of 13.6 knots on trials and was certified with a bollard pull of 41 tonnes. For towing and anchor handling operations the tug is equipped with a hydraulic waterfall double drum winch rated at 50-tonnes at 15 metres/minute with brake holding up to 100-tonnes, paired with 85-tonne towing pins and 100-tonne shark jaws along with a 100-tonne stern roller. A 50-tonne winch with 80-tonne break up forward, 20-tonne knuckle boom crane, 45-tonne towing hook and 5.0-tonne tugger winch complete the deck machinery. The tug has accommodation for 11 crew in three single cabins and four two man cabins. She carries 320m3 of fuel oil and 30m3 of fresh water and can transfer fuel oil at 35m3/hour. *(Press Release)*

ALPHABRIDGE DELIVERED TO THE RT TRIDENT



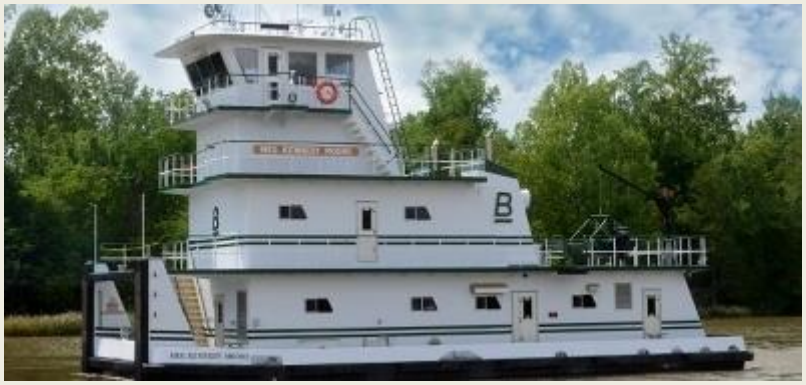
Alphatron Marine is pleased to announce to have handed over the turnkey AlphaBridge tugboat console solution onboard the **RT Trident** to Seabulk Towing Inc. located in Fort Lauderdale, Florida, USA. The AlphaBridge for tugboats is distinguished by the best all-round visibility offered from a sitting position, ensuring uncompromised command and control at all times during intensive harbor operations. This proven and innovative tug bridge concept has been fully equipped with a high quality and ruggedized JRC/Alphatron Marine navigation and communication package. The bridge is comprised of two ergonomically designed consoles with a central, rotatable, captain's chair mounted on sliding rails. The layout of the consoles was designed in close cooperation with the intended users. The radars onboard include the JRC JMA-5200 sea radar, with the patented JRC Constaview, and the Alphatron JMA-610 river radar, especially designed for inland and maneuvering applications in enclosed waters. At each end of both consoles is a retractable screen, one with the radar display, switchable for sea and river, and the other a multi-function screen displaying navigation and operational data. The **RT Trident** is the first of three new Robert Allan designed Rotortugs for Seabulk Towing, and will be homeported in Port Everglades in Fort Lauderdale, Florida. Seabulk Towing is operating a modern fleet of tugs, providing harbor ship assist operations and offshore towing services along the Gulf coast and Southeastern seaboard. The **RT Trident** triangular propulsion system enhances maneuverability of the vessel and with the quick and efficient shifting from fore to aft steering position, enlarging the uptime of the vessel as well as the safety of crew and vessel(s) involved. After the AlphaBridge tugboat console was pre-installed and pre-wired in the workshop in Rotterdam, it was shipped to the yard, Master Boat Builders Inc., in Bayou la Batre, Alabama, in the USA. Engineers from Alphatron Marine, head office in Rotterdam, The Netherlands, commercial support from the recently opened Alphatron Marine USA office in Houston, Texas and the local JRC/Alphatron dealer, New World Electronics in Bayou La Batre, Alabama, have been working closely together, providing on site installation and commissioning. This is another example of why the combination of JRC, Alphatron Marine and its dedicated global network of distributors and dealers provides the ultimate solution. *(Press Release)*

UZMAR EXPANDS ITS TUG PORTFOLIO

Turkish tug and workboat builder Uzmar has added to it catalogue following an agreement with Robert Allan Ltd to manufacture the new RAstar 3000-W escort tug. The contract was signed during the International Workboat Show in New Orleans, USA and is a continuation of the relationship between the Canadian naval architect and the Turkish shipbuilder. The programme of cooperation dates back to 1996 since when Uzmar has built over 90 Robert Allan tugs ranging from 15m aluminium catamarans, to 36m escort tugs and 46m shallow draught pusher tugs. Construction of the first example is scheduled to begin early this year and available for delivery in 2018. The choice of the RAstar 3000-W will result in an escort tug with a propulsion package providing up to 90tbp

while still remaining below the 500gt mark. Basic specifications include: LOA 30m, beam moulded 13.2m, depth 5.5m, and maximum draught 5.7m. Tank capacities include 140m3 of fuel oil and 30m3 fresh water; MLC 2006 compliant accommodation is provided for 10 persons. The RAstar series are high-performance ASD tugs ranging in size from the 2700 (27m) variant to the 4000-DF dual-fuel version, three of which are currently under construction at Spain's Gondan Shipyard for Østensjø Rederi. Other examples include the first of class, 72tbp Amapola 1 for Venezuelan interests and the US built and owned Signet Constellation and Signet Stars and Stripes featuring Caterpillar main engines and Rolls-Royce thrusters providing 81tbp. The series are designed with a sponsoned hull form (developed exclusively by Robert Allan Ltd) along with a prominent foil-shaped skeg forward providing enhanced escort and seakeeping performances. Jim Hyslop, manager, project development at Robert Allan Ltd said: 'I am delighted to witness the signing of this design contract with Uzmar that will spur the building of new market leading tugs allowing owners to quickly respond to today's demanding tender requirements.' *(Source: Maritime Journal)*

BLESSEY MARINE APPOINTS ABS FOR SUBCHAPTER M COMPLIANCE



USA-based inland tugboat operator Blessey Marine Services has appointed class society ABS to ensure it complies with the US Coast Guard's Subchapter M requirements. ABS has become a third-party organisation providing the relevant Subchapter M-related audits and inspections. Blessey Marine is one of the largest tugboat operators in North America. It operates a fleet of inland towing vessels, including around 90 tugs, and a fleet of tank barges to transport bulk liquid cargoes. It services all the major petroleum and petrochemical companies in North America. Its primary cargoes include residual fuels, asphalt, lubricating oils, petroleum feedstocks, refined petroleum products, petrochemicals and alcohols. US Coast Guard introduced Subchapter M regulations last year to improve safety of the inland towing sector. Owners of workboats need to find a method to verify they comply with the regulations, said ABS Americas division president Jamie Smith. He added: "Owners and operators are evaluating multiple options for compliance, and they are looking for guidance in understanding the requirements in relation to the unique needs of their vessels. ABS is helping owners achieve compliance while considering their unique operational demands." ABS offers a comprehensive portfolio of solutions to help owners demonstrate compliance with

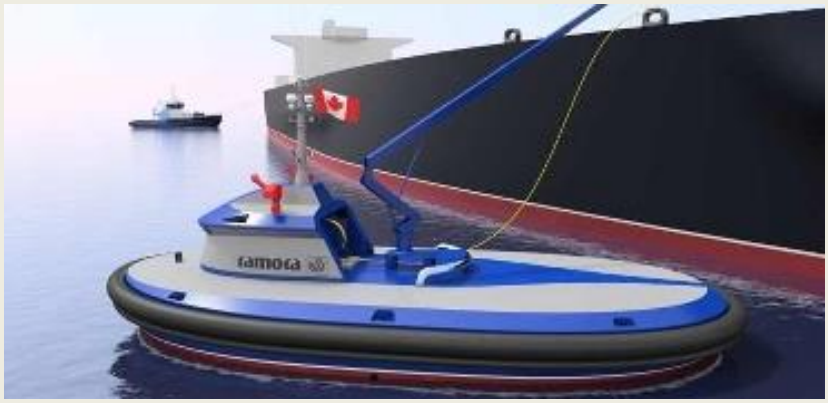
Subchapter M requirements. ABS inland waterways manager, Josh LaVire, recently explained to Tug Technology & Business the requirements and class services needed for vessel operators to comply with the regulations. *(Source: Tug Technology & Business)*

ALP'S NEW TUGS WILL CHANGE THE TOWAGE SECTOR

ALP Maritime Services is shaking up the long distance towage market with its fleet of ultra-heavy towing tugs, under construction in Japan. The first of four tugs in the newbuilding series, **ALP Striker,** is already in operation. The other three are scheduled to enter service over the rest of this year. According to ALP Maritime chief executive Paul Mulder, these are Ulstein-designed anchor handling, salvage and towing vessels with bollard pulls of more than 300 tonnes. They were designed to reduce the number required for huge load towage to two tugs, compared with conventional methods involving three tugs. The second in the series, **ALP Defender**, should be delivered to the Danish owner by Niigata Shipyard in April, Mr Mulder told *Tug Technology & Business*. "The third unit should be ready in May or June, but we can delay delivery by another two months," he said. "The fourth vessel could be ready in September." This could also be delayed by a few months, he added. In January, Niigata Shipyard named the third SX-157 design, 90m vessel *ALP Sweeper*. The fourth tug is due to be named **ALP Keeper** later this year. These 4,250 tonnes deadweight tugs have maximum speeds of 19 knots, deck cargo space of 550m^2 and dynamic positioning systems rated as DP2. They have a design draught of 7m and a maximum operating draught of 8.5m. The new tugs were classed by DNV GL with notations: DNV+ 1A1 Iceclass 1B Fifi II Dynpos-Autr Naut-OSV(A) Comf-V(3) ballast water management notation BWM-T clean design. Ulstein designed ALP's vessels with an X-Bow hull, while Caterpillar provided the engines and Berg the propulsion, Mr Mulder explained. He commented: "We wanted the Ulstein X-Bow because we can see that the behaviour of the ship was different and good for towing. The X-Bow reduces the energy needed for the tug's propulsion, which means more power can be used for towing." This is important for using these tugs for towing large structures over long distances across multiple oceans, such as towing floating production storage and offloading (FPSO) ships from South Korea to West Africa or the North Sea. Mr Mulder explained how tugs with higher bollard pulls and more power could make these towage projects safer and more efficient. "When towing over huge distances, there would usually be three tugs. But we wanted to have 300 tonnes of bollard pull on our new tugs so we could do this with just two tugs, instead of three, while keeping it safe and efficient." A recent FPSO project that ALP Maritime was involved in was towing and hook-up of the *Armada Kraken* in the UK North Sea. Enquest is leasing the FPSO from Bumi Armada for its Kraken heavy oil project in the UK sector. It was built and completed by Keppel Offshore & Marine in Singapore and mobilised to Rotterdam for final inspections, arriving in January this year. It was then positioned on the Kraken field in February. Mr Mulder was fairly positive about the short-term towage market, but was worried that

there were not many projects planned for beyond 2018 because of the depressed oil market over the last few years. "Long distance towing is a niche market with only a few players. It is difficult to keep the fleet busy, but the day rates are reasonable compared with the spot market rates," he explained. Mr Mulder added: "There are some projects in 2017 and 2018 that will keep our market quite balanced, but it will be challenging for the second half of 2018 and 2019." He said the sector was heavily dependent on offshore oil and gas developments as around 70 per cent of long distance towage projects are from this sector. ALP Maritime operates a fleet of six other DP2 anchor handling and salvage tugs: **ALP Guard** and **ALP Centre** - 2009-built, 298 tonnes bollard pull; **ALP Winger** and **ALP Forward** – 2007-built, 219 tonnes bollard pull; **ALP Ippon** - 2006-built, 207 tonnes bollard pull; **ALP Ace** – 2006-built, 192 tonnes bollard pull. *(Source: Tug Technology & Business)*

AUTONOMOUS TUGS WILL BECOME A REALITY

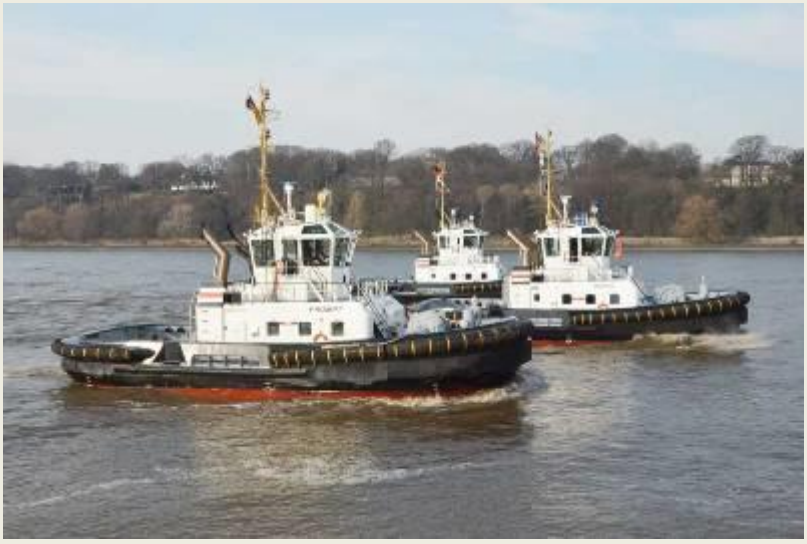


Harbour tugs are likely to be one of the first vessel classes to become autonomous as it improves safety and lowers operating costs by removing the crew. Wärtsilä vice president for commercial operations Mike Ford said greater interest in automation should lead to the use of autonomous tugs for harbour and terminal operations. "This is a technical trend that we are seeing. We may have autonomous tugs towing and manoeuvring autonomous container ships," he explained at Riviera Maritime Media's European Dynamic Positioning Conference in London. He added: "Ultimately we will see levels three to four of automation. We can expect remote control of tugs operating in harbours and more automation in shipping," But he admitted that docking operations will still require a captain to supervise ship manoeuvring. Tug designer Robert Allan Ltd has considered autonomous tugs. Executive chairman of that company, Robert Allan, recently told *Tug* Technology & Business that it will not be long before the autonomous tugboat is a reality. He said: "That may be 5 years or even 10 years away, but we are convinced it will happen, and most likely in the form of our RAmoRA master-slave concept we introduced in 2015. The hurdles to the adoption of this technology are not technical but regulatory and jurisdictional, Mr Allan suggested. Read more on this subject in the harbour towage feature in the upcoming issue of Tug Technology &

Business. *(Source: Marine Electronics & Communications)*

TUGNOLOGY 2017 – ROTTERDAM REMINDER

BOLUDA BUYS GERMAN TOWAGE OPERATORS

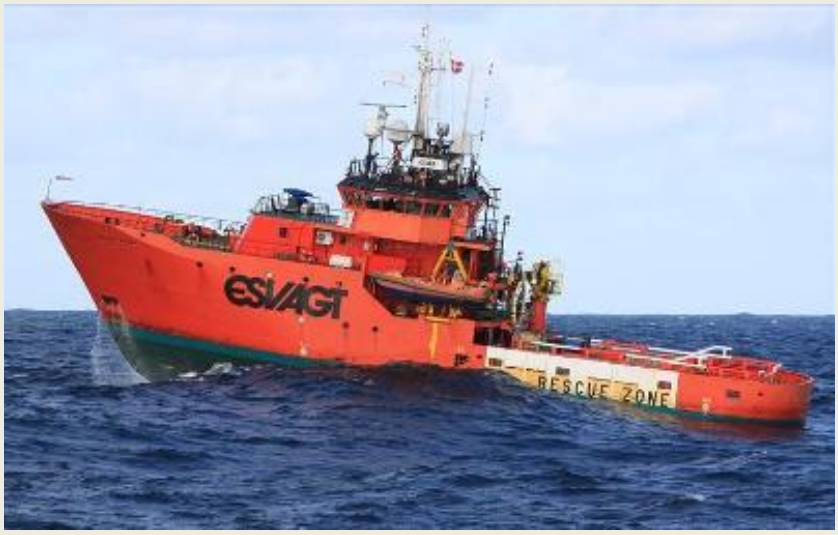


Spain's Boluda Corporación Marítima has acquired the German towing company URAG and its subsidiaries URAG International and Lütgens & Reimers (L&R).The sale of the Germany's oldest tug operators comes following the firms' financial problems. The signing of the business acquisition took place in the German city of Hamburg, between Vicente Boluda Fos and Vicente Boluda Ceballos and Klaus Thesenfitz, president and owner of Linnhoff, a sales company. According to Boluda, the acquisition is a strategic move as it places it in important German ports, such as Hamburg, the second in Europe, or Bremenhaven, the fourth most important European port. The deal is part of the expansion program being carried out by Boluda Towage and Salvage, which has already been established in France, West Coast of Africa, Indian Ocean, Latin America and the Caribbean. Boluda Corporación Marítima has created the company Boluda Deutschland, which will be in charge of the management of the German companies. In addition to Hamburg and Bremenhaven, service will also be provided in Bremen, as well as port areas of Brake, Cuxhaven, Nordenham and Willhelmshaven, Boluda said. The acquisition relates to a fleet of 18 tugs, both port and offshore, operating in seven ports and a staff of 140 people. *(Source: World Maritime News)*

ACCIDENTS – SALVAGE NEWS

ESVAGT SIGMA AND ESVAGT ALPHA SAVE 4 LIFES AT SEA

This morning, 28th February 2017, '**Esvagt Sigma**' received a mayday from a small pleasure craft who was taking water in and had lost propulsion. '**Esvagt Sigma**' was released from standby duties and send to rescue. The distance was 15 nautical miles. Wind and seastate was 6-7 Beaufort. '**Esvagt**

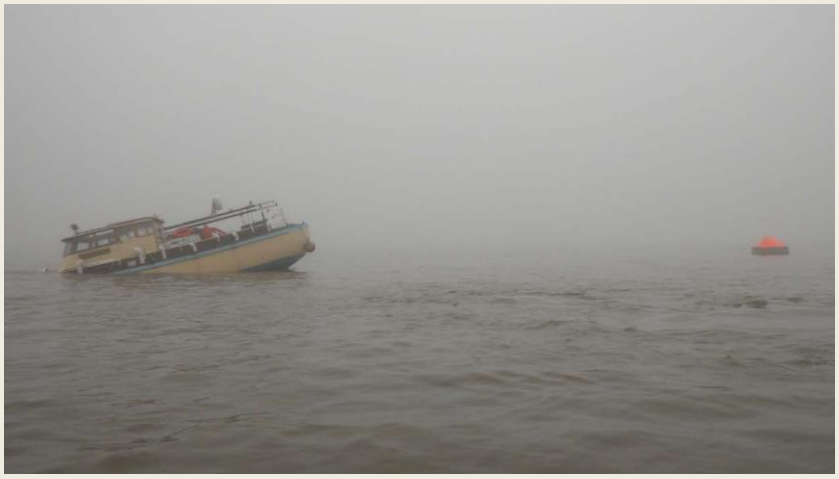


Alpha' was on her way to 'Esvagt Sigma' to perform crew change. At the time of her arrival it was concluded that the pleasure craft could not be saved it was decided to rescue the 4 persons to Esvagt Alpha. 'Esvagt Alpha' will bring the 4 rescued persons ashore to Norwegian port. Bravo Zulu to the crew on 'Esvagt Sigma' and 'Esvagt Alpha' for a job well done. It documents the value of the daily training performed by all ESVAGT vessels in similar weather conditions. *(Press Release; Photo: Ole K. Hammerø)*

DIESEL FUEL SPILLS IN DUWAMISH AFTER TUG, BARGE COLLIDE

The Coast Guard and the Washington Ecology Department responded Tuesday morning after a collision between a tug and barge spilled diesel fuel on the West Duwamish Waterway. The collision occurred about 8:30 a.m., said Coast Guard Petty Office Levi Read. Larry Altose of the Ecology Department said there may have been 1,200 gallons in the tank of the tug. "We'll treat response as if all spilled, until we learn differently." Crews are at Island Tug and Barge, 3546 W. Marginal Way S.E., he said. The spill has been contained with booms and absorbent pads. Global Diving and Salvage has been contracted to investigate any damage to the tug, Read said. *(Source: Komo News)*

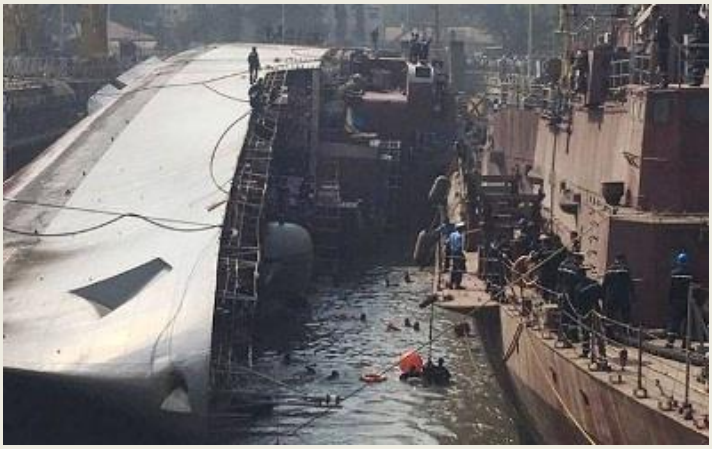
HISTORIC VESSEL SINKS IN IPAD-ASSISTED COLLISION



The UK Marine Accident Investigation Branch (MAIB) has released its report into the collision of the WWII-era training boat **Peggotty** and the ro/ro **Petunia Seaways**, and has concluded that the **Peggotty's** use of an iPad as primary means of navigation was a key factor behind the accident. The **Peggotty's** owner and skipper, David Carlin, held an unlimited master's license and worked as a pilot on the Humber. He was in the process of selling the historic WWII training vessel, and in the early hours of May 19, 2016, he took a buyer's representative on board for a short trip on the Humber estuary. The representative was also well qualified, having served as an engineer in the Royal Navy and as the skipper of a safety boat. The men set out with the vessel's radar mast lowered in order to clear a bridge, which left her radar inoperable. In addition, her port sidelight was out and her GPS-enabled chart plotter did not have proper charts for the area. Since the vessel lacked electronic charts, the buyer's representative volunteered the use of his iPad, which was equipped with a marine navigation app. At about the same time, the ro/ro **Petunia Seaways** cast off from her berth. Visibility was poor, at about 300 feet, but the *Seaways* did not turn on her automatic fog signal. Soon after departure, her chief officer informed VTS that visibility was zero. At 0432, Carlin used a handheld VHF radio to contact the local VTS operator. The VTS called back to inform him that his transmission was "very quiet, barely readable," but he did not reply. At about the same time, the iPad's navigation app stopped working due to the loss of its wifi connection. Unbeknownst to Carlin, the **Peggotty** crossed into the main shipping channel at 0444 and into the path of the **Petunia Seaways**, which was making about 14 knots in the outbound lane. The *Seaways'* master noticed an unidentified, intermittent radar return forward of the starboard beam and sounded one long blast by way of a warning. He altered course slightly to port to give the unidentified object additional room. Aboard the **Peggotty,** Carlin and the buyer's representative grew concerned that they had already entered the channel. They heard the ro/ro's signal, but could not identify the direction it came from. Carlin tried to call VTS again but his VHF transmission was not received. Moments later, he saw the *Petunia's* bow; despite evasive maneuvers, collision was unavoidable, and Carlin ducked back into the cabin to warn the buyer's representative. The **Petunia** struck the **Peggotty** on the stern, spinning her to starboard and pushing her down. Despite the impact, the **Petunia's** crew and passengers were not aware of the collision. The **Peggotty** began to take on water and Carlin transmitted a mayday message at 0458. The pilot launch *Venus* responded and arrived on scene at 0510.She rescued the two men from the deck of the sinking boat, and the **Peggotty** went down at about 0520, half an hour after she was struck. The MAIB concluded that multiple factors were to blame: the aging **Peggotty** *'s* unseaworthy condition; Carlin's failure to reassess his passage plan in light of the heavy fog; insufficient action from the master of the **Petunia Seaways;** and the failure of the **Seaways** to sound the appropriate fog signal. In addition, MAIB noted that "the apparent functionality of the iPad navigation app gave both men [on the **Peggotty**] false confidence in their ability to navigate safely in the dense fog." Neither of them had used the system before and they made no back-up arrangements for

determining their position and the movements of other vessels. When the iPad lost its wifi signal and the app stopped working, "Peggotty was immersed in the fog with no buoyage visible and the skipper lost his situational awareness entirely." In response to the investigation, the Associated British Ports suspended Carlin from his duties as a pilot and suspended the Seaways' master's Pilotage Exemption Certificate. Both men were prosecuted and fined by the Hull Magistrates Court on February 3 for "conduct endangering ships." *(Source: Marex)*

INDIAN NAVAL SHIP RIGHTED AFTER DOCK ACCIDENT



Back in December 2016, the 3,800-tonne Indian Navy missile frigate INS Betwa capsized on her port side, killing two and injuring 14 others due to a loss of stability while undocking. Salvors Resolve Marine Group have now righted the vessel. Resolve was contracted to conduct an immediate dive survey, then to stabilize, block and support the vessel to allow the drydock to be fully dewatered. Working alongside the Indian Navy, crews inspected all compartments of the vessel, then proceeded to patch and repair all damages, and secure all openings.

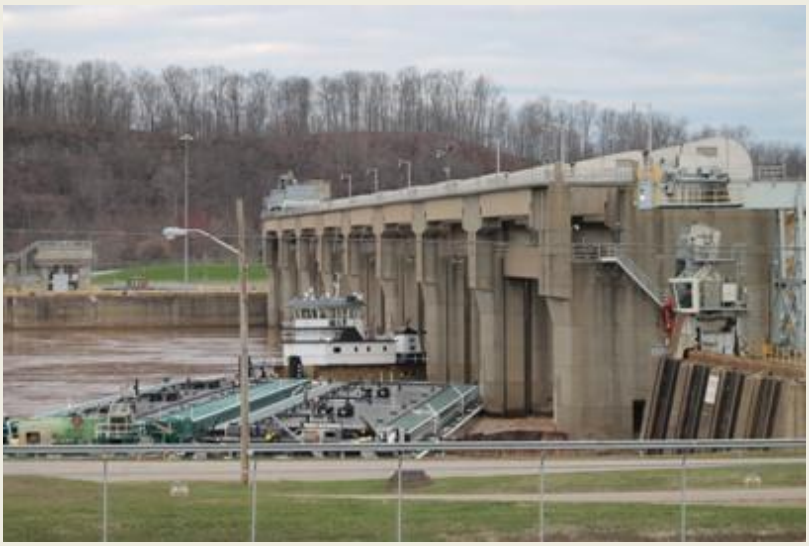
With a sophisticated engineering plan in place, salvage teams were able to complete extensive repairs to the internal tanks as well as the side shell of the vessel. By systematically flooding and pumping compartments, the vessel was rolled upright and done so without the use of any external lifting force. The entire salvage operation was concluded in less than two months and required complex hydrodynamic calculations and the use of intricate measuring and monitoring systems. The news of the vessel's righting comes as a board of inquiry constituted to investigate how the INS

Betwa toppled found that human error had led to the accident. The incident is reported to have occurred due to a miscalculation of the load distribution equilibrium. **INS Betwa** is expected to be operational by April 2018. (Source: Marex)

DISTRESS CALL ISSUED AFTER TUGBOAT HITS ROCKS OFF TUTUKAKA

Two people and a dog have been rescued after a tugboat hit rocks off Tutukaka. Coastguard Northern Region tweeted the 13m vessel had issued a distress call after hitting the rocks, just north of Whangarei. The Coastguard said the man and woman and their dog were brought to shore after their emergency beacon narrowed down their location in the harbour. The vessel was now on rocks and would be salvaged today. *(Source: NZ Herald)*

TWO BARGES AND TUGBOAT STUCK ON RACINE LOCKS AND DAM IN MEIGS CO., OHIO



Three barges and a tugboat are stuck on separate parts of the Racine Locks and Dam in Meigs County, Ohio. According to officials at the Racine Locks and Dam, early this morning the **Austin C. Settoon** tugboat was towing three barges when it collided with the dam, and now the tugboat and two barges are stranded against the dam. A third barge went into the lock chamber. Officials say the Settoon's crew was evacuated from the tugboat and no one was hurt. The captain chose to stay on the tugboat. Racine Dam officials say that the water is still too high to get to the boats, so the locks and dam will remain closed until workers are able to retrieve them. *(Source: The News Center)*

TUG CREW RESCUED AFTER ALASKA GROUNDING

A U.S. Coast Guard helicopter crew rescued five people from a tug that ran aground on the Mariposa Reef in Alaska on Thursday. The Air Station Sitka MH-60T Jayhawk aircrew hoisted the five people from a barge attached to the 102-foot tug **Ocean Eagle** and transported them to Sitka after the tug began taking on water in the engine room on Wednesday night. The tug is carrying a total of 58,000 gallons of diesel fuel divided among several tanks. The barge is carrying mixed dry cargo and 52,000 gallons of diesel. It is not yet known if a spill has occurred, but the Coast Guard, Sector Juneau, is in consultation with the National Oceanic and Atmospheric Administration for oil trajectory calculations. The **Ocean Eagle** and barge refloated and drifted to Alvin Cove at approximately 3 a.m. The crew of the Coast Guard Cutter *Liberty* arrived on scene to the **Ocean Eagle** at approximately 7:30 a.m. with pollution response equipment. The crew of the Coast Guard Cutter *Maple* arrived shortly thereafter. Both Coast Guard cutters remain on scene assessing the situation, looking for signs of pollution and verifying nearby aids to navigation. Commercial tugs contracted by the **Ocean Eagle**'s owner are on scene to dewater, effect repairs and mitigate potential pollution. "The aircrew

faced harsh weather conditions early Thursday morning when they saved five crew members off the barge," said Cmdr. Gina Freeman, search and rescue mission coordinator for Sector Juneau. "Fortunately, there was no loss of life. Today, Coast Guard Sector Juneau and Alaska Department of Environmental Conservation continue to work with the tug's owner to remove the tug and barge and minimize any pollution to the environment." Weather on scene was 34-mph winds with six-foot seas and 11.5 miles of visibility. *(Source: Marex; Photo: Kyle Stubbs)*

OFFSHORE NEWS

CONTRACTS TOTALLING £17 MILLION DEMONSTRATE CONFIDENT FUTURE FOR SENTINEL MARINE

Sentinel Marine, Aberdeen-headquartered provider of offshore support vessels, has secured new contracts and extended existing contracts to the combined value of £17m in the first months of 2017. This suite of awards includes a new contract with Nexen Petroleum U.K. Limited for the provision of rescue and recovery services for the Nexen-operated Golden Eagle and Buzzard fields over a four year period. This work will be carried out by the multi-role emergency response and rescue vessel (ERRV) Fastnet Sentinel. The contract also includes options to extend. Fastnet Sentinel is one of five new ERRV vessels built for Sentinel Marine since 2015. It forms part of the modern generation of ERRVs which provide a wider scope of value added services including dynamic positioning and cargo facilities than previous ships, many of which were converted from fishing vessels and older supply vessels to operate as ERRVs. It is estimated that over 30% of all of the vessels operating in the sector are at least 30 years old. “These are significant contracts for Sentinel Marine. There are clear advantages for operators contracting with a young fleet,” says Rory Deans, chief executive of Sentinel Marine. “A multi role vessel like Fastnet Sentinel is built for purpose, is more technically advanced and is more fuel efficient than an aging asset which is far more expensive to operate. For example, an older vessel may burn three to four tonnes of fuel a day compared to one tonne for a new ship. “Sentinel Marine has the youngest fleet in the

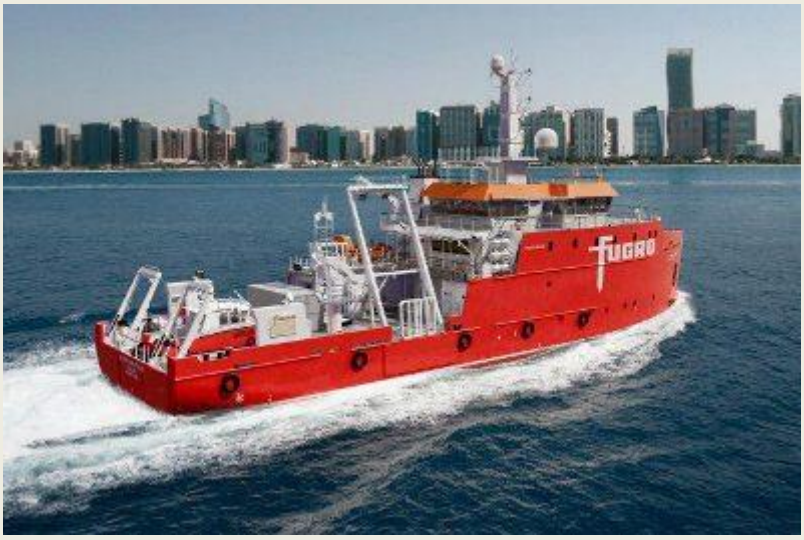
sector and it's a growing fleet. We have four further vessels to be delivered through 2017 and 2018 representing a total investment in excess of £110M. We have confidence in the future of the sector and plan to continue our investment in a modern, efficient fleet." Sentinel Marine has offices in Aberdeen and Singapore and owns a fleet of six vessels, with four new builds on order, providing reliable, disruption-free and safe services to the oil and gas marine industry. More about Sentinel Marine can be found at www.sentinel-marine.com. *(Press Release)*

ISURVEY WINS SURVEY SUPPORT WORK ON BOARD SOLSTAD VESSEL

Following two years of operations, iSURVEY Pte Ltd, Singapore, has again been awarded a marine construction survey support contract with Solstad Offshore Asia Pacific for works on board the DLB **Norce Endeavour**. The provider of survey and positioning services to the global oil and gas industry is due to start the work in March, with options for extension in 2018 and 2019. The four-month contract will see iSURVEY provide positioning and survey support to Solstad Offshore Asia Pacific's 2017 pipeline and platform installation program in Thailand. The workscope includes monitoring during jacket setting, together with final positioning, leveling and survey assistance during pile cut-off. Subsea positioning will also integrate with IKM Subsea's Merlin work-class ROV during installation operations. Bill Petrie, iSURVEY Singapore's managing director, said: "This agreement is a strong endorsement of the quality of our solutions and experience of our team over the two previous years, and being awarded this contract for the third time marks a significant milestone in the continued development of iSURVEY's operations in South East Asia." *(Source:Offshore Energy Today)*

BOSKALIS SELLS ALL OF ITS FUGRO SHARES

Dutch offshore and dredging contractor Boskalis seems to have given up on its compatriot Fugro. Namely, the company on Wednesday said it had sold all of the remaining shares in had in Fugro. Over the past few years, Boskalis had been gradually building up its ownership in Fugro, much to the objection of Fugro's board who in 2015 described Boskalis' advances as a takeover attempt in the making. At one point, Boskalis had owned 28.6% of Fugro's shares. However, Boskalis changed its course in December 2016 when it started gradually divesting its Fugro shares. At the time, Peter Berdowski, CEO Boskalis, said: "Despite our conviction that parts of Fugro fit very well with Boskalis, we recently decided to sell down our Fugro holding in steps." "This decision is on the one hand based on the uncertain market conditions which continue to prevail much longer than anticipated and on the other hand also the position of the Fugro management. Through the gradual sell down we have taken away uncertainty in our own share and we expect to create more value for our shareholders going forward." In its announcement on Wednesday, Boskalis said it had sold all of



its remaining certificates of shares in Fugro N.V. (Fugro). The reduction was accomplished through an accelerated bookbuild via which 7,932,532 (9.38%) shares were placed with institutional investors at EUR 14.50 per share. The bookbuild started on 28 February 2017 after closing of Euronext Amsterdam. At the time of the accelerated bookbuild in December 2016, Boskalis entered into a 90 days lock-up with the Joint Bookrunners, who have agreed to waive that lock-up with respect to the Shares sold pursuant to this transaction. Kempen & Co and Goldman Sachs International acted as Joint Bookrunners for this transaction. Fugro in February reported a net loss of 308.9 million euros for the full year 2016, on a revenue of 1.7 billion euros (a 24.8% drop compared to 2015). Paul van Riel, Fugro CEO said: "The downturn in our largest market, oil and gas services, continued unabated in 2016. We had to take the painful decision to cut yet more staff positions. We reduced capacity and cost and at the same time we succeeded in strengthening our market positions. This could however not offset increased price pressure. "We anticipate that, for the first half of 2017, the offshore oil and gas market will continue to decline significantly. Both the stabilisation of our backlog over the last few months and clear signs that pressure on the oil supply side is beginning to build, indicate that our market may bottom out towards year end." *(Source: Offshore Energy Today)*

EMAS CHIYODA PUTS EMAS-AMC UNDER LIQUIDATION

Emas Chiyoda Subsea, a player in the subsea sector, announced on Tuesday that EMAS-AMC AS, its Norway-based wholly owned subsidiary, has been placed under members' voluntary liquidation in Norway. Emas Chiyoda Subsea was formed in early 2016 through an investment by the Japanese Chiyoda Corporation into Ezra's subsea services business, Emas AMC. In September 2016, Japan's Nippon Yusen Kabushiki Kaisha (NYK) bought a 25 percent share of Emas Chiyoda Subsea, taking 10% from Ezra and 15% from Chiyoda. This announcement of liquidation was made separately to Emas Chiyoda's previous announcement on Tuesday to seek financial restructuring through chapter 11 of U.S. Bankruptcy Code. In connection with the filing for chapter 11, Emas Chiyoda received a commitment on an up to $90 million financing facility from Chiyoda Corporation and Subsea 7. The restructuring will provide Emas Chiyoda with an opportunity to

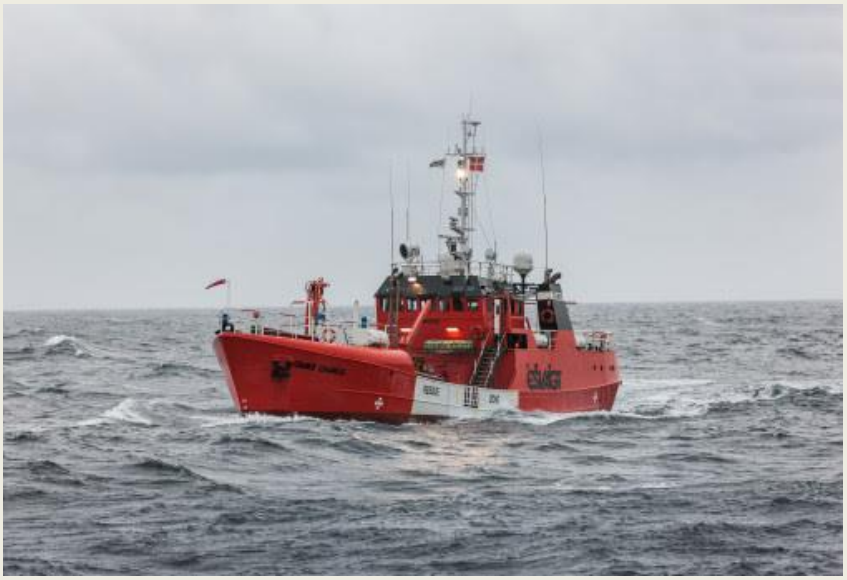
focus on strengthening its financial and operational systems, enhancing its efforts to weather the current challenges. However, Emas Chiyoda clarified that EMAS-AMC AS has not filed for such protection. The liquidation of EMAS-AMC was independently decided by the board of directors of EMAS-AMC to be in the best interest of all EMAS-AMC's stakeholders as EMAS-AMC's financial position has been significantly impacted by the global oil and gas downturn, and there are limited prospects for the company in Norway in the foreseeable future, Emas Chiyoda explained. In line with the company's restructuring strategy, Emas Chiyoda said it will continue to engage and work closely with all creditors to achieve the best possible consensual restructuring outcome for all interested parties. The company added it intends to establish a foundation for long-term stability. *(Source: Offshore Energy Today)*

IHS MARKIT: MIDDLE EAST OSV MARKET SHOWS 'MODEST GROWTH

The Middle East is the only region to buck the downward trend in offshore supply vessels (OSVs) over the last two years, according to new analysis released on Wednesday by IHS Markit, an information and analytics group. Demand in the region has remained steadfast since the decline in the price of oil in 2014 and outpaced South East Asia, the Gulf of Mexico and the North Sea, IHS Markit said. Namely, demand for OSV in the Middle East was 2.6 percent higher in December 2016 than in January of 2016, according to Petrodata, part of IHS Markit. That is an increase from an average of 270 vessels secured on term charters at the start of the year to almost 278 during the final month. Petrodata tracks offshore drilling rigs and various types of vessels working in the offshore oil and gas industry, including construction, support and seismic vessels. "The increase may appear modest at first, but all other regions reported significant drops in activity across 2016," said David Hunter, senior marine analyst at IHS Markit. West Africa saw a 30 percent reduction, the US side of the Gulf declined 31 percent decline and Mexico lost 53 percent of term work during last year, according to Petrodata. IHS Markit said that new short to medium term opportunities are expected to open in the Middle East offshore oil and gas market in the next 24 months. According to the Global Offshore Supply Vessel

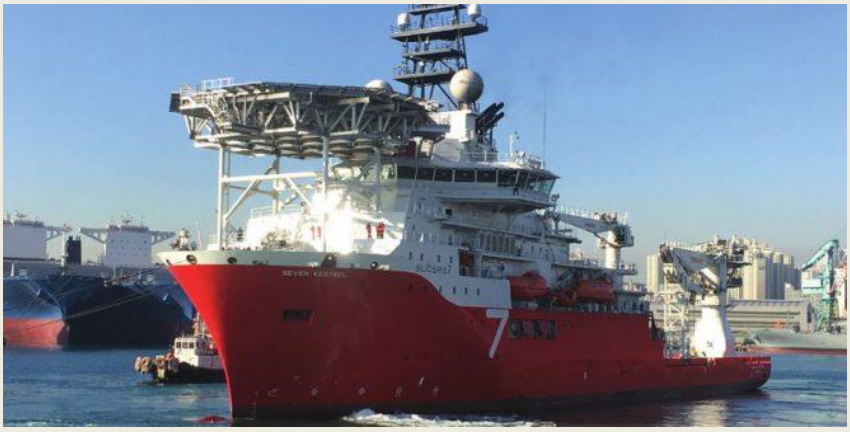
Forecast issued by Petrodata, OSV demand in the region will remain firm and stable given the pipeline of drilling and field development projects, with an anticipated growth for OSV term demand from 118 vessels in the first quarter of 2016 to 145 vessels in the fourth quarter of 2018. "The Middle East offered some of the only bright spots and growth opportunities in the OSV market in 2016," said David Manuel, senior marine specialist from IHS Markit. "Spending levels in the Middle East have been the least affected by the oil price slump because of relatively low break-even prices, many large ongoing projects, and the dominance of national oil companies, which have the long-standing pledge to keep production capacity in line with their market share." The region remains to have the highest jack-up rig utilization levels compared to other regions and still the biggest jack-up market in the world – a key indicator of OSV demand, Petrodata analysis said. *Increased competition driving down prices* According to the group, the opportunities for OSV in the Middle East have attracted idle tonnage from other markets affected by reduced Exploration and Production (E&P) spending. The influx of vessels from other regions has resulted in a 14 percent increase in the number of OSV in the Middle East last year and brought utilization rates down to just 45 percent, Petrodata said. "OSV supply has risen considerably during the year from 553 vessels in January 2016 to a record-high of 625 vessels at present. This burgeoning supply is driving intense competition between local OSV providers and international players," Manuel said. The Middle East is now the second biggest global OSV market with 17 percent of the global fleet, behind Asia-Pacific. The shallow-water territory of the Middle East has overtaken OSV tonnage in the mature, deepwater markets of Gulf of Mexico, Northwest Europe, Latin America and West Africa. "The compounding glut will continue to be exacerbated by a wave of new build deliveries in the coming months almost entirely from Chinese yards," Manuel said. "This new-build backlog was either ordered by Middle Eastern owners or built on speculation by shipyards before the downturn. Moreover, a series of speculative mobilizations, mainly from Singapore, is also expected to further contribute to the oversupply in the next 12 months." "The excessive regional tonnage has resulted to plummeting daily charter rates over the last three years, with several operators reporting a drop between 30 and 50 percent from its highs seen before the downturn." Earned day rates in the Middle East are reported to have bottomed out to almost breakeven levels last year, with AHTS vessels with DP2 capabilities and 5,150 bhp getting around $7,500 per day. According to Petrodata, a record of 80 vessels has been laid-up in the region since 2014. This includes not only the older tonnage but also the competitive vessels. "Interestingly, some vessels unable to pick up work have secured temporary charters outside the offshore oil and gas market. These vessels are temporarily serving in the civil engineering sector or providing logistical support to humanitarian and relief operations," Manuel said. *(Source: Offshore Energy Today)*

ESVAGT CHARLIE: 25 YEARS WITH ZERO LTIS!



Congratulations to '**Esvagt Charlie**' - today celebrating 25 years without any Lost Time Incidents This is an outstanding achievement for a ship operating as service and standby vessel in the North Sea. The crew of '**Esvagt Charlie**' is recognized as ambassadors of the "ESVAGT Standard" that has Safety as the top focus area. Keep up the good work. And do it safely – or not at all! *(Press Release)*

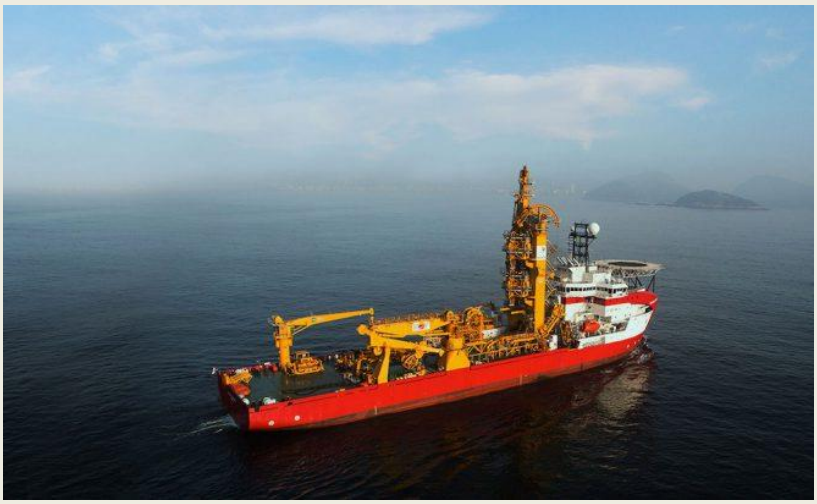
SUBSEA 7 CUTS QUARTERLY LOSS



Subsea services contractor Subsea 7 narrowed its net loss for the fourth quarter 2016 and returned to profit for the full year 2016. Subsea 7 on Thursday reported a $13 million net loss for the last quarter of 2016, a significant reduction compared to a $421 million loss in the prior-year quarter. According to the company, the decrease in net loss was primarily due to a decrease of $371 million in net operating loss, driven by the reduction in the goodwill impairment charge; and a taxation benefit of $13 million in the quarter compared to a charge of $17 million in 4Q 2015. This was partially offset by net foreign currency gains of $16 million in 4Q 2016, recognized within other gains and losses, compared to $12 million gains in 4Q 2015. For the full year 2016, the subsea company returned to profit that totaled $418 million versus $37 million net loss in 2015. During the fourth quarter 2016, the company's revenues dropped by 9% to $932 million from $1.025 billion in the corresponding period of 2015. The reduction in revenue reflected lower activity levels within the SURF and Conventional and i-Tech Services Business Units, partially offset by increased activity within Renewables and Heavy Lifting reported within the Corporate reporting segment. Jean Cahuzac, Chief Executive Officer, said: "We delivered good operational and financial performance in 2016, despite the continued industry-wide downturn in activity. This performance reflected successful implementation of our cost reduction measures, while maintaining high standards of execution and preserving the Group's expertise and capability." *Workforce reduced by 40 pct since 2014* Since the start of 2014, Subsea 7's workforce has been reduced by over 40 percent, six chartered vessels have been returned to their owners, four owned vessels have been stacked and two owned vessels have permanently left the fleet. By early 2017, resizing measures will have been

completed resulting in a workforce of approximately 8,000 people and a fleet of 33 vessels. Subsea 7 achieved $3.4 billion order intake during 2016 and ended the year with a backlog of $5.7 billion, compared to $6.1 billion in 2015. Out of that total amount, $4.1 billion is related to the SURF and Conventional Business Unit, $0.5 billion related to the i-Tech Services Business Unit, and $1.1 billion related to the Corporate Business Unit, which includes Renewables and Heavy Lifting. Total vessel utilization was 65% in the fourth quarter 2016, an increase compared to the same period of 2015 and utilization of 62%. Subsea 7 guidance for the full year 2017 is unchanged. Revenue is expected to be broadly in line with 2016, supported by current backlog. *'Gradual recovery'* The company noted it has responded to the oil and gas market downturn with cost reductions, technological innovation, industry alliances and client partnerships to deliver more efficient solutions for its clients and position itself for long-term success. Looking ahead, Subsea 7 said: "We expect a gradual recovery of oil and gas field development activity. The oil and gas market has achieved a degree of stability in recent months and there are indications that project sanctions will increase. Assuming the oil price improvement is sustained and the cost reductions identified by the industry are consistently achieved, there is cause to believe that the number of SURF project awards to the market could increase within the next 12 months." *(Source: Offshore Energy Today)*

SAPURAKENCANA WINS NEW BATCH OF CONTRACTS WORTH $97M



Malaysian oilfield services company SapuraKencana has been awarded several contracts with a combined value of approximately RM 433.6 million or $97.46 million. The company recently proposed to change its name to Sapura Energy Berhad, which is subject to the approval from the shareholders. SapuraKencana informed on Thursday that its subsidiary, SapuraKencana TL Offshore (SKTLO), has been awarded an umbrella contract by Petronas for the provision of Pan Malaysia transportation and installation of offshore facilities. The work consists of transportation and installation of platform, structures and pipelines and its associated works. The contract is for a duration of one year from 2017-2018. Furthermore, SKTLO has been awarded a contract by Petronas Carigali for the provision of engineering, decommissioning, procurement,

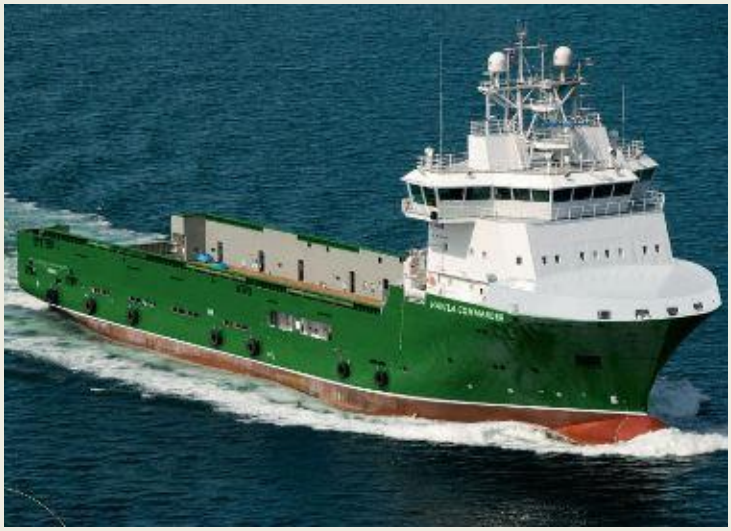
construction, installation and commissioning for Sepat mobile offshore production unit stabilization and repair works. The contract is for a duration of approximately 5 months. Also, the company's one other subsidiary, SapuraKencana HL (SKHL), has been awarded a contract by Petronas Carigali for the provision of procurement, construction and commissioning of full well stream (FWS) air cooler module on central processing platform NC3CP-A. This contract is for a duration of 33 months. Finally, SKHL has been awarded a contract by PCPP Operating Company (PCPP) for the provision of engineering, preparation, removal and disposal for Dana and D30 facilities decommissioning project. The contract is for a duration of approximately 9 months. *(Source: Offshore Energy Today)*

POLARCUS SCORES MORE WORK

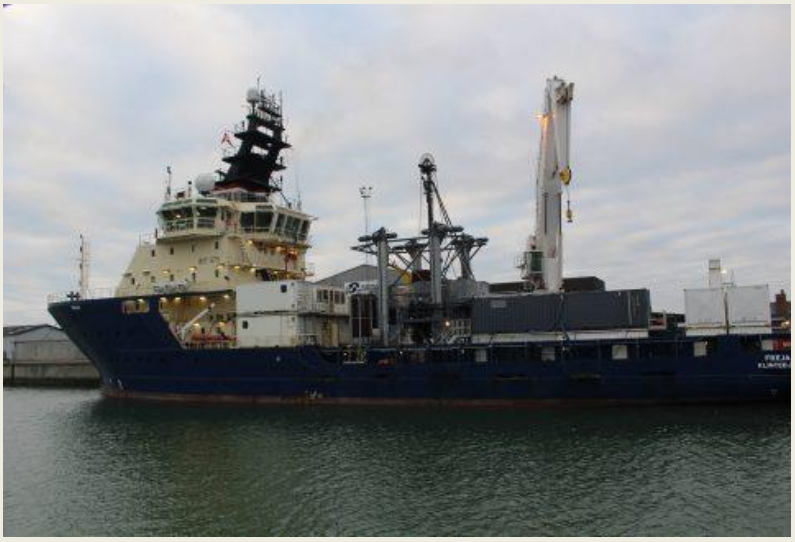
Polarcus has finalized a contract for 3D marine seismic acquisition in Australia, and secured a 30-day extension to the West African campaign. The Australia program should deliver broadband data-set utilizing one of the Polarcus X-bow vessels. The project is due to start in Q3 2017 and will run for approximately two months. The West African campaign, initially announced in January this year, was scheduled to last for approximately one month and execution in Q1 2017. Duncan Eley, COO, said: "The multiple awards announced recently are testament to our strong reputation with clients globally and our ability to secure key projects in the contract market, which is our previously stated strategy. These recent announcements provide clear visibility of our fleet through end Q3 and into Q4." *(Source: Subsea World News)*

HAVILA SHIPPING ASA: TOTAL E&P UK HAS EXERCISED TWO OPTIONS FOR THE PSV HAVILA COMMANDER

Total E&P UK Ltd has exercised remaining optional periods for the 2010 built PSV **Havila Commander**. The remaining optional periods are two - each of one year of which both periods are exercised keeping the vessel on firm contract until 16th April 2019. The dayrate reflects the market conditions and remains confidential between the parties. *(Press Release)*



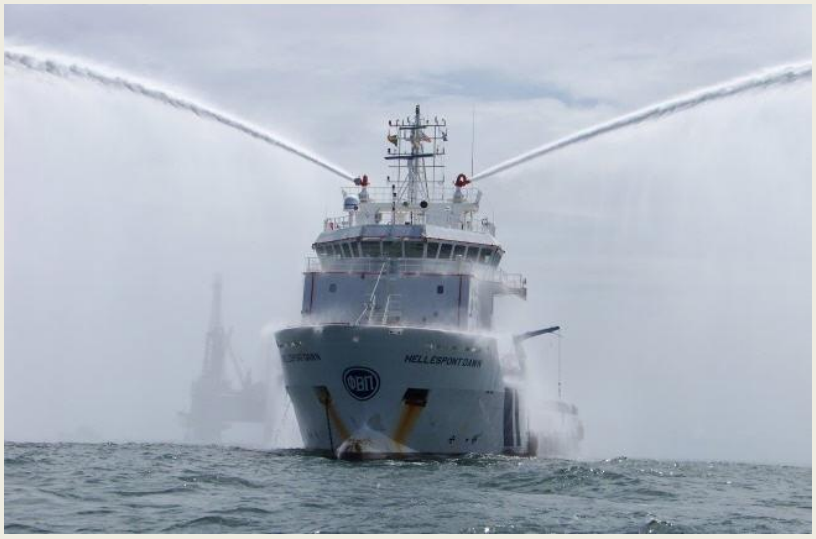
GEO AND NCT OFFSHORE TEAM UP WITH NEW DRILLSHIP



Danish engineering consultancy Geo and NCT Offshore have launched the drillship **Freja** as part of a new strategic collaboration. Freja is an S-Class ROV support DP2 vessel, and according to Geo is the only drillship of its calibre and type in the Nordic countries after the rebuild. The drilling setup aboard Freja is based on a system designed to provide optimised heave compensated drilling conditions. Department director in Geo's Marine Survey, Jens Brink Clausen, explains the design: "The system is built up around a specially designed active heave compensated working platform (HCP). The principle of the system is that the entire drilling floor, including drill rig and drillers, is heave compensated to move with the movement of the ship. This means that the working deck is stationary, while the vessel follows the movements of the waves. Being able to work offshore from a stationary deck means that we are able to apply drilling techniques usually limited to onshore drilling. On conventional vessels, only the drill string itself is usually heave compensated." Geo's setup is designed and optimised to operate on water depths for offshore wind projects (approximately 15-60 m water), and is optimised for geotechnical- and core drilling (GeoBor-S). The drilling methods ensure much higher sample quality than the quality usually attainable with traditional drillship solutions, which apply the so called 'piggy back' approach, Geo noted. One of the biggest features of the heave compensated setup on the vessel Freja is a flexible solution, which can undertake a range of technical services ranging from geotechnical drilling in soil and rock using the Geobor-S system to a range of CPT (Cone Penetration Tests) and Vibrocore rigs. Additionally, the vessel is optimised for a geophysical spread including side scan sonar, sub bottom profiler, magnetometer and hull mounted multibeam echo sounder. "Geo expects that this multipurpose vessel will provide a cost effective flexible setup, which can be individualised to each project. We expect that Freja will deliver a top level performance at station keeping, which will ensure large working slots, due to the powerful DP2 arrangement, "Brink Clausen elaborates. CEO at NCT Offshore, Paw Cortes, said:. "NCT Offshore looks forward to our new partnership with Geo. We have many of the same core values, for example in regards to HSE. Furthermore, Geo is market leading in their field and we are proud to be Geo's

chosen partner." Department director in Geo's Marine Survey, Jens Brink Clausen, added: "The newly established alliance between Geo and NCT Offshore will strengthen both parties, as the companies' services complement each other well. Geo has one of the industry's longest track records in relation to geotechnical site investigations for offshore wind projects. NCT Offshore on the other hand has the right DP2 vessel to operate as platform for Geo's geotechnical drilling and seabed equipment." (Source: Geo)

PLATFORM SUPPLIER PROLONGS STAY AT TOTAL'S EGINA PROJECT



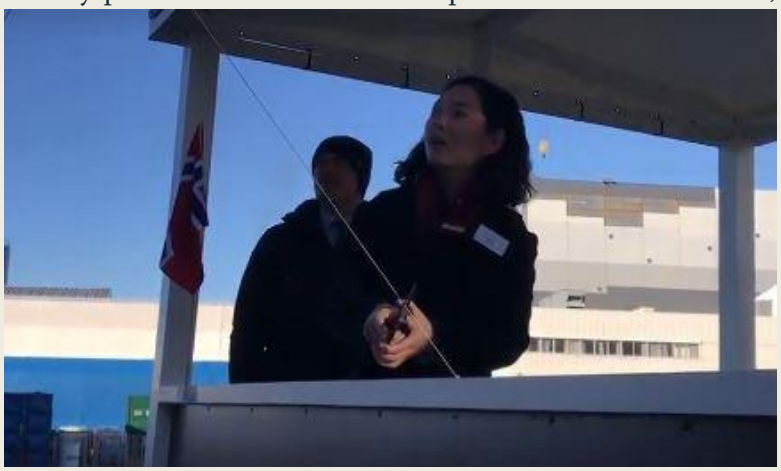
Caracal Oil & Gas Support Group has secured a contract extension for the platform supply vessel (PSV) **Hellespont Dawn** for the provision of transportation and logistics support services on Total's Egina field off Nigeria. Caracal said on Thursday that this award of a term charter was in addition to previous contracts for two crew boats – MV **Philomena** and MV **Sultan** for infield and crew transfer services on the same project. According to the company, the contracts cover a number of services including the transportation of goods, equipment, and personnel to offshore vessels. The **Hellespont Dawn** was built by Cochin Shipyard in India in 2009. The 74-meter long and 16-meter wide vessel has a deadweight of 3,250 tonnes and is owned and managed by German company Hellespont Shipmanagement. The contract starts this month and will see the vessels operating on the Egina field located some 150 kilometers off the coast of Nigeria, in water depths of up to 1,750 meters. Infrastructure on the field will include an FPSO, an oil offloading terminal, and subsea production systems that will include 52 kilometers of oil and water injection flowlines, 12 flexible jumpers, 20 kilometers of gas export pipelines, 80 kilometers of umbilicals, and subsea manifolds. At its peak, production at the field is expected to reach 200,000 barrels per day. The FPSO, operated by Total, will begin production in 2018. It is 330 meters in length, 61 meters across and 34 meters high, with a storage capacity of 2.3 million barrels of oil. Olumayowa Ogunnusi, Caracal CEO, said: "The choice of the award to Caracal is another milestone for the company and indeed is great news for our operations in Nigeria. It is a reflection of the confidence of Total and the main contractor Saipem have in Caracal." *(Source: Offshore Energy Today)*

WINDFARM NEWS - RENEWABLES

SECOND WINDEA SOV NAMED AND READY FOR SANDBANK

Windea Leibniz, the second service operation vessel (SOV) ordered by Bernhard Schulte Offshore and ICBC Leasing from Ulstein, will start working for Siemens at the Sandbank wind farm in April, after being named at a ceremony held on 2 March. Ulstein Verft delivered **Windea Leibniz** to its owners on 28 February. Starting from April,

the vessel will work at the Sandbank wind farm in the German Bight for Siemens Wind Power Service, providing service to 72 wind turbines. Its sister vessel, **Windea La Cour**, also chartered out to Siemens Wind Power, has been in service at the 600MW Gemini wind farm in the Netherlands since August of the last year, and carried out its first campaign on 1 September 2016. "The vessel has the X-STERN™ hull shape, which allows it to be positioned with the stern faced towards the weather instead of the bow only", said Matthias Müller, Managing Director of Bernhard Schulte Offshore. "Her award-winning sister vessel '**Windea La Cour**', which is working in the Dutch Gemini wind farm since August, has already proven that this leads to improved weather resilience, greater operability and reduced power and fuel consumption while on DP mode next to the wind turbine." The naming ceremony was held in Ulsteinvik, Norway, at the Ulstein Verft yard premises. **Windea Leibniz**, designed by Ulstein Design & Solutions, carries the name of the German mathematician, philosopher and physicist Gottfried Wilhelm von Leibniz, who in the 17th century proposed to use wind power to operate pumps. *(Source: Offshore Wind)*



MAKING IT HAPPEN: 2017, THE YEAR FOR US OFFSHORE WIND

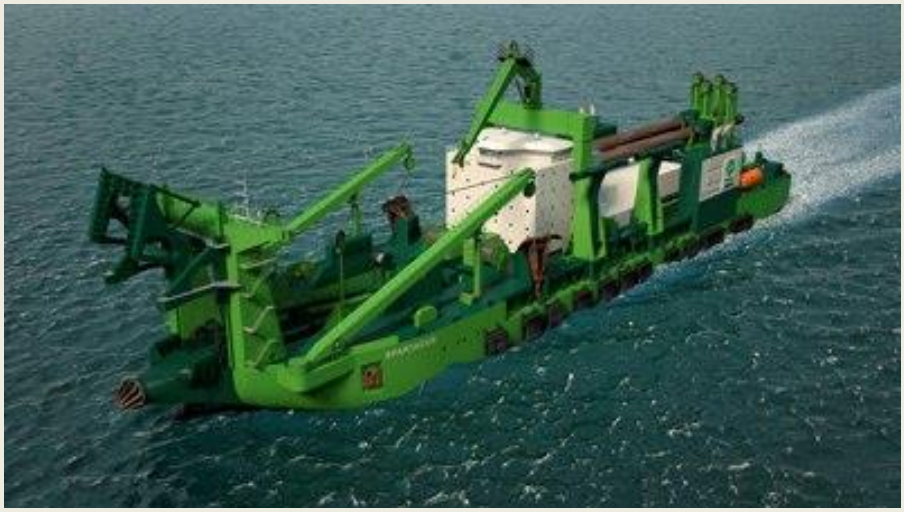
The first offshore turbines arrived off the coast of New England last year in the form of a $300m utility-scale scheme called Block Island. Now, new projects are starting to follow suit and the US Offshore Wind Industry is starting to gather pace. There is every reason to believe that the US will

follow the same course as Europe and embrace offshore wind as part of a wider drive to decarbonize electricity generation. For example, the Commonwealth of Massachusetts has enacted a law that requires its utilities to buy 1.6GW of their energy from offshore sources by 2027. Now key stakeholders (governments, developers, banks, private financiers) are trying to decide how much and when to invest, the best partners to pick for a project's specific requirements and which suppliers are needed to deliver these projects on time and within budget. Key barriers to entry include how the energy policy under the Trump administration will evolve in the next 4 years, the existing rules in individual states and how they may develop, the relative competitiveness of offshore against fossil, nuclear and alternative forms of renewables, and what development we should expect on the engineering and technology side of things. The leading players in the North American Offshore Wind sector will be gathering in New York, this May to chart a course for a sector that is fast becoming part of the US' future energy mix. The US Offshore Wind 2017 conference and exhibition, which will be held in the Long Island Hyatt Regency on May 8th and 9th, aims to pool the industry's experience and expertise to enable boards to make informed choices when drawing up their business strategies. The speakers will include senior executives from many of the European and US companies that have created the modern offshore industry, such as DONG Energy, which has built more offshore wind farms than any other developer; giants such as E.ON and Iberdrola; integrated energy companies such as Statoil; and US developers, such as US Wind, Vineyard Wind and LEEDCo. The conference provides a guide to everything you need to run a winning project, each session led by one of the industries main players. Paul M Rich, the director of project development for US Wind, explains: "The second annual US Offshore Wind Conference brings together the top leadership of the offshore wind industry in a unique format and with an exciting agenda, which hits the sweet spot of the challenges facing the sector: permitting, market development, reducing cost of energy, and financing projects in the US. Come meet the champions of the offshore wind industry, roll up your sleeves and engage in an action-packed event." *The big questions that our proprietary research has uncovered are:* How big will the market become, and how quickly will it happen?; Where are the best places to site a project with an eye on the existing infrastructure and supply base, not to mention the political and regulatory environment (focus on New York State, Massachusetts and California)?; What are the ways to overcome the many regulatory hurdles a developer faces, including the best way to obtain permits and grid connections; What is the best way to minimise costs and maximise margins and how was lower LCOE accomplished in Europe?; How to build a wind farm in the US; everything from setting up a logistics

hub and designing foundations to choosing the right turbine and navigating the Jones Act; What will operations and maintenance strategies look like for future developments in the Atlantic, Gulf, Pacific, Great Lakes and Hawaii; What lessons can be learned from European wind companies, and how can this knowledge be transferred to the US? *(Press Release)*

DREDGING NEWS

ROYAL IHC TO BUILD WORLD'S LARGEST CUTTER SUCTION DREDGER FOR DEME

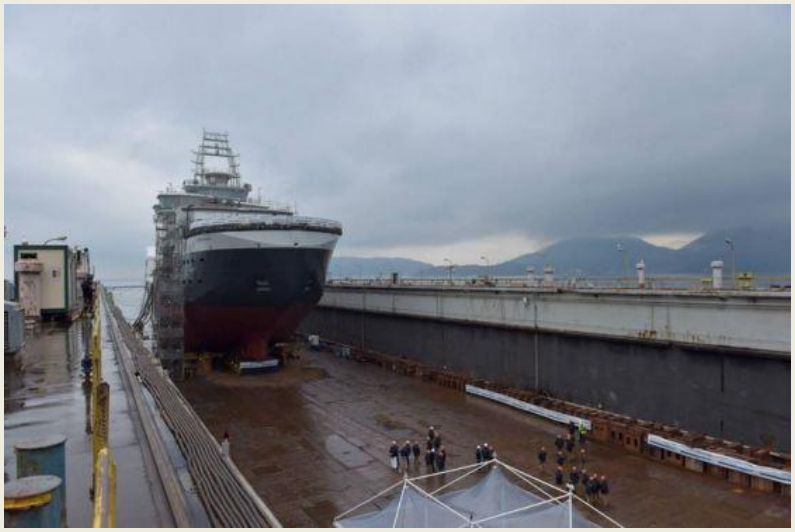


Royal IHC (IHC) has been awarded a contract for the design, construction and delivery of the 44,180kW self-propelled cutter suction dredger (CSD) **Spartacus**, for DEME in Belgium. The newly built CSD will be 164 metres long. The concept and basic design for this mega cutter was done in close cooperation with DEME, Vuyk Engineering Rotterdam (a 100% subsidiary of IHC) and IHC. *Several innovations and LNG-powered* The **Spartacus** will be the world's first LNG-powered (liquefied natural gas) CSD and follows the order for the first LNG-powered trailing suction hopper dredgers (TSHDs) **Minerva** and **Scheldt River**, and 'LNG-ready' **Bonny River**, that are currently under construction at IHC's shipyards. The four main diesel engines can run on LNG, MDO and HFO, and the two auxiliary engines have dual-fuel technology. The application of LNG to power TSHDs has proven to be a very complex puzzle. In close cooperation with DEME, the two organisations have managed to fit all the pieces together. The **Spartacus** will benefit from this joint effort and forward-thinking and represents a new milestone in the industry. This environmentally-friendly CSD will also have other innovations on board, such as a waste heat recovery system that converts heat from the exhaust gasses to electrical energy. The dredge control is arranged for a one-man operation. The vessel will have a heavy-duty cutter ladder and can reach a dredging depth of 45m. *Most complex*

cutter ever built "We can state that this CSD is the largest and most complex that IHC has ever built," says IHC's CEO Dave Vander Heyde. "The combination of power, size and innovations makes it a true challenge to build. We are proud and honoured that DEME has again placed their trust in us. We also want to thank them for giving us the opportunity to build the world's first LNG-powered cutter suction dredger. We are pleased to note that IHC's strategy, which focuses on developing and producing high added value equipment, and integrated vessels is starting to pay off. Being able to manage all the gigantic forces of this CSD with our high tech equipment and systems perfectly supports this." The **Spartacus** will also reinforce DEME's commitment to green initiatives. "This cutter suction dredger is going to be an important benchmark for the industry and a huge step toward limiting the environmental impact of our vessels," says DEME's Head of Construction and Conversion Jan Gabriel. *(Press Release)*

YARD NEWS

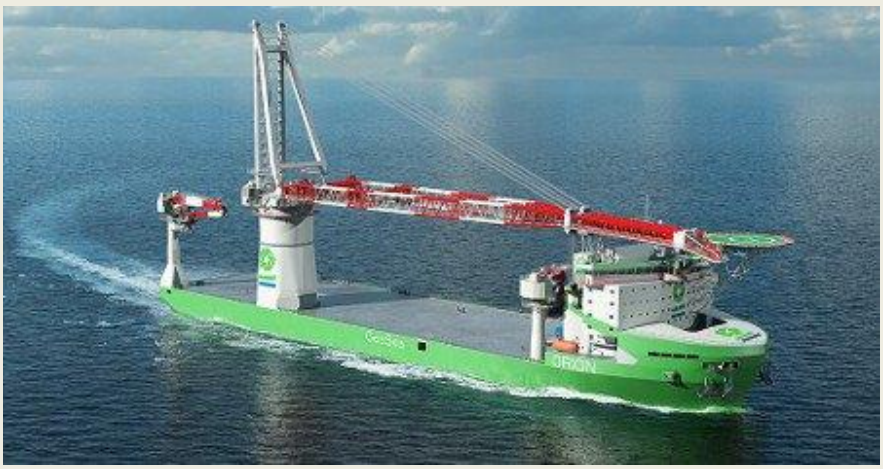
NORWAY'S NEW OCEANOGRAPHIC ICEBREAKER LAUNCHED



A new oceanographic icebreaker being built for the Norwegian government has been launched at Fincantieri's shipyard in Muggiano, La Spezia. The vessel, **Kronprins Haakon**, touted by the builder as "one of the most advanced oceanographic icebreakers in the world," will continue to undergo final outfitting ahead of its delivery by the end of 2017. **Kronprins Haakon** will be owned by the Norwegian Polar Institute for the Norwegian Government, while the vessel, taking its name from the heir to the Norwegian throne, will be used by the same institute and by the Institute of Marine Research (IMR), the Norwegian governmental body for oceanographic research and fishing, and by the University of Tromsø. The high-tech icebreaker was designed by Rolls-Royce Marine to operate in the polar waters, providing a high-tech facility for the study of the marine environment. At 100 meters long and 21 meters wide, with a gross tonnage of about 9,000 tons, **Kronprins Haakon** will be able to accommodate 55 people (research personnel, students and crew) in 38 cabins, and will be fitted with the highest standards of comfort for passenger ships, the shipbuilder said. Its hangar at the bow will have two helicopters and the unit will be equipped with complex instrumentation able to investigate the morphology and geology of the seabed. **Kronprins Haakon** will have a cruise speed of 15 knots and will be able to move on independently through ice thick up to one meter and with particular silence requirements to avoid disturbing the sea environment. The ship was built according to criteria ensuring minimum environmental impact and reduced radiation of noise underwater, so as to allow studies on fish and marine mammals. She will be able to carry out its oceanographic and hydrographic research activities in any area of operation. The launching ceremony was attended, among others, by Jan Gunnar Winther, Director of the Norwegian Polar Institute, by Sissel Rogne, Director of the Institute for Marine Research, by Anne Husebekk, Rector of the University of Tromsø and by Angelo Fusco, Senior Vice President Naval Vessels Business Unit & Italy Business

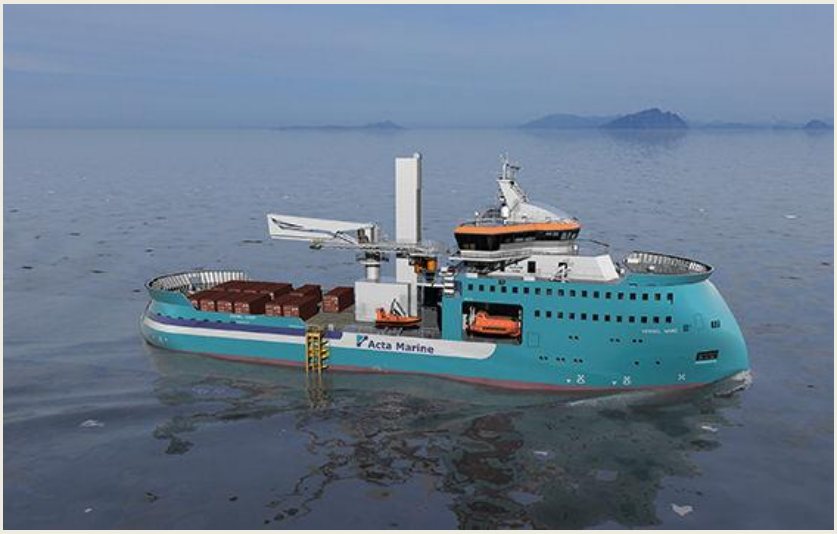
Unit of Fincantieri. *(Source: MarineLink)*

DEME ORDERS NEW OFFSHORE INSTALLATION VESSEL IN CHINA



Marine engineering group DEME has ordered the "next generation" offshore installation vessel, to be named **Orion**, from China's COSCO. DEME said on Wednesday that the **Orion** would feature a combination of high transport and load capacity, large lifting heights and green technology. According to the company, the vessel is set to be delivered by COSCO in 2019. The **Orion** will be deployed by DEME's subsidiary GeoSea for the construction of the largest offshore wind farms, to service the oil and gas industry, and for decommissioning of offshore installations. With a total installed capacity of 44,180 kW, the vessel will be equipped with a crane with a lifting capacity of 3,000 tonnes at more than 50 meters. The loads can be lifted to a height of more than 170 meters. In order to accommodate high transport and load capacity, deck space aboard the vessel has been maximized. The company noted that the vessel will be able to take the heaviest monopiles, jackets, wind turbine components, and structures in a single shipment. Environmental considerations have been an important element of the vessel design with dual fuel engines and the ability to run on natural gas (LNG). It will have a Green Passport and Clean Design notation. It will also have other environmental innovations on board, such as a waste heat recovery system that converts heat from the exhaust gasses and cooling water to electrical energy. The 216.5-meter long **Orion**, featuring DP3 capability, can accommodate a crew of up to 131 people. Luc Vandenbulcke, Managing Director GeoSea, said: "With (the) **Orion** we will be positioned to meet the future requirements of our customers. Orion will be capable of installing mega monopiles at greater depths. With DP3 technology the offshore installation vessel can continue operations under the most challenging conditions." *(Source: Offshore Energy Today)*

ULSTEIN ORDERS PALFINGER KIT FOR ACTA MARINE'S CSV NEWBUILDING



Palfinger Marine has signed a contract with Norway's Ulstein Verft to deliver the complete winch package and a container handling system for the DP2 construction support vessel (CSV) being built for the Netherlands-based Acta Marine B.V. The vessel is primarily aimed at the offshore wind market and carries the new SX195 design from Ulstein Design & Solutions. The CSV is measuring 93.4 meters in length and is 18 meters wide, and can accommodate up to 120 people in 80 cabins. In addition to the complete winch package, Palfinger Marine has been contracted to deliver a complete system for both skidding and securing of containers below deck. The container handling system has been tailor designed to meet the requirements onboard this vessel, Palfinger Marine said. Acta Marine ordered the CSV in January 2017, and the vessel is scheduled for delivery in early 2018. Cargo area on the vessel is 500 square metres indoors, and 500 square metres outdoors. The new CSV will provide for walk-to-work transfer of personnel and cargo, efficient and safe in significant wave-heights (Hs) up to 3 metres, Ulstein said. *(Source: Offshore Wind)*

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

   - POSH (Singapore) takes delivery of two OSD Azistern tugs
   - De Boer Remorquage SARL orders two custom tugs from Damen
   - Bugsier 12 launched
   - Landfall Marine Contractors BV and Meander vof start cooperating on inland waters.
   - New OST 30 tug order for CARAIBES REMORQUAGE

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