



MIDWEEK-EDITION

## TUGS & TOWING NEWS

### SVITZER EUREKA NAMING CEREMONY



A NAMING ceremony for the **Svitzer Eureka**, the newest addition to the Svitzer Australia fleet, was held on March 2 at the Secret Garden cocktail venue in Melbourne’s Docklands precinct. The event attracted senior representatives of the maritime, shipping and ports community. **Svitzer Eureka** was built in Vietnam and arrived at the Port Melbourne in January. It has already begun operations. Wurundjeri elder Ron

Jones conducted a smoking ceremony and ‘welcome to country’ while Svitzer Australia managing director Steffen Risager spoke about the significance of the vessel’s name and its role in the company fleet. Port of Melbourne chief executive Brendan Bourke addressed the gathering and noted the significance of the tug as a vote of confidence in Melbourne as a port. Finally, Victorian Ports Corporation chief executive Rachel Johnson officially named the vessel with the customary bottle of champagne. Those who attended were blessed with good weather which allowed for a pleasant evening of socialising. *(Source: Lloyd’s List Australia)*



*Advertisement*

**K**  
KOTUG

AHEAD IN TOWAGE

# OFFSHORE FOR SURE

## NEW TUGBOATS STARTS TRIP FROM VIETNAM



Bunbury's newest tugboat has started the long journey from Vietnam and is expected to berth in the city by mid-month. The \$9 million boat named **Cape Leeuwin** started the 7000km trip from Dutch company Damen's workshop a week ago. There are no Australian companies that build tugboats, according to the Southern Ports Authority. The more than 250-tonne boat will join the already operational **Cape Naturaliste** tugboat, which has been based in Bunbury since the start of the year. The tugboats are 50 per cent more powerful than the now retired 16-year-old vessels being replaced.

*(Source: The West Australian)*

## VANE BROTHER'S LATEST 3,000-HP TUGBOAT, FISHING CREEK, JOINS FLEET 10 YEARS AFTER CONSTRUCTION BEGAN ON FIRST SASSAFRAS CLASS VESSEL

Vane Brothers, one of the nation's premier marine transportation providers, has taken delivery of the 3,000-horsepower **Fishing Creek**, the 13<sup>th</sup> Maryland-built tugboat to join the Baltimore based company's expanding fleet in the last 10 years. Designed by Frank Basile, P.E., of Entech Designs, LLC, the **Fishing Creek** is the latest of 20 "Sassafras Class" tugboats contracted through Chesapeake Shipbuilding of Salisbury,



Maryland. Construction began in 2007 on the first-in-series tugboat **Sassafras**, which, when delivered to Vane Brothers in 2008, was considered to be the first tugboat constructed in Maryland in more than 30 years and the first ocean-service tug built in the state in more than a half century. Measuring 94 feet long and 32 feet wide with a hull depth of 13 feet, the **Fishing Creek** is similar in most respects to the previous 12 hard-working tugboats built for Vane as part of the Chesapeake Shipbuilding contract. The vessel is equipped with twin Caterpillar 3512 Tier 3 main engines that provide a combined 3,000 horsepower, and operates with a Jon-Rie Series "500" hydraulic towing winch. "Soft-core" panels and top-line accoutrements are used throughout, offering the crew a quiet, comfortable living environment. State-of-the-art componentry is at the captain's fingertips in the

wheelhouse, which features mostly wooden accents for a more traditional look. “Frank Basile and Entech gave us such a great design from which to work 10 years ago that we have made very few changes along the way,” says Vane Brothers Senior Port Captain Jim Demske, who oversees the tugboat construction program. “And keeping these beautiful tugs similar in construction is a great benefit to our crews, purchasing agents and contracted vendors. The tugs are both powerful and practical.” Named for a location on Maryland’s Eastern Shore, the **Fishing Creek** was preceded in August 2016 by the **Fort McHenry**, which pays tribute to the historic Baltimore landmark known as the birthplace of the Star-Spangled Banner. Next in line from Chesapeake Shipbuilding is the tugboat **Cape May**, scheduled for delivery this summer. The **Fishing Creek** has joined the company’s Philadelphia-based Delta Fleet and is primarily tasked with towing petroleum barges engaged in the North Atlantic coastwise trade. *(Press Release)*

Advertisement

 +31 10 8208905



**MARINE STEEL**  
WORKS & SUPPLY BV - ROTTERDAM

 info@marinesteel.nl

---



**FERROUS & NON FERROUS WHOLESALER**

We can offer hydraulic pipes and fittings in stainless steel and steel etc.

Also for tailor made products, according to your drawing.

**WWW.MARINESTEEL.NL**



## VAN WIJNGAARDEN MARINE SERVICES ASSISTING WITH DISCHARGING AND TRANSPORT FOR DAMEN SHIPYARDS



Friday (24/02) arrived the MV “**Trina**” from Singapore / China (Shanghai) / Vietnam (Da Nang & Haiphong) in Rotterdam. Loaded with 6 Tugs and 1 FCS, all these vessels are built at Damen yards in the Far East. We, Van Wijngaarden Marine Services, were assisting by discharging and towing the vessels to their temporary berths. On Saturday (25/02), discharging 2x ‘ASD 3010 ICE’ and 1x ‘FCS 2610’ / On Sunday (26/2) - 2x ‘STu 2608’ / On Monday (27/02) - 2x ‘ASD 2411’ to a berth in Rotterdam (Waalhaven). On Monday (27/02) we conduct a towage with 2x ‘ASD 3010 ICE’ from the ‘Waalhaven’ to Stellendam. On Tuesday (28/02), a second transport follows with 2x ‘ASD 2411’ (incl. their craddles) also to Stellendam. The last transport for Wednesday (01/03) consist of 2x ‘STu 2608’ and 1x ‘FCS 2610’, with destination: Gorinchem. For this job were acting the following tugs of VWMS, the Inland pusher / launches: **VLIE-** / **MERWEstroom**, both 365 Hp / BP 5 tons. The seagoing tugs: **GOUWEstroom** (IMO 8943569 / 1.460 HP / BP 20 tons) and at least the multipurpose barge: MP 1801. Even on Wednesday (01/03) our tug **SCHELDEstroom** (IMO 8434180 / 730 HP / BP 10 tons) was operating in the port of Rotterdam by doing a job for Damen Shipyards Gorinchem.

Discharging / Towing the 'WBU 2407' from the 'Brittanniehaven' to Gorinchem. This vessel was delivered by m/v 'Noordvliet' and loaded / constructed in Antalya (Turkey). *(Source: VWMS Photo's: Hans Lingbeek)*

## VEHINTITRES SOLD



It has been reported that the in 2008 Armon shipyard built tug **Vehintitres** was sold by Remolques Unidos (Espagne) to CCI of Saint Malo (France). On the picture the tug underwent bollard pull tests in Brest. The tug has a length of 15.60 mtrs a beam of 6.00 mtrs and a draft of 2.60 mtrs. The two Volvo diesel engines develops a

total output of 1,500 hp. *(Photo: Jacques Carney)*

## A NEW TUG CLASS... THE RAMPART 2300-MM FOR MED MARINE

A newly designed variant of the popular RAmports series of tugs from Robert Allan Ltd.; a **RAmports 2300-MM** will commence construction very soon. This design was developed exclusively for Med Marine to be built at their shipyard in Turkey. This will be the first of six vessels which are expected to be completed within the next 2-3 years with the first vessel expected in late 2017. This venture reflects a long-standing



cooperation between Med Marine and Robert Allan Ltd. providing high-performance tugboats to the world market. The signing ceremony for the new contract took place on February 9th at the Med Marine Head Office in Istanbul, Turkey. The **RAmports 2300-MM** is a customized version of the popular RAmports series with more than 150 of this series in service worldwide. This is a versatile/multi-purpose compact ASD tug design with features for ship-handling, coastal towing and other general purpose towing duties. There are multiple configurations available of the RAmports series available, ranging from 22 to 33 metres in length. The tug will be built to the following RINA Class Notation: C+TUG, AUT-UMS, Firefighting Ship E with Waterspray, Unrestricted Navigation. MLC Design, Green Star 3 Particulars of the **RAmports 2300-MM** are as follows: Length Overall: 23.00 m; Beam, Moulded: 10.90 m; Depth, Moulded: 4.40 m; Draft, Maximum: 3.15 m; Fuel: 62 m<sup>3</sup>; Potable Water: 11 m<sup>3</sup>. This design is suitable to achieve a maximum bollard pull of up to 60 tonnes. The first 6 vessels are predicted to achieve a bollard pull of 50 tonnes. *(Press Release)*

Advertisement

**Landfall Marine Contractors bv**  
Specialized in ocean going towages, time charters, anchorhandling, pontoons/barges including equipment, full ship management, heavy lift shipping, ship-deliveries and marine-sales.  
info@landfall.nl / (+31) 0180 - 769033



**Landfall**  
**Marine Contractors bv**



Landfall Marine Contractors bv, a flexible company for solid marine solutions and a solid company for flexible marine solutions.

## DAMEN SECURES ORDER WITH FORTESCUE METALS FOR SIX ART 85-32W ROTOR TUGS



To support Second Towage Licence for the Port of Port Hedland. Pilbara Marine Pty Ltd (Pilbara Marine), a wholly owned subsidiary of Fortescue Metals Group Ltd has placed an order with Damen Shipyards for the building of *six, 32 metre Rotor Tugs*. These will be deployed at the company's operations at Port Hedland on Australia's west coast, the world's largest bulk export port. From there, Fortescue exports 165-170 million tonnes of iron ore per year. The six tugs are of **the ART 85-32W**

**class**, designed by Robert Allan Ltd. Their Rotor@Tug propulsion system features three azimuth thrusters; two forward and one aft. Together these deliver the full 85 tonnes of bollard pull over both the bow and the stern, and 65% from amidships. The Rotor@Tug system delivers additional benefits regarding manoeuvrability, braking, and engine and winch redundancy. The W notation refers to the increased beam of these designs, providing additional stability during escorting operations conducted regularly at Port Hedland. In May 2016 Pilbara Marine was awarded a second towage license by Pilbara Ports Authority for the port of Port Hedland and the new **ART 85-32W** rotor tugs will enable it to offer long-term, sustainable towage services. The six Rotor Tugs will be built at Damen's Song Cam Shipyard in Vietnam. The first two are scheduled for delivery ex-yard by the end of October 2018, with the remaining four due in early 2019. "Damen, as a world leader in the design and construction of tugboats, has been very successful in Australia for many years. This project



underlines again that Damen listens carefully to our customers' needs and that they value our superior quality vessels built for competitive prices, along with our technical expertise and after sales services. These factors have proven the difference in the success of this project," says Vincent Maes, Area Sales Manager. Rebecca Hayward, Legal Manager Strategic Contracts / Developments at Fortescue Metals Group, added: "After reviewing the market, Damen was an obvious choice because of its global reputation for outstanding quality leading to lower running costs, as well as its proven track record of delivering vessels on time, within budget. We are confident that our full operational requirements will be met by the new **ART 85-32W** design and are heartened by the fact that Damen will provide long term support here in Western Australia." *(Press Release)*

### SMIT AMANDLA SHOWING HER NEW COLOURS



On the 4<sup>th</sup> March a few pictures taken of the **Smit Amandla** showing her new AMSOL colours. *(Photo: Glenn Kasner)*

### DAG VAN DE ZEESLEEPVAART 20 MEI 2017



Met de Dag van de Zeesleepvaart op zaterdag 20 mei herleef je in de buitenhaven van Maassluis de hoogtijdagen van de Nederlandse sleepvaart. Van 11.00 tot 17.00 uur waan je je terug in de gloriejeden. Betreed historische sleepers uit Maassluis maar ook van ver daarbuiten en met verschillende vaartuigen

kan zelfs een rondvaart over de Waterweg worden gemaakt. Ook geven oude en moderne sleepers demonstraties die vanaf de kant mooi zijn te volgen. *Ambachten van vroeger* De historische levendigheid op het water is tijdens de Dag van de Zeesleepvaart natuurlijk ook te vinden op de kade. Bezoekers kunnen over de Govert van Wijnkade en de Burgemeester de Jonghkade in de buitenhaven slenteren langs ambachten van vroeger zoals bijvoorbeeld een touwslagerij, een maker van scheepslampen, takelblokken, mastkloten, een sloopstingier, allemanseindjes knoper en nog veel meer oude beroepen. Kinderen maar ook volwassenen kunnen allerlei uitdagingen aangaan bij het Zeekadettenkorps Maassluis. Daarnaast kan de culinaire genietter zijn hart ophalen bij

verschillende eetgelegenheden. *Traditiegetrouw een vlootschouw* Om 16.30 uur wordt traditiegetrouw een vlootschouw gehouden. Alle deelnemende schepen aan de Dag van de Zeesleepvaart varen de haven uit om te verzamelen op de Waterweg. In een lange parade varen zij vervolgens langs de havenmond van Maassluis zodat bezoekers aan de Dag van de Zeesleepvaart een mooi zicht hebben op dit spektakel. Naarmate zaterdag 20 mei dichterbij komt krijgt het programma meer vorm en kunnen we ook meer vertellen over de deelnemende schepen en de kaartverkoop voor de rondvaarten. Hou hiervoor [www.sleepboothaven.nl](http://www.sleepboothaven.nl) in de gaten of volg ons op Facebook (Sleepboothaven) en Twitter (@Sleepboothaven). De Stichting Sleepboothaven Maassluis organiseert het ene jaar de Dag van de Zeesleepvaart en het andere jaar de Vaardag Sleepboothaven. Bij laatstgenoemde is de opzet kleiner en ligt de focus puur op rondvaarten van Maassluisse schepen. De Dag van de Zeesleepvaart is groter van opzet met meer schepen, ook van buiten Maassluis, veel leuke wal activiteiten en traditiegetrouw een vlootschouw.

Advertisement



### QUINTET TUG DELIVERIES TO THE AMERICAS

**Redwise** specialized in delivering vessels under own power, is delivering a quintet of harbor/terminal tugs to central America. Starting off with the **CMM Jarocho** and **CMM Maguey**, under Mexican flag with full Mexican crew, supported by **Redwise's** own Dutch Master and



Ch. Engineer, together with owners 2nd engineers. The RA3200CL stern drive tugs travelled the vast Pacific Ocean from Cheoy Lee Shipyard in Hong Kong, to their new home in Manzanillo. The Mexican flag and crew were a requirement of our principals Boluda, and by working together with all parties and the flexibility of our senior officers, a matching cost effective solution could be provided.

Following right on the heels of this joint delivery, is the mobilization voyage of the two ART 80-32 rotor tugs from Hong Kong to the Caribbean on behalf of Kotug and Seabulk Towing. The **RT Blackbeard** and **RT Raptor** are both built by Cheoy Lee and crossing the Pacific under the Bahama

registry, en route to their new homeport on a voyage of 11,400 nautical miles. The vessel will do well over a thousand running hours. This does seem a lot, but is in actual fact far less than 5% of the running hours a tug normally does in lifespan.

The fifth delivery is on behalf of Svitzer Caribbean with the Sanmar built tug **Svitzer Chirripo**, a Rastar

2800-E design equipped with MTU engines. The vessel is currently en-route from her builders in Turkey to the West Indies and manned by **Redwise's** permanent employed senior officers, complemented by our Indonesian junior officers and ratings, just like to ART 80-32's. The large variety of tug types, propulsion arrangements and routing is nothing new to Redwise, operating since 1906. It goes almost without saying, that **Redwise** takes pride in being of service to its



customers, in a niche market where seamanship and professional management are still highly valued, whereby neither trade nor skills have been commoditized. A complete turnkey service in getting these powerful work horses, safely to their destination. **Redwise** employs in excess of 80 of their own key personnel permanently in senior positions, providing job

security for our seafarers on the one side, and a reliable professional service to our customers on the other side, to ensure that each party can meet their commitments. *(Press Release)*

## ACCIDENTS – SALVAGE NEWS

### *TUG FFS ACHILLES SANK AFTER GROUNDING OFF SKJOLNES*

The tug **FFS Achilles** sank after grounding off Skjolnes, Norway. The vessel was en route to Farsund, but hardly stuck at rocky shallow near the fjord and started getting water ingress. The crew was unable to get control over the flooding and reported the accident to the local authorities. At the scene of the troubled vessel was sent lifeboat, which evacuated all the three seamen. The tug **FFS Achilles** partially sank south off Fisholmen,





but authorities and company operator Farsund Fortoyningsselskap are working on a salvage plan. There were no reported injuries, but on board of the vessel there are several tons of diesel fuel, which might spill in the water near the fjord and salvage is mandatory due to environmental danger. The local authorities are working closely with company for the salvage and refloating the tug. Fortunately during the accident there were no reported injuries and no water pollution. "We do not yet know what has happened, except that the vessel ran aground and sunk as result of water ingress. Now the vessel is fully submerged, but we are working on a salvage plan. The area is monitored to check for contamination, but there were no reports of oil leaks from the tug", said the general manager of Farsund Fortoyningsselskap, John Willy Nilsen. The tug **FFS Achilles** (IMO: 8224523) has overall length of 30.20 m, moulded beam of 9.75 m and maximum draft of 4.60 m. The deadweight of the vessel is 145 DWT and the gross tonnage is 285 GRT. The tug was built in 1984 and operating under the flag of Norway. (*Source: Maritime Herald; Photo: Morten Christiansen*)

Advertisement



**Cintranaval-Defcar**  
**CND DESIGN**

## Design of Tugboats & Offshore Vessels



www.cintranaval-defcar.com
+34 944 631 600
info@cintranaval-defcar.com

### ZEEBRUGGE FERRY DISASTER: SERVICES REMEMBER VICTIMS OF HERALD OF FREE ENTERPRISE TRAGEDY ON 30TH ANNIVERSARY



Families touched by the Zeebrugge ferry disaster will gather at a church service to mark the 30th anniversary of the tragedy that claimed 193 lives. At about 6pm on March 6 1987, the Townsend Thoresen roll-on, roll-off ferry The **Herald Of Free Enterprise** turned over on its side outside Zeebrugge, Belgium, as it set out for Dover, Kent. Heroics by crew and passengers led to the majority of those on

board surviving, but more than 150 passengers and nearly 40 crew on the British-flagged vessel perished. At St Mary The Virgin Church in Dover on Monday, relatives will attend a service to remember those who died in what was the worst peacetime British maritime disaster in living memory. Among those attending will be Kim Spooner, whose aunt and uncle Neil "Billy" Spooner,

37, and Mary Smith, 44, died after taking advantage of a cut-price Continental day-trip offer in a newspaper. Ms Spooner, 38, from Essex, said: "I was eight years old at the time and I can remember it like it was yesterday. I knew that it was something absolutely terrible. "The worst bit was waiting for news because we were obviously in a time when there were no mobile phones and no internet. "For them, it was a spur of the moment trip. It wasn't a planned thing. They lived in Essex so lived quite close to the coast. It was fate. "They could have gone the day before or the day after. Their deaths have completely affected my life, and how I form relationships. "They were like a second mum and dad to me, and we were a really close-knit unit. I have never recovered from it to be honest." On Sunday, a service was held at St Donaas Church in Zeebrugge, jointly-led by the Reverend Alexander Ebersson, chaplain of the Port of Zeebrugge, who said: "The disaster had a huge impact on Zeebrugge and still does." A public inquiry confirmed the ferry had left Zeebrugge with its bow doors open, allowing water to flood the car deck, and the crew member responsible for closing them was asleep at the time. A number of the heroes of the disaster received awards, including a George Medal for ex-policeman Andrew Parker. He became known as "the human bridge" after saving his wife, his 12-year-old daughter and about 20 other passengers who walked over his body to safety. Retired chaplain Bill McCrea officiated at four of the victims' funeral services, including a 17-year-old boy who died in the disaster just two weeks after finishing nautical college. Mr McCrea, now 75, said: "I'd dealt with many traumatic incidents in my role as a chaplain, but this sudden tragedy and the enormity of it put my pastoral ministry to the test." Townsend Thoresen, which later became P&O European Ferries, was severely criticised in the public inquiry report published later in 1987. In October 1987, an inquest jury



returned verdicts of unlawful killing. A manslaughter trial began at the Old Bailey in September 1990 involving eight defendants, including the ferry company and three former directors. But the case collapsed a month later after the judge directed the jury to acquit them. International ferry safety regulations were tightened after the disaster, but there were further changes when the ferry Estonia capsized in a severe storm in the north Baltic Sea in September 1994 with the loss of more than 900 lives. The former bishop of Liverpool, the Right Reverend Bishop James Jones, will lead prayers at the service, which is held annually by maritime charity the Sailors' Society. Stuart Rivers, the Sailors' Society's chief executive officer, said: "This service gives us a chance to join with those families in remembrance of the loved ones they lost so suddenly and the many acts of individual heroism of both crew and passengers that evening." (Source: *The Telegraph news*)

---

### *ACCIDENT REPORT CRITICAL WITH ACTIONS OF CAPTAIN*

---

An accident report by the National Transportation Safety Board was critical of the actions of the relief captain who was aboard the "[Ricky J. Leboeuf](#)" when it capsized and sank in the San Jacinto River on April 19, 2016. The day before the accident, the Houston and surrounding areas were

---



inundated by heavy rains causing with the river to rise 5 feet above flood stage and have a stronger than normal current. The "**Ricky J Leboeuf**" with a crew of five was preparing to tow a pair of barges to Beaumont. The U.S. Coast Guard and the company operating the vessel at the time, D&S Marine Service, warned captains about performing certain maneuvers in these conditions. Federal investigators wrote the tug's relief captain was performing a

downstreaming maneuver when a strong current caused the "**Ricky J Leboeuf**" to pivot, bump a barge, capsize and sink. The entire accident was captured by a nearby surveillance camera. Four of the crew members survived. A deckhand from Alabama, Joshua Brazeal, drowned. His body was discovered the following day. NTSB investigators noted the relief captain, who was not identified in the report, decided to attempt the maneuver despite the risks and without consulting the vessel's captain or the company port captain, as required by company policy. At the time of the accident, the captain and senior tankerman were sleeping in their staterooms. The relief captain's "decision was ill-advised and resulted in the death of a crew member." NTSB investigators wrote the relief captain refused to be interviewed by them or the US Coast Guard. The Coast Guard investigation was not yet complete. Full NTSB report click [HERE](#) (Source: *Vesseltracker*)

Advertisement

**Tug & Workboat company  
Herman Senior b.v.**

Multiple high quality shoalbusters and multicat available for charter worldwide:

- Anchor handling
- Dredging support
- Offshore oil & gas support
- Offshore renewable support
- Ploughing
- Diving support
- Towing
- Surveying

**info@hermansr.com - +31(0)78 619 25 07** **www.hermansr.com**

## SUBMERGED TUG LIFTED ON THE MISSISSIPPI

The stricken towing vessel **Sonny J** has been raised and dewatered Sunday after it was partially submerged on the Lower Mississippi River near Vidalia, La. On February 26 local U.S. Coast Guard watchstanders received a report that the **Sonny J** was partially submerged near Vidalia, La. with approximately 4,000 gallons of diesel fuel on board. Coast Guard responders, an oil spill response organization, a marine surveyor and the salvage company J.O. Smith are on scene. No pollution has been reported, but containment boom and sorbent material have been deployed around the towing vessel. The cause of the incident is under investigation. (Source: *MarineLink*)

## CHRISOPIGI LADY UNDER TOW, GIBRALTAR STRAIT

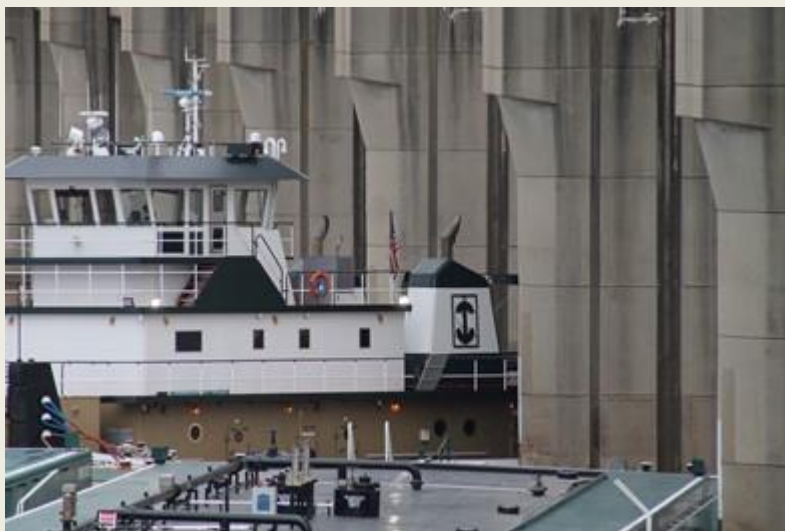
Product tanker **Chrisopigi Lady** suffered engine failure and started to drift at around 0130 UTC Mar 5, entering Gibraltar Strait from Atlantic ocean, while en route from Milford Haven UK to Port Said. Vessel was taken on tow by salvage tug **Luz de Mar** (IMO 9320104) later in the day, to be towed to



Algeciras, ETA 1700 LT. As of 1400 UTC Mar 5, caravan was still in Strait south of Algeciras, moving in eastern direction. On Salvamento Maritimo photo **Luz de Mar** is taking, or giving to, towing line.

*(Source: Fleetmon)*

## BARGES TOWED AWAY, TUG DEWATERED



Though things didn't go initially as planned, a tow boat and its barges were removed from the Racine Locks and Dam over the weekend. The M/V **Austin C. Settoon** was removed from the Racine Locks, Saturday, according to the U.S. Coast Guard. However, it was removed after literally being caught by a recovery vessel and its two remaining barges were taken out the next day. As previously reported, the **Settoon**, pushing

three barges loaded with approximately 3,780,000 gallons of natural gas condensate, allided with the lock wall at approximately 5:30 a.m., Thursday. A barge subsequently broke away. That barge was secured in the lock chamber and removed, while the vessel and its two remaining barges were secured at the dam on Thursday to await removal, according to Chuck Minsker, with the U.S. Army Corps of Engineers out of Huntington, W.Va. On Saturday, it was determined the best cause of action was to let the vessel actually passed through the dam after the cables securing it began to break, according to Minsker. After passing through the dam, it was literally "caught" and secured by a recovery vessel, Minsker added. The Coast Guard reported at 1:24 p.m. Saturday, the **Settoon** was disengaged from the structure and was towed by the M/V **Alabama**. It was then moored to the auxiliary lock chamber at the Racine Locks. The **Settoon** was dewatered after being recovered and transferred to Amherst Madison facility by the M/V **Alabama**, which caught the **Settoon** when it was adrift in the Ohio River. However, on Saturday, two of the **Settoon's** barges remained pinned against gates seven and eight of the dam and were reported as stable. Then, on Sunday, the two pinned barges were finally removed. According to the Coast Guard, at approximately noon on Sunday, the M/V **M.K. McNally** towed the two barges from the dam and placed them in the

auxiliary lock chamber for an initial survey prior to being towed by the M/V **Alabama** to Amherst Madison facility in Henderson, W.Va. The unified command consisted of the Coast Guard, Army Corps of Engineers, West Virginia Department of Environmental Protection, Ohio Environmental Protection Agency, and Settoon Towing Company. The Coast Guard reports there have been no reports of injuries or pollution, and the cause of the incident is under investigation. *(Source: Gallipolis Daily News)*

Advertisement



www.sener.es

**FORAN 70**

“Experience, Flexibility & Commitment in Ship Design”

Quality of services is one of the best values that SENER offers. Ranging from conventional services to the most innovative solutions, SENER develops customized solutions for the marine industry, including ship design, engineering and consultancy to a wide range of shipyards, design offices and ship-owners.



**SENER**  
The way to see the future

ALGERIA • ARGENTINA • BRAZIL • CHILE • CHINA • COLOMBIA • INDIA • JAPAN • MEXICO • POLAND • PORTUGAL • SOUTH KOREA • SPAIN • UAE • USA

## TUG OCEAN EAGLE UNDER TOW TO KETCHIKAN

Commercial tugs are towing the tug **Ocean Eagle** to Ketchikan for repairs, Sunday, following its grounding at Mariposa Reef in Sumner Strait, Thursday. The **Ocean Eagle**'s barge was towed to Sitka where a Marine Inspector is conducting additional damage assessments before the barge continues its planned voyage. Brusco Tug & Barge, the owner of



**Ocean Eagle**, contracted Alaska Commercial Divers to conduct underwater hull surveys of both the tug and barge in Alvin Cove after the grounding. Temporary repairs were made by the divers to cracks in the tug's hull. Minor damage was noted on the barge. Transit plans for both vessels were submitted and approved by the federal on scene coordinator from Coast Guard Sector Juneau and the state on-scene coordinator from the Alaska Department of Environmental Conservation. Minor oil sheening was observed upon the initial grounding. No additional pollution has been reported. “The plans for towing the tug to Ketchikan and the barge to Sitka were thoroughly reviewed,” said Capt. Shannan Greene, federal on-scene coordinator, Sector Juneau. “Appropriate measures are in place to keep all vessels involved safe and protect the environment. I appreciate the cooperation and responsiveness of the tug's owner.” Weather on scene is 20-knot winds from the north, four-foot seas, and 10 miles of visibility. *(Source: Sea Waves; Photo: Al Ruff)*

## OFFSHORE NEWS

### *FARSTAD GAINS RESTRUCTURING PLAN APPROVAL*



Offshore service vessel provider Farstad Shipping on Friday gained support for its financial restructuring plan. To remind, on February 6, 2017, Farstad entered into an agreement for a fully-funded financial restructuring subsequent to which the shipping company agreed to combine with Solstad Offshore and Deep Sea Supply to form a new OSV player with a fleet of 154 vessels. The three companies stated at the time that

the fragmented Norwegian OSV industry required consolidation and that they were working on providing a platform for the three companies to sustain the current downturn in the OSV market. Several days later, an extraordinary general meeting was set for this Friday, March 3. According to Farstad's Oslo Stock Exchange filing on Friday, at the meeting, the restructuring plan has been approved with the required majority of votes. More specifically, all of items 4 – 10 of the agenda have been duly approved, however so that item 8 was removed from the agenda as there will be no issuing of previously announced convertible bonds. The restructuring is expected to be completed during first half of 2017. *(Source: Offshore Energy Today)*

### *EMAS OFFSHORE SEEKS MORE TIME FOR REFINANCING*

Emas Offshore has sought for an extension from its bankers to wrap up documentation needed for refinancing of its financial obligations and the provision of additional working capital facilities. Emas Offshore Limited (EOL) announced on October 30, 2016, the group has reached in principle agreements with the substantial majority of its principal bankers on the refinancing of its financial obligations and the provision of additional working capital facilities. The board of the



company stated on Thursday, March 2 that the completion of the documentation for the ongoing initiatives, which were originally targeted to be concluded before the end of the second quarter of financial year 2017, has now been delayed. The company has sought an extension of time from its principal bankers to complete the documentation for the ongoing initiatives. The board also referred

to the announcement released on Thursday by Emas Offshore's ultimate holding company, Ezra Holdings, in relation to its associate company Emas Chiyoda Subsea. In the announcement, Ezra stated that Emas Chiyoda has together with certain subsidiaries voluntarily filed a petition for relief under Chapter 11 of the United States Bankruptcy Code to obtain the protection of the court while a restructuring of Emas Chiyoda Subsea and its subsidiaries is being pursued. In addition, Emas Chiyoda placed EMAS-AMC, its Norway-based wholly owned subsidiary, under voluntary liquidation in Norway. As disclosed in Ezra's announcement, the Emas Chiyoda Chapter 11 filing may have a negative impact on Ezra and its subsidiaries and associated companies, including the group. The company is therefore currently seeking advice on the Emas Chiyoda Chapter 11 Filing, as well as assessing the impact of such filing on the group. Emas Offshore stated that the group will work closely with its principal bankers to review all options to finalize the provision of additional working capital facilities as well as the documentation of the refinancing of its financial obligations. As previously disclosed by Emas Offshore in its unaudited financial information for the first quarter of financial year ended November 30, 2016, in the event that these efforts do not achieve a favorable and timely outcome, the group will be faced with a going concern issue. The company advised its shareholders to exercise caution when trading in the company's shares as there is no certainty or assurance that the definitive agreements for the ongoing initiatives will be entered into or the ongoing initiatives will be undertaken or completed at all. *(Source: Offshore Energy Today)*

Advertisement



**GLOBAL SHIP DELIVERY**  
WITH IMS, YOU ARE IN SAFE HANDS

**IMS**  
SHIP DELIVERY • MANAGEMENT • TRAINING

AUSTRALIA HEAD OFFICE  
P +61 8 9331 2566  
commercial@inationalmaritime.com

EUROPE P +371 66011066  
eu@inationalmaritime.com  
www.inationalmaritime.com

GL  
GL Systems Certification

## GC RIEBER FINDS MORE WORK FOR 'POLAR ONYX'



Norwegian offshore shipowner GC Rieber Shipping has secured a time charter agreement for its **Polar Onyx** SURF vessel. GC Rieber said on Monday that the charter would begin shortly and would see the vessel continue operating in West Africa. The time charter is for four months but could go as far as six due to a two-month extension option that could follow the firm period. Before this latest

charter, the vessel worked with Marine Platforms Limited (MPL) for end client Chevron, also in West Africa. The charter with MPL was for a firm period of about one month including up to 5

weeks of additional work through extension options. The SX121 designed offshore construction vessel **Polar Onyx** was delivered in March 2014 from Ulstein Verft. The vessel is designed to operate in the SURF/Construction/IRM markets, with high capacity for flexible pipe loads. *(Source: Offshore Energy Today)*

---

## DW: VESSEL CONTRACTORS PREPARING TO BOUNCE BACK AS MARKET SHOWS SIGNS OF BALANCE

---

The announcement on the 28th February of Emas Chiyoda's bankruptcy is the latest in a long line of vessel contractors to fall victim to the downturn since January 2015, according to Douglas-Westwood's latest DW Monday report. Multiple companies such as Cal Dive, Ceona, Cecon, Hercules Offshore, Harkand and Swiber have entered into administration, taking a significant number of vessels out of the active fleet,



Douglas-Westwood continued. In other cases, internal restructuring measures (e.g. Siem Offshore, Boa Offshore, Deepocean etc.) were/have been in order. Whilst current indicators of subsea activity (e.g. subsea tree orders) remain weak, DW said the industry sentiment is improving, with oil prices approximately 76% higher this February relative to the average WTI recorded in February 2016. With a market equilibrium and a recovery in sight, 2017 represents an opportune time for substantial industry consolidation and opportunistic vessel acquisitions to support long-term business strategy objectives. For example, McDermott's recent acquisition of the newbuild 'Ceona Amazon' at a significant 77% discount to the reported build cost, will serve to strengthen and rejuvenate its subsea fleet, putting the company one step closer to their ultra-deepwater expansion strategy. The recent downturn has been one of the most trying times in the history of the subsea industry, DW claimed. However, the removal of non-competitive low-spec vessels and strategic moves by vessel contractors to acquire high-spec vessels at discount rates, will find themselves well positioned to capitalize as the market continues to stabilize. *(Source: Offshore Energy Today)*

---

## BP TAPS DEEPOCEAN FOR FOINAVEN SURF WORK

---

DeepOcean, a subsea services provider, has received a call-off under its new master service agreement (MSA) with BP for SURF work in the Foinaven field, West of Shetland. The company said on Monday that the call-off covers the installation of a new flexible water injection riser and the recovery of the existing water injection riser in the Foinaven field, in a water depth of 460 meters. According to the company, the work includes project management, engineering and logistics. The offshore work is scheduled to be executed in the third quarter of 2017 with the **Edda Freya** offshore construction vessel. The onshore project team will work out of DeepOcean's offices in Aberdeen and Haugesund, Norway. DeepOcean's Commercial Director for Subsea Services, Rolf Ivar Sørđal, said: "The scope of work in the MSA covers a wide range of subsea activities. In a challenging market it is difficult to predict the work volume that can be generated under the MSA,





but in any event I'm sure this MSA will provide work opportunities for the local workforce in the Aberdeen area. "The call-off of the Foinaven SURF work is the first scope we have been awarded under the new MSA and we are appreciative of BP's confidence in the DeepOcean team to prepare and execute this critical offshore work. DeepOcean values local contents and hence more than one third of the personnel involved in this project

will be British." (Source: *Offshore Energy Today*)

Advertisement



### ICEBREAKING SUPPLY VESSEL GENNADIY NEVELSKOY DELIVERED AT ARCTECH HELSINKI SHIPYARD

Arctech says it has finalized the first of four vessels commissioned by SCF Group for operation at the Sea of Okhotsk. The ship started its voyage from Helsinki to the Sakhalin Island on Sunday 5th March. The ship was named after a famous explorer of the Russian Far East, **Gennadiy Nevelskoy**, and it has been built according to the



latest international standards for the safety of operation and protection of environment. The series of the four icebreaking offshore vessels has been developed and designed by Arctech Helsinki Shipyard. The now delivered ice-breaking platform supply vessel **Gennadiy Nevelskoy** will be followed by three icebreaking stand-by vessels. These three stand-by vessels will have a slightly smaller deadweight, but offer the same icebreaking capacity with enhanced functionality and a higher accommodation capacity, than **Gennadiy Nevelskoy**. All the four vessels will be used for year-round delivery of supplies and consumables to offshore platforms, transporting personnel and

for performing standby and ice management duties near the platforms. The vessels will also be outfitted for integrated environmental protection and rescue operations. NB 511 **Gennadiy Nevelskoy** Icebreaking platform supply vessel; Gross Tonnage: 8.400; Net Tonnage: 2.500; Power: 21 MW; Propulsion: 13 MW; Length, overall: 104,4 m; Breadth: 21 m; Speed in 1.5 m level ice: 3,0 kn; Design draft: 7,60 m; Maximum draft: 7,90 m; Deadweight: 3.000 ton; Lifesaving appliances (total): 70 persons; Number of Crew and Special personnel: 28 + 42 persons; Number of cabins: 45 pcs; Classification: Russian Maritime Register of Shipping; Customer: Sovcomflot; KM(\*), Icebreaker6, AUT-1, OMBO, FF3WS, DYNPOS-2, ANTI-ICE, ECO, Winterization(-35), Supply vessel, Oil recovery Ship, Special purpose ship. *(Source: PortNews)*

## HARVEY GULF SUFFERS RATINGS DOWNGRADE



Moody's Investors Service (Moody's) has downgraded Harvey Gulf International Marine Corp's Corporate Family Rating (CFR) to Caa3 from Caa2, Probability of Default Rating (PDR) to Ca-PD from Caa3-PD, and senior secured term and revolving credit facility rating to Caa3 from Caa2. The outlook remains negative. "Harvey Gulf's

downgrade to Caa3 reflects its escalating financial leverage and weak liquidity," said Moody's. "Although Harvey Gulf is relatively better positioned in its peer group with a moderate portion of its utilisation coming from firm contracts through 2017 and beyond, its debt to EBITDA ratio by year-end 2017 will be nearly 10x (per Moody's calculations) and will worsen through 2018. "Given the anaemic offshore activity and oversupply of the OSVs, Harvey Gulf's current utilisation and day rates for the non-contracted vessels operating in the spot market are not expected to improve through 2017. "Harvey Gulf is expected to have generated approximately US\$160 million of EBITDA in 2016, but Moody's outlook for Harvey Gulf's 2017 EBITDA will result in heightened liquidity stress, with increased risk of breaching minimum adjusted EBITDA covenant towards the end of 2017. "The company's ability to access the revolver will be severely constrained due to the risk of covenant breach and the likelihood of balance sheet restructuring is high. Harvey Gulf's ratings are also affected by its concentration in the Gulf of Mexico. "Harvey Gulf could also execute open market debt purchases at steep discount to the par value, resulting in a distressed exchange (an event of default per Moody's definition of default)," said Moody's. Harvey Gulf's term loan A, term loan B, and revolving credit facility are all rated Caa3. The credit facilities benefit from a first lien on substantially all of the company's assets and comprise the vast majority of the debt in the company's capital structure, and are thus rated in line with the company's CFR. A higher than normal family recovery rate of 65 per cent has been utilised to recognise the single class of debt in the company's capital structure and an appraised value for the mortgaged vessels that exceeds the total amount of debt. Harvey Gulf has weak liquidity through 2017. Moody's projects a cash need of approximately US\$35 million above the company's operating cash flow through 2017, in order to service the debt and fund capital expenditure commitments related to its newbuild programme. A portion of this cash need would have to be funded through draws on the revolver. The senior secured credit facility requires Harvey Gulf to comply with four covenants □ a minimum fixed charge coverage ratio of 1.10x, a minimum asset coverage ratio of 1.15x through 30 September 2017 and 1.20x thereafter, a

total leverage ratio which is suspended through 31 December 2017 and 6.0x thereafter, and a minimum adjusted EBITDA covenant requiring Harvey Gulf to generate a minimum adjusted last 12 months EBITDA of US\$123 million at the end of first quarter 2017, growing incrementally to last twelve months EBITDA of US\$132 million by the end of 2017. Moody's projects that Harvey Gulf will breach the minimum EBITDA covenant by the end of 2017 thereby restricting the company's access to revolver. Additionally, Harvey Gulf is unlikely to be in compliance with its leverage ratio covenant of 6.0x in 2018. Secondary sources of liquidity are limited as all of the company's assets are pledged to the lenders and any asset sale would likely be required to reduce debt. The negative outlook reflects the liquidity stress and the potential breach in the minimum required EBITDA covenant in late 2017. Moody's said a downgrade could occur if the company does not maintain compliance with the loan documents or performs balance sheet restructuring. *(Source: Offshore Support Journal)*

Advertisement




**L-Bow Offshore Access Solutions. Walk to work.**

**TEL** +31 (0) 10 313 4779   
**EMAIL** info@L-bow.nl   
**WEB** www.L-bow.nl

## SIEM OFFSHORE WINS CONTRACT EXTENSION IN CANADA

Secunda Canada LP, a wholly owned subsidiary of Siem Offshore, has received a contract extension for a vessel from Siem's fleet from a "major Canadian customer." Siem became a 100 percent owner of Secunda Canada in May last year after buying 50 percent, or the other half of ownership interest, in the company. According to Siem's Oslo Stock Exchange filing on Tuesday, the unnamed Canadian



customer has extended a four-year firm contract plus five yearly options utilizing a vessel from the Siem fleet. The unnamed vessel will be upgraded according to Canadian and client requirements and then will be dutifully engaged in ice management, tanker assist, re-supply and stand-by rescue operations. The vessel's area of operation will be offshore Newfoundland and will be supported by Secunda's St. John's office. "This contract extension further demonstrates the stalwart Canadian entity's long-term position in the Canadian offshore, and Siem Offshore group's commitment to

expansion into the region,” the shipowner concluded on Tuesday. *(Source: Offshore Energy Today)*

## TROUBLED EZRA HOLDINGS RECEIVES SUMMONS FROM VT HALTER MARINE



Ezra Holdings Limited says it has received a summons in a civil action from VT Halter Marine with respect to a civil action lawsuit filed by VT Halter Marine on 27 February 2017 against EMAS Chiyoda Subsea, an associated company. As reported on 28 February 2017, Emas Chiyoda Subsea and certain of its subsidiaries have filed voluntary petitions for reorganisation under chapter 11 of

the US Bankruptcy Code. The cause of action in respect of the suit relates to the breach of loan agreement by Emas Chiyoda Subsea US and the guarantee provided by the company in relation to the loan agreement. The claim of the suit amounts to US\$3,298,153.22. The company is seeking legal advice in respect of the suit and assessing its impact against the group. *(Source: Offshore Support Journal)*

## WINDFARM NEWS - RENEWABLES

### FIRST HYWIND SCOTLAND TOWERS HEAD TO NORWAY

The first turbine tower components built for the world's first floating wind farm, the 30MW Hywind Scotland, have been loaded onto a cargo ship and are en route to the assembly base in Stord, Norway, according to Navacel, the manufacturer of the towers. Statoil, the owner and developer of Hywind Scotland, awarded Navacel with the contract to



construct five towers which will support the wind farm's five Siemens 6MW turbines installed 25 kilometres from Peterhead, Aberdeenshire. The turbine towers have a height of 83 metres with a diameter of 7.5 metres at the base and 4.2 metres at the top, where the turbines will be installed. The weight of each tower is 620 tons. Navacel's scope of works includes purchasing of structural materials, the entire manufacturing process of the towers, and the surface treatment process as well as the installation of the electromechanical systems and tower internals including platforms, stairs, lift, lighting, electrical panels and wirings. The company is also in charge of procuring and installing the external platforms, where two cranes will be installed to allow the lifting of operating vessels. Each tower is divided into four sections and ready to be assembled straight away. The first tower sections were loaded onto BigLift Shipping's **Traveller** directly from the company's Axpe quay at the

Port of Bilbao and shipped out to the NorSea Group's Stordbase AS. The towers and the turbines will be mounted on SPAR floating units in water depths of between 90 and 120 metres and distributed in an area of four square kilometres. The floating wind turbines will have a total height of 258 meters, with 178 metres of the structures floating above water, and the remaining 80 metres submerged underwater. The EUR 200 million project is scheduled for commissioning in 2017. (*Source: Offshore Wind*)

*Advertisement*



-Dutch quality since 1927-  
**Kraaijeveld**  
WINCHES

Towing winches  
Anchor handling  
Winches  
Escort Winches  
**SafeWinches**

[www.winches.nl](http://www.winches.nl)

## SAVE TIME AND MONEY BY USING GRS LATEST SERVICE: TURNKEY SOLUTION BROKERAGE



Hamburg-based specialist shipbroker GRS – Global Renewables Shipbrokers - has extended its business model beyond the established chartering and sale & purchase brokerage of pure vessels into the field of Turnkey Solution Brokerage. In this business field GRS uses its excellent market knowledge and experience to assist its clients in sourcing the right turnkey contractor for any

workscope that might occur within the lifecycle of an offshore windfarm. “We are basically acting as an extended, external purchasing department for our clients, cooperating closely with them and saving them efforts and time while ensuring to cover any relevant player in the market with their requirement. In the projects we have placed so far we have thus been able to archive considerable costs savings through the increased competition we created” states Matthias Mross, Managing Partner of GRS. “In general we see a clear trend in the offshore wind market towards the requirements of entire service package solutions instead of pure vessel chartering as principals want to proceed tasks with as much financial security and as little interface management as possible,” explains Philippe Schönefeld, Managing Partner of GRS. This applies during all stages of the supply chain and for larger worksopes as well as for smaller ones. As a consequence also smaller contractors are more often requested to take over basic weather risks and grant completion dates upon failure of which liquidated damages apply. GRS pursues this market since about a year and has, amongst others, successfully placed turnkey contractors for a scour protection campaign, a dredging campaign, remedial cable burial, geotechnical site investigation and a subsea IMR campaign for

various Windparks worldwide. With this service, GRS helps you to save efforts, time and money. For their clients successful business, GRS can • provide turnkey-solution contractors for any work scope, starting from Geological Pre-Investigation to Recurring Inspections; • source the market for competitive and reliable contractors; • develop the lead contractor where not yet in place; • reduce your interface management; • bring additional contractors to your attention thus increase competition (*Press Release*)

## FIRST TURBINE STANDS AT NORDSEE ONE

MPI Offshore's wind turbine installation vessel **MPI Enterprise** has installed the first Senvion 6.2M-126 turbine at the 332MW Nordsee One offshore wind farm in the German North Sea. **MPI Enterprise** sailed out of the Buss Orange Blue Terminal at the Port of Eemshaven with the first turbine components on Friday, 3 March, and the first turbine has now been installed, a spokesperson for



Nordsee One GmbH, the owner and developer of the wind farm, told Offshore WIND. Nordsee One, located approximately 40 kilometres north of Juist Island, will comprise 54 Senvion 6.2M-126 turbines installed across an area of around 41 square kilometres. The wind farm is expected to be ready for operation by August 2017. Nordsee One GmbH is incorporated in Hamburg, Germany, and is owned 85% by Canada's Northland Power Inc. and 15% by innogy SE. (*Source: Offshore Wind*)

## SIEM OFFSHORE TO CARRY OUT BEATRICE PRE-CONSTRUCTION SUBSEA WORKS



Ahead of the construction start of the Beatrice offshore wind farm in April, Siem Offshore is set to begin with boulder removal and SCAR plough campaign at the offshore wind farm site as of 8 March. On behalf of Seaway Heavy Lifting (SHL), the engineering, procurement, construction and installation (EPCI) contractor in charge of foundations and inter-

array cables, Siem Offshore is scheduled to work on removing boulders and other debris from some of the array cable routes and various foundation locations from Wednesday until 20 March. The company will prepare around 15% of the overall array cable routes by using its vessel **Siem Ruby**

and Ecosse Subsea Systems' 15m SCAR Plough. Meanwhile, the **Siem N-Sea** will deploy a Utility ROV (UTROV) grabber system to pinpoint and remove individual boulders from foundation locations. The 588MW Beatrice offshore wind farm, situated off the north coast of Scotland, is being built by a tier 1 supply chain comprising Seaway Heavy Lifting, Subsea 7, Nexans and Siemens. It will comprise 84 Siemens SWT-7.0-154 turbines supported by pre-piled jacket substructures installed in water depths of up to 55m. The GBP 2.6 billion project, scheduled to be fully operational by 2019, is owned by a joint venture partnership between SSE – Scottish & Southern Energy (40%), CIP – Copenhagen Infrastructure Partners (35%) and SDIC Power (25%). *(Source: Offshore Wind)*

Advertisement





Contact us:  
+31 10 436 62 93  
[www.tos.nl](http://www.tos.nl)

---

**Global  
Ship Delivery**

## DREDGING NEWS

### *ROYAL IHC: KEEL LAYING CEREMONY FOR NMDC'S NEW TSHD*

The keel laying ceremony for the first custom-build trailing suction hopper dredger (TSHD) in the Gulf area took place yesterday at Royal IHC's shipyard in Kinderdijk. The vessel is being built for the National Marine Dredging Company (NMDC), an Abu Dhabi based marine contractor. The **Arzanah** will have a capacity of 6.000m<sup>3</sup> and will form a part of NMDC's international growth and fleet investment strategy which is aimed at



positioning the company as a leader in the industry, Royal IHC said in its announcement. The vessel will be delivered in the first half of 2018. The contract for this custom-built TSHD was signed in March 2016 and follows successful cooperation between the two companies in the past such as the construction of the 10.919 kW heavy duty cutter suction dredger (CSD) **Al Mirfa**, built by IHC Merwede (now Royal IHC) for NMDC back in 2000. *(Source: Dredging Today)*

## YARD NEWS

### *PETROBALTIC RIG DOCKED ON BOARD A HEAVY LIFT VESSEL*



The shipyard with the assistance of six tugs, docked the Petrobaltic jack-up rig, using a semi-submersible heavy lift unit **Rem Lift 25000** (ex *Giant 4*). This has been the 15th offshore platform serviced at Remontowa and the 5th rig docked on board the heavy lift unit so far. The LOTOS Petrobaltic SA is a company that implements the strategic objectives of

the LOTOS Capital Group in the area of exploration and production of hydrocarbons. The company operates in the Polish economic zone of the Baltic Sea, and through its subsidiaries, conducts exploration and prospecting of hydrocarbons deposits and extraction of crude oil and natural gas in Norway and Lithuania. The Petrobaltic will be converted from a drilling rig into a production unit. Upon completion, the rig will become the central production facility in the B8 field. The launch of commercial production from the field was held in September 2015. The Petrobaltic is scheduled to remain docked on board the **Rem Lift 25000** for three months. *(Source: PortNews; Photo: P. Dubowicz)*

### *TOP HILL PHOTO OFF THE ENAP YARD BAHIA LAREDO CHILI*

The 5807 gross tonnage Pipelay Crane Vessel “**Yagana**” (IMO 8759243) Flag Panama build in 1970 at the Dravo Neville Island Shipyard – Pittsburgh PA, USA still operational and owned by ENAP Santiago Chili. Former names **Flour DB 5** until 1973 and **Navajo** until 1978 and the gross tonnage 2058 Material and Launcher Barge “**Manatiales**” (IMO 8757518)



Flag Chile build in 1981 still operational and owned by ENAP Santiago Chili. Both assigned to assist the Pipelay and Construction Barge **Jascon 34** Seatruckgroup Rotterdam for the ENAP Sipetrol project during here Stinger removal (258 tons 57 meters) operations, over at Bahia Laredo / Punta Arena Chili after successful completion of the 14' / 8' and 6' pipelay at the Magallanes Field Argentina. *(Photo: Gerard Majntz)*



Advertisement

# EDDY TUG

“DYNAMIC SIMPLICITY”

WWW.EDDYTUG.COM



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

## KONGSBERG MARITIME ADDS NEW RESEARCH VESSEL TO ITS FLEET



Kongsberg Maritime, a Norwegian technology company, has added a new research vessel to its fleet. The new research vessel, named **Sølvkrona**, is specially designed for testing of autonomous technologies. According to Kongsberg, the vessel is built to manage the growth in delivery volumes for autonomous

underwater vehicles (AUVs) and for testing and pre-installation of acoustic sensor systems. The vessel features an open aft area which can accommodate an AUV for testing. Currently, the vessel is testing the new Kongsberg Hugin AUV to 6000 meters water depth. *(Source: Subsea World News)*

## WEBSITE NEWS

[HTTP://WWW.TOWINGLINE.COM](http://www.towingline.com)

**ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER. PLEASE VISIT THE WEBSITE [WWW.TOWINGLINE.COM](http://www.towingline.com) AND SUBSCRIBE YOURSELF FOR FREE**

Last week there have been new updates posted:

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

- [Damen secures order with Fortescue Metals for six ART 85-32W Rotor Tugs](#)
- [Australia Marine Services PTY LTD new 34m tug](#)
- [POSH \(Singapore\) takes delivery of two OSD Azistern tugs](#)
- [De Boer Remorqueage SARL orders two custom tugs from Damen](#)

- [Bugsier 12 launched](#)

[mailto: jvds@towingline.com](mailto:jvds@towingline.com)

This site is intended to be collective exchange of information. Information on this site has been pulled from many sources; we have attempted to credit these sources. But due to the multitude of sources sometimes we are unable to note all the sources. If you feel that material that is posted here is of your authorship and you have not been credited properly please alert us and I will correct the credit or remove it in accordance to the author's wishes.

---

## *DISCLAIMER*

---

The compiler of the Tugs Towing & Offshore Newsletter disclaim all liability for any loss, damage or expense howsoever caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. For more information about advertising, subscription, preferences and un-subscription visit the website: <http://www.towingline.com> The Tugs Towing & Offshore Newsletter is a ::JVDS-MARCOL:: Archive Production.

---