Tugs Towing & Offshore Newsletter

LEKKO All about tugs

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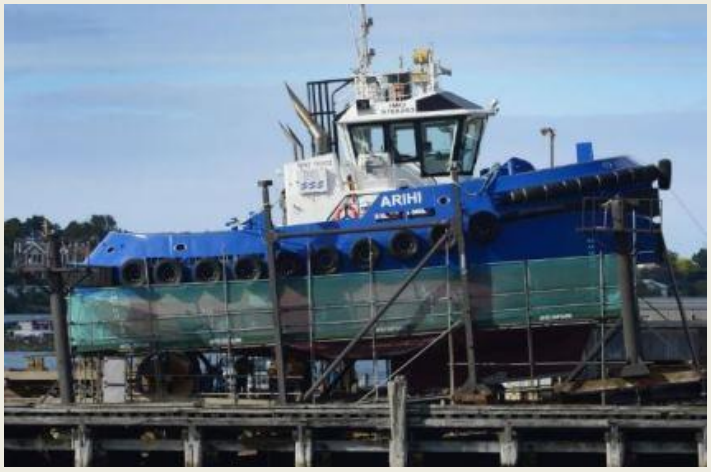
Buying, Sales, New building, Renaming and other Tugs Towing & Offshore Industry News

MIDWEEK–EDITION

TUGS & TOWING NEWS

PORT OTAGO TUG GETTING SOME TLC



Port Otago's newest tug, **Arihi**, has another week on the slipway as it undergoes its first maintenance programme, since its delivery from Turkey in August last year. The tug will be on a slipway in Dunedin's upper harbour for about a fortnight in total for minor repairs and some painting touch-ups. Port Otago general manager of marine and infrastructure Sean Bolt said slightly damaged paint, from **Arihi's** ship-board journey to Port Chalmers, would be repaired and also new anti-fouling applied, which would last for five years, as opposed to two and a-half years. "We decided while she was out of the water we might as well anti-foul now," he said. The 18.7m long and 300 tonne **Arihi** was still under warranty, but local contractors were doing the work, and if necessary, could talk to the Turkish builders, he said. Included in the work programme is the welding of additional bolts to the outer casing of the twin "azimuth stern drive" units, so as to be able to bolt on sacrificial anodes, which could in the future be unbolted and replaced by divers, as opposed to having to put the vessel on a slipway to grind off the welded anodes. Marine sacrificial anodes, usually in zinc or aluminium, are bolted or welded to metal hulls as the anodes attract corrosion, which would otherwise attack the boat hull, through an electrochemical reaction. Azimuth stern drive units have been common on tugs since the mid-1980s. The units allow the base of the propeller unit, inset in the hull, to swivel the propellers 360 degrees, giving the tugs a high degree of manoeuvrability. *(Source: Otago Daily Times-Simon Hartley)*

SVITZER CHIRRIPO 150TH DESIGNED TUG FOR SANMAR BY ROBERT ALLAN LTD. FOR SVITZER'S SILVER BULLET PROJECT

The **Svitzer Hermod** and **Svitzer Chirripo** are the first two of six customized Robert Allan Ltd. RAstar 2800 class terminal support/escort tug designs for Svitzer's "Silver Bullet" fleet replenishment program. **Svitzer Chirripo** will be the 150th tug that Sanmar Shipyards has built to a design by Robert Allan Ltd., a significant milestone for both companies. The co-operation between these two companies began in 1995, with a series of small 18m tugs designed and built for Sanmar's own fleet. Their collaboration has since grown to include several classes of tugs, from the high performance RAstar escort tugs, through the workhorse RAmparts class, to the innovative VectRA VSP tug design. Ranging in size from 15 m to 34 m, these tugs have been delivered all over the world; from Australia to Canada to Europe, the Middle East and all points between. The first vessel is named after Hermod, son of Odin, often considered the "messenger of the gods" in Norse mythology. These new vessels have been fully customized to suit the client's very specific operational requirements, and have been classed to the following notation: ABS, +A1, TOWING VESSEL, Fi-Fi 1, +AMS, +ABCU, UNRESTRICTED, UWILD. *Particulars of the tugs are:* • Length overall: 28.2 m; • Beam, moulded, extreme: 12.6 m; • Depth, moulded (hull): 5.3 m; • Maximum draft: 4.12 m. *Major tank capacities are:* • Fuel oil: 112 m3; • Potable Water: 14 m3; • Foam: 4 m3. On trials, the tugs met or exceeded all performance expectations, with the following results: • Bollard Pull, ahead: 70+ tonnes; • Free running speed, ahead: 13,5 knots. The vessels have been arranged and outfitted to a high standard with eight crew berths in total. The Officer's cabins are located on the main deck and three private double crew cabins are located on the lower accommodation deck. A fully appointed mess/lounge and a modern fully-equipped galley are also located on the main deck. The tugs are designed to provide ship handling and ship assist work performed over the bow utilizing a hawser winch and staple. Towing operations are performed off the aft deck using a quick release towing hook / tow post. The wheelhouse is designed for maximum all-round visibility with a forward control station providing maximum visibility to both fore and aft deck working areas. Main propulsion for each tug comprises a pair of MTU 16V4000 M63 diesel engines, each rated 2000 kW at 1800 rpm, and each driving a Schottel, SRP 460 (ex. SRP 1515) fixed pitch Z-drive unit with 0-idle slipping clutch, in ASD configuration. The electrical plant comprises three (2) identical diesel gen-sets, each with a power output of 100 ekW. Ship-handling fenders at the bow consist of one row of cylindrical fender at the main deck level, 800 mm OD x 400 mm ID. A 300 mm thick "W" block fender is arranged below the cylindrical fender. Two strakes of 300 x 300 hollow "D" fender provides protection at the main and foc'sle deck sheer lines, and a 300 mm thick W-fender is used at the stern. Robert Allan Ltd. continues to enhance the designs of its RAstar high-performance Escort Tug series.. Designed primarily for terminal work, these tugs feature foil-shaped escort skegs and a sponsoned hull form,

which together have been proven in both model and full-scale testing to provide significantly enhanced escort towing and seakeeping performance. Roll motions and accelerations are significantly less than those of comparable sized "standard" tug hulls. Robert Allan Ltd. and Sanmar are very pleased to continue to cooperate on the construction of this new flotilla of very capable towing vessels. *(Press Release)*

TUG BOATS NAMED IN HONOR OF OLD KRU SAILORS IN SINOE COUNTY

President Ellen Johnson Sirleaf on Monday, March 20 commissioned the boats which were acquired from the proceeds of 4,000,000 Kuwaiti dinar (KDR) - US$13.1 Million equivalent - agreement signed between the government of Liberia (NPA) and the Kuwait Fund for the rehabilitation of the port of Greenville. Other items including, Aids to Navigation, Reach Stacker and Log Loaders are yet to be paid for from the proceeds of the loan. The processes are underway. The first tug boat is named M/T **Setra Kru**. In the late 18th century, Kru Men moved from the interior and established five towns along the coast where they lived and began working on European Vessels, however, there is no specific Kru man name mentioned as the first sailor, in whose honor the tug boat could have been named. **Setra Kru**, the chosen name is one of the five towns established by the Kru men. One of the previous tug boats at the port of Greenville was also named M/T Nana Kru, after one of the five towns. The second tug boat is named M/T **Sinoe River**. The **Sinoe River** is the river closed to the port that you crossed on your way to the port and some marine activities take place. The river flows into the sea around the port basis entry way. The Patrol boat is named **Patrol III** because the port of Greenville is ranked 3rd among the four ports within the National Port Authority port system. Similarly, the Pilot Boat is named **Pilot III** because the Port of Greenville is ranked 3rd among the four ports within the National Port Authority port system. In an effort to name the tug boats

acquired for the National Port Authority under the Kuwaiti Loan arrangement and consistent with the President Ellen Johnson Sirleaf's suggestion that the NPA research the names of individual Liberians to determine their contributions to maritime activities so as to name the boats in their honor; their finding was that there is no specific named Liberian who was the first sailor or was involved with maritime activities. Instead, the Kru tribe was mentioned. There is no specific Kru man name mentioned as the first sailor on a European vessel, in whose honor the tug boat could be named. Given that they established towns along the coast, it was considered that it will be appropriate if one of the boats be named after one of the towns established by the Liberian Kru tribe that first started sailing on European vessels as a means of honoring all of them. In the past, a tug belonging to the Port of Greenville was named M/T '**Nana Kru**'. That name is the name of one of the five towns that the Krus established when they came from the interior and settled on the coast. Dedicating the four marine crafts at the Samuel A. Ross Seaport in Greenville, President Sirleaf said she was glad to the port being upgraded. "I am so glad about Sinoe Port, it took a while to get us where we are, some of it has been mentioned in terms of completing the legal processes, some of it has to do with external condition over which we have no control, but I am so glad today to come to commission the tug boats and all the other things that we're going over there to do and that the port management has done so well," she said. The Greenville Port is among the three major ports in Liberia and it is located in Southeastern Liberia. In past decades, the Greenville Port has been inactive with no marine activities due to the lack of marine crafts, something that held the port backward. In 2012, the government of Liberia signed a loan agreement with the Kuwaiti government that was not ratified by the legislature until 2014. After the ratification of the agreement, the National Port Authority through the Kuwaiti loan purchased four marine crafts, two tug boats, one pilot boat and one patrol boat. "We recognize the previous management, they started and they have done their part so we always love to recognize people who start and to praise them, too, but this new management has also taken it to another level and that's how come we can see today what the changes are as the result of this, and I know that the managing director could not do it alone, he could not do it without getting support from the chairman of the board of directors and more importantly he could not have done it except for all of you who work in the National Port authority," President Sirleaf added. The President Sirleaf said she hoped that the county leadership would make use of the shipwreck by selling the scraps and use the fund for the county, "I hope that the Sinoe leadership would look at that because we dedicated the wreck to them, for them to be able to work and get it removed so that the resources can be used, so you need to work with the managing director to get that done to make this port the number one port that you all have said you want it to be," she said. NPA's Managing Director, David William said the commissioning of the boats and the facelift given the port are part of President Sirleaf's Agenda for Transformation. In his remarks, Mr. Williams said, "the GOL, through its initiative of undertaking the Public Private Partnership (PPP) approach to Port Infrastructure Development in all of our ports, which is the best approach to meeting the challenge imposed by the international shipping world. As we look at the Freeport of Monrovia, an outcome of a PPP approach; with 24 hours navigation and safety to navigation, the construction of the new 600 meter marginal quay and possible extension of that quay, the landside development project (Container Yard), the improvement of the internal roads by NPA Management, and the construction of NPA new corporate Headquarters, which will bring the Freeport of Monrovia into the 21st century." The Chairman of the Board of Directors John Bestman on behalf of the entire board of directors of the NPA, extended gratitude to the President for her patience and mentorship throughout the process of earning the boats. "I like to convey profound gratitude to you not only for your patience, but particularly for your mentorship throughout this process that began in 2012 with the signing of the loan agreement with the Kuwaiti Fund for the rehabilitation of this port of Greenville," he said. He, however, appraised other activities relative to

the Kuwaiti loan, another item, he said container Forklift to be supplied by Kalmar West Africa which will arrive on April 7, 2017. "We are concluding the contract for the supply of aids to navigation for the Greenville Port with Wilder international-a Liberian firm the potential supplier," he disclosed. Speaking earlier, Sinoe County Legislative Caucus Chairman, Senator Joseph Nagbe said the people of Sinoe will never forget President Ellen Johnson for her great job done in the county. "Don't forget Madam President, we the people of Sinoe will never forget about you, we will always remember you for your great work you have done in the county, and to the current management of this port. I assure the caucus fullest cooperation anytime you need us called upon us, we will be a hand to work alone with you, because pre-war Liberia the Greenville Port was the major economic activities in this county," he said. He said citizens of Sinoe worked hard at the Port during the pre-war of Liberia to send their kids to school, saying he is now glad that the port is returning to its prewar status. The Superintended of Sinoe County, Prosper Brown, could not hold his joy as he joined others in showing praises to President Sirleaf for providing the facilities the Port of Greenville currently has. "Madam President, the last time I checked only our brethren were fishing around here, the last time I checked Madam President this whole place was very dark as though nobody would have existed in this place, today we as Sinoe people are very grateful and we lift our hearts up to you, yes Mr. MD, you mentioned that this Port will unravel any port in the world, of course yes, this port will be number one in Liberia," he added. He praised the management of the National Port Authority for making the economy of Southeastern Liberia one of the best in the country by improving the port of Greenville. *(Source: Front Page Africa)*

TUGBOATS ALL SHIPSHAPE FOR BUNBURY PORT DUTIES

Bunbury Port is now home to two of the most powerful tugboats the city has seen after the **Cape Leeuwin** docked last week. The $9 million vessel joins the **Cape Naturaliste** tugboat, which arrived in Bunbury last year. Bunbury Tug Services manager Paul Mulholland said the arrival of both tugboats to the port would result in more productive

and efficient operations. “They really are high-quality vessels that will be run by guys who take a lot of pride in what they do,” Mr Mulholland said. Each boat weighs more than 250 tonnes and is 50 per cent more powerful than the 16-year-old vessels they replace. The impressive vessels each boast two Caterpillar twin-turbo V16 3000hp engines. Mr Mulholland said the “enormous” independent propellers on the vessels allowed the tugboats to safely and effectively help bring big ships into the port. “The way they move is amazing,” he said. “They can go any angle and manoeuvre any way, whilst in total control.” The two boats made the trip to Bunbury from Vietnam where they were built by Dutch company Damen because there is no Australian company that is building tugboats. But the Southern Ports Authority contract to commission the tugs was won by Esperance-based company Mackenzie Marine and Towage and is being spruiked as a major win for the local economy. Mr Mulholland said the family-owned business was very “WA focused” using local contractors and resources. Southern Ports Authority chief executive officer Nicolas Fertin said the port was proud to continue to work with the business, which also provided tug services in Esperance. “We are proud to have had a role in developing this regional business and we’ve also been able to deliver $2 million in savings,” Mr Fertin said. *(Source: The West Australian)*

WIDE REMIT FOR KIT

It’s certain that 'Cherbourg 1' is being worked hard since its delivery last year. Interestingly, the deck gear is playing a central role, having been modified to squeeze out the last drop of capability from the Damen ASD 2810 design. While the tug’s regular duties around Cherbourg’s harbour includes the regular berthing of cruise ships and ferries, the owners, Caen’s Port Authority and Chamber of Commerce & Industry, wanted to push the envelope even further on this 60 tonne bollard pull tug. Therefore they asked Damen to provide Cherbourg 1 with the ability to engage in a certain amount of offshore renewables support especially for the tidal energy projects which will be using port as a base. First and foremost, an open stern and roller configuration – designed and fitted by Damen –was chosen to allow the tug to engage in light anchor handling and buoy deployment duties. Alongside this a wooden deck and cargo rails raise the vessel’s ability to transport several hefty pieces of equipment at once. On the port side, a Helia knuckleboom crane with a lift of 1.7 tonnes at 10.56m of reach allows for easy loading and unloading and this is paired with a DMT tugger winch for moving cargo over the aft deck. The tug’s range of towing duties are being met by a mixture of steel and fibre ropes. To start with, the DMT split drum forward winch, which holds 200m of synthetic line on each side, allows Cherbourg 1 to put extra distance between the tug and the vessel it’s assisting. By contrast the double drum aft winch, from the same manufacturer, has 500m of steel wire for coastal towing on one side, while on the other it has 200m of fibre rope for towing in and around the harbour. The 133 tonne towing pins from WK Hydraulics allow for fixing the towing wire during these coastal tows, as well as locking the anchor chains during any anchor handling duties. There’s also fender tyres on the bow to reduce hull friction in close tows. It’s also worth noting that in order to get the best from the fibre rope and reduce friction, Damen has worked on a modified rear towing bitt, furnishing it with a dedicated fairlead and

stainless steel cladding. Last but not least, in order to meet potential fire and pollution incidents the tug has a FSS 1,200 m3/h fifi system with a pair of monitors, and Megator oil dispersant equipment. All together, this thoughtful layout should help the tug make the most of its competence in a very demanding environment. *(Source: Maritime Journal; Photo: Mercator Media)*

HAVENBEDRIJF GAAT VOOR KRACHTIGERE SLEEPBOTEN

Het Antwerpse Havenbedrijf heeft een bevraging gelanceerd voor twee nieuwe sleepboten. Die moeten over een grotere trekkracht beschikken dan de schepen die ze vervangen. De sleepactiviteiten achter de sluizen nemen af, maar de schepen worden groter. De sleepdienst van het Havenbedrijf beschikt over een vloot van elf slepers. Twee daarvan werden al in de jaren 80 in gebruik genomen en zijn aan vervanging toe. Hun trekkracht van 24 ton voldoet niet meer voor de steeds groter wordende schepen. Daarom lanceert het Havenbedrijf een bevraging voor twee vervangingsexemplaren met krachtiger motoren. **24 naar 50 ton** Er wordt uitgekeken naar bestaande schepen van maximum tien jaar oud. De slepers moeten een minimum trekkracht van 50 ton hebben. Een eerste sleper moet al tegen eind 2018 geleverd kunnen worden en een tweede uiterlijk een jaar later. De investering voor beide schepen wordt op 18 miljoen euro geraamd. Tegen 18 april worden de inschrijvingen verwacht. De sleepdienst van het Havenbedrijf verzorgt het slepen van schepen achter de sluizen. De private sector staat in voor de sleepdiensten op de Schelde en in het Deurganckdok. Het aantal schepen achter de sluizen dat op sleeptouw genomen wordt, neemt af maar de schepen worden steeds groter. *(Source: Flows)*

STEAM TUG ALICE

Alan Haig-Brown photographed this old tug named **Alice** at Lovric's in Anacortes a couple of days ago. Documentation says, I think, that it was built in 1897 and that the registry expired in 2010. Does anyone know more? Dear Alan see here the Wikipedia story of this tug. **Alice** was a Puget

Sound steam passenger ship built in 1897. **Alice** was later rebuilt into a steam tug, and later converted to diesel power and renamed **Simon Foss**. As a tug, the vessel was in service until 1963. Not to be confused with the steam cannery tender **Alice** of 1892, which also was rebuilt as a tug and worked for Foss under the name **FOSS No. 18**, then disappeared from records some time after being retired in 1970. *Career:* **Alice** was built at Tacoma, Washington for Capt. Bradford, who then put the vessel on the route between Tacoma and North Bay. **Alice** replaced the steamer **Susie** on the run, with **Susie** then being sold to a Fairhaven concern, Franco-American Canning Company, for use as a cannery tender. In 1900, Bradford sold **Alice** to the Petersberg Packing Co. and Alice was transferred north to Alaska, where the vessel served for over 20 years. In 1902, **Alice** was rebuilt as a cannery tender and put into operation purchased out of Juneau by the Todd Packing Co. **Alice** was then returned to Puget Sound, and served as a steam tug for Delta V. Smyth Towing Company. *Rebuild:* In 1930, Delta V. Smyth did an extensive rebuild of the **Alice** at Olympia, Washington, and converted the vessel to diesel power. The installed engine was rated at 135 horsepower (101 kW). *Tugboat Annie race:* In 1932, **Alice** was featured along with a number of other Puget Sound tugboats in the feature film Tugboat **Annie**. The film, which was based on a fictionalized version of the life of *Thea Foss*, starred the then very popular comedic actress Marie Dressler (1865–1934) in the title role. The film required a staged tugboat "race", which was won by the **Peter Foss**, under the command of Capt. Arthur Hopstead, to whom Marie Dressler personally presented the Tugboat Annie Trophy. **Alice** was commanded in the race by Capt. Harold Nelson. *Purchase by Foss:* In 1941, Delta V. Smyth sold **Alice** to Foss Launch and Tug Co., which renamed the vessel as the **Simon Foss**. As **Simon Foss** the vessel remained in active service until 1963. *Disposition:* In 1963 marine historian Gordon R. Newell bought **Simon Foss** from the Foss concern, and had the vessel beached at Olympia. He changed the name back to **Alice** and stated that the vessel would be used as "editorial headquarters for the preparation of the Marine History of the Pacific Northwest. **Alice** was then purchased by the Hargitt family and moved to Anacortes, Washington where she is currently gathering the funding to be restored to her former glory. (Source: Wikipedia + Photo around 1925; Photo: Alan Haig-Brown)

ACCIDENTS – SALVAGE NEWS

TUG GROUNDED ON MISSISSIPPI

The "**Kelly Rae Erickson**" briefly ran aground on March 22, 2017, at 3 p.m. on the Mississippi at mile 486, damaging one of the nine grain barges it was moving. The location was just upriver from the Interstate 74 bridge. There was no damage estimate for the barge on March 23 and no reports of restrictions to river traffic because of the incident. Details about what the Erickson may have hit also were unavailable. *(Source: Vesseltracker)*

WRECK OF THE SEWOL LOADED ONTO HEAVY LIFT SHIP

In the early hours of Saturday morning, Korea's Ministry of Maritime Affairs and Fisheries confirmed that salvage crews have successfully loaded the wreck of the ferry **Sewol** onto the deck of the semi-submersible ship Dockwise **White Marlin**. The long-running salvage operation is nearly complete, and all that remains is to bring the wreck to the port of Mokpo for examination. The salvage was delayed by a

dangling stern ramp on the **Sewol**'s port side, which would have interfered with loading the wreck onto the deck of the semi-submersible. In order to finish the operation in advance of dangerous tidal currents, which are expected at the site this weekend, salvage divers cut the ramp free so that the work could continue. Before the Sewol's hull is shipped to Mokpo, salvors will unlash it from the lifting barges that picked it up from the seafloor and will allow it to drain, a process that is expected to take several days. Despite earlier efforts to empty the vessel's fuel tanks, oil pollution was observed during the lifting process, and it is possible that petroleum will continue to leak into the environment during the remainder of the evolution. Response equipment has been prepared to reduce the effects of any spill. Yoon Hak-bae, a spokesman for the ministry, said that the heavy lift ship should reach Mokpo by April 4 at the latest – less than two weeks before the third anniversary of the vessel's sinking. Once the wreck arrives, it will be transferred to a drydock by multiple modular transporters, the centipede-like wheeled vehicles used for heavy lift ro/ro operations. The salvage may be the deepest lift of a complete hull ever attempted. In addition to the depth, work conditions at the wreck site – including strong, changeable currents and low visibility – made every aspect of the project more time-consuming and difficult. The loss of the Sewol was a national tragedy in South Korea: over 300 people died, most of them schoolchildren, and the vessel's captain was convicted of manslaughter and sentenced to life in prison. The Sewol is being recovered whole due to political pressure from the victims' families, who would like the government to find the last missing bodies and to complete an examination of the vessel itself. *(Source: Marex)*

TURKISH CARGO SHIP MAY HAVE BROKEN UP

Bystanders' photos recently published in Turkish media appear to show that the 3,200 dwt cargo vessel **Tınaztepe S** broke up before she sank off Misrata, Libya. At least three crewmembers were killed in the sinking, including the ship's second mate. Seven were rescued and three remain missing. On March 16, the **Tınaztepe** was waiting off of the port of Misrata to unload a cargo of marble dust, and she was attempting to anchor at a position about two nm from shore. Weather conditions were poor, with seas to 12 feet, and photos from the scene suggest that she broke in half. Turkish Cypriot Coastal Safety and Ship Rescue, the joint maritime authority of the governments of Cyprus and Turkey, cited "bad weather conditions" as the cause of the sinking. The seven survivors returned to Istanbul's Ataturk Airport on Tuesday afternoon, and arrangements are being made to repatriate the bodies of the deceased. The vessel's operator said in a statement that Libyan divers have found the sunken wreck, and they intend to search for the missing crewmembers. According to her Equasis record, the 1979-built **Tınaztepe S** had a history of inspection deficiencies, including shortcomings on watertight integrity, firefighting and SOLAS requirements. Inspectors in Siteia, Greece noted that she had problems with deck corrosion in a report filed January 19, and officials in the same port noted the same problem in October 2015. She was not detained in either instance. *(Source: Marex)*

RO-RO PASSENGER SHIP SOBY CAPSIZED IN CAPE VERDE

The Ro-Ro passenger ship **Soby** capsized at the berth in Mindelo port in Sao Vincente island, Cape Verde. The vessel was offloading cargo, but one of the containers started to slide and caused a general cargo shift. The vessel developed heavy list to port board and capsized at the pier. The ship ended with bottom up, partially remaining above the water at the terminal of the cabotage dock. During the accident there were no injuries and no reported casualties, as all the crew abandoned her when started developing list. The local authorities will consider salvage operations at high tide tomorrow. The vessel will be towed to another location in the bay, where it be refloated. According to witness evidences only two containers had been unloaded when the cargo shifted and caused capsizing of the ship. The Ro-Ro passenger ship **Soby** was carrying containers and two cars, weighing 185 tons. There is no report about water pollution, but area is under monitoring for leaks. The Ro-Ro passenger ship Soby (IMO: 6611667) has overall length of 55.00 m, moulded beam of 10.00 m and maximum draft of 3.00 m. The deadweight of the vessel is 471 DWt and the gross tonnage is 850 GRT. The ship Soby was built in 1966 by Kalmar Fartygsreparationer in their shipyard. *(Source: Maritime Herald)*

MINISTRY: SEWOL WRECK TO BE TRANSPORTED TO MOKPO ON MARCH 30

The wreck of the ferry **Sewol**, which was lifted last week following overnight salvage operations, is expected to embark for the Port of Mokpo, South Korea, on March 30, the country's Ministry of Oceans and Fisheries (MOF) said. The preparations to relocate she ship have been completed and salvage crew has been discharging oil and water from **Sewol**, according to the ministry. On March 23, the hull of the ferry, which sank three years ago with more than 300 people on board, was raised and placed on a semi-submersible vessel. Yonhap News Agency reported earlier that the lifting and transportation of the 146-meter long ship are expected to take eight days, with an additional four

days needed to move the wreck onto a dry dock. **Sewol** sank off Jindo Island on April 16, 2014, killing 304 people, 250 of which were high school students on a school trip. Nine persons are still missing. The salvage project, conducted by a Chinese consortium led by Shanghai Salvage, started in June 2016. However, bad weather and technical problems postponed the project, estimated to cost around USD 72 million, several times. In 2016, MOF said Sewol would not be cut but hoisted in one piece in order to keep any remains of bodies, believed to be inside the wreck, intact. *(Source: World Maritime News; Photo: Yonhap)*

RAISE THE MARINE CASUALTY REPORT DAMAGE THRESHOLD, OPERATORS SAY

The Coast Guard's proposed higher damage threshold triggering a marine casualty report is a good first step, but doesn't quite go far enough. That's the sentiment contained in many of the comments on the rule that would put the new figure at $72,000 instead of the $25,000 marker that dates to the 1980s and has never been updated. The Passenger Vessel Association (PVA) wants a $100,000 minimum, saying the $72,000 proposed figure already is outdated because it was based on 2015 statistics. PVA also wants to maintain the 1:4 ratio between the thresholds for a marine casualty and a serious marine incident (SMI). That would mean $400,000 instead of the Coast Guard's proposed $200,000 — up from $100,000 — for SMIs, which require mandatory drug and alcohol testing. PVA and others want regular adjustments for inflation and the final rule to be issued as soon as possible. The group says that the Coast Guard currently makes periodic adjustments to liability limits under the Oil Pollution Act of 1990 (OPA '90). "Not only will the proposal impose no costs, it will actually benefit the private sector by reducing regulatory burdens and costs," said PVA whose members operate 1,257 passenger vessels. They also suggested several different gauges of a vessel's repair costs rather than the Consumer Price Index for all Urban Consumers contained in the proposal, since "urban consumption has no relation to industry-specific indices." In raising the limits the Coast Guard acknowledged that the amounts have not kept pace with inflation so "relatively minor casualties must be reported," which the agency said was never its intent. The Coast Guard estimates that the rule would save the industry and federal government about $6.8 million over 10 years. And the service expects 316 fewer reports annually, for example, because "of the 5,967 marine casualty reports, approximately 5.3%" were for an incident only involving minor property damage. A

number of passenger vessel operators from across the country agreed with PVA, while the Coast Guard's proposal also was supported by the Offshore Marine Service Association (OMSA), which suggested the limit be increased to "a more memorable figure of $75,000 or $100,000," the Cruise Lines International Association (CLIA), the primary trade group for foreign-flag cruise ships, and by Canal Barge Co., Inc., New Orleans, which operates a fleet of 42 inland towboats and more than 800 barges. "Updating the thresholds will not only save both the industry and the Coast Guard time and money, but also ensure that the Coast Guard has the ability to direct its attention and resources to high-consequence incidents," wrote Canal Barge general counsel William Murphy. In addition, the International Association of Drilling Contractors wants the Coast Guard to review the lower marine casualty thresholds that apply to the Outer Continental Shelf "with a view toward standardization." *(Source: Workboat.com)*

OFFSHORE NEWS

SIMON MØKSTER FINDS WORK FOR PSV TRIO WITH REPSOL SINOPEC

Norway's Simon Møkster Shipping has been awarded two new contracts and a contract extension, which will see three of its platform supply vessels (PSVs) working for Repsol Sinopec Resources UK. The Norwegian company said on Monday that the contracts in question were awarded for the services of the **Brage Supplier**, **Brage Trader**, and **Strill Odin** vessels. Namely, Simon Møkster was awarded a contract extension for the **Brage Supplier** platform supply vessel from April 1. The new firm contract for the 2011-built 86-meter supply vessel is for four months firm. Also, Repsol Sinopec chartered the five-year-old **Brage Trader** and the 2006-built Stril Odin PSVs to serve the semi-submersible drilling rig *Stena Spey*. The contract entails support during drilling of one well in the North Sea, starting early April. According to Simon Møkster, the drilling of the well is expected to last for 90 days. *(Source: Offshore Energy Today)*

CGG AND EIDESVIK TO SET UP NEW COMPANY WITH SEVEN SEISMIC VESSELS

French geophysical company CGG has agreed in principle with its longstanding partner Eidesvik, a Norwegian shipping company, and its Nordic lenders to establish a new ownership set-up for its operated fleet. CGG said on Friday this agreement is reflecting its focus on competitiveness and strict operational and financial costs management. According to the agreement, CGG and Eidesvik will form a jointly owned holding company which will, in turn, own two shipping companies. One of the shipping companies will possess the five vessels currently owned by CGG and cold-stacked – **Geo Coral**, **Geo Caribbean**, **Geo Celtic**, **CGG Alize** and **Oceanic Challenger**. The other shipping company will own two vessels co-owned by CGG and Eidesvik – **Oceanic Vega** and **Oceanic Sirius**. Eidesvik said that the two shipping companies will have separate financing and no guarantees will be established between these two companies or from the owners. This new holding company will also hold all the outstanding debt related to those vessels and should be operational at the beginning of the second quarter of 2017, CGG said. CGG will continue to charter the **Oceanic Vega** and **Oceanic Sirius** from the new company and will charter the **Geo Coral** (from the second quarter 2017 onwards), **Geo Caribbean** and **Geo Celtic** vessels, as the charters of other vessels it currently operates expire. CGG will thus continue operating a five 3D vessel fleet with the same maritime and seismic operational management. The charter rates, that have been agreed as part of this set up, combined with the recently revised charter rate of the **Oceanic Champion**, as announced on March 14, will enable CGG to substantially reduce charter costs. The new contractual terms have been mainly obtained through the re-profiling of the reimbursement schedule of the debt related to the vessels coupled with an extension of the vessels employment commitments. The implementation of this new maritime set-up will also result in a reduction of CGG gross debt amount by $182.5 million corresponding to the principal amount of the Nordic loan at April 1, 2017. Jean-Georges Malcor, CGG CEO, said: "After the implementation of our marine Transformation Plan, launched at the end of 2013, which led to a sharp decrease of our internal cost base, our objective was to further improve our competitiveness by renegotiating the charter costs for our operated fleet. "Today's agreement in principle with our Nordic lenders, combined with the strengthening and extension of our partnership with Eidesvik, will allow us to reach this goal by leading to a further reduction of our marine operational cost and will also allow us to reduce substantially our financial costs via the externalization of the existing Nordic loan." *(Source: Offshore Energy Today)*

FIRST OF SIX STARFISH VESSELS JOINS MAERSK SUPPLY'S FLEET

Danish offshore vessel provider Maersk Supply Service has shared a video of the newest addition to the company's fleet – the recently delivered **Maersk Master** anchor handler. MSS said on Monday

that the **Maersk Master** was delivered and named at Kleven Shipyards on March 24, 2017, on time and on budget. The newbuild will be put to work on the Janice and Leadon decommissioning projects in the North Sea with Maersk Oil UK beginning in spring 2017. The vessel is the first of six Starfish anchor handling tug supply (AHTS) vessels and its hull was launched at the Kleven shipyard in June of last year. Initially, the 23,065 bhp AHTS was supposed to be delivered in the fourth quarter of 2016 but was later deferred for February 2017, only to arrive last Friday. According to Kleven Verft's order list, the delivery of all five remaining Starfish vessels should happen during 2017. The **Maersk Master** started its sea trials in February 2017. The AHTS has a bollard pull of more than 250 tonnes and towing drums designed for 500 tonnes of pull force. Specs claim that the vessel has a 4,600 tonnes of deadweight capacity, and a deck capacity of 2,500 tonnes. The DP-2 vessel is 95 meters long, 25 meters wide and has an ROV garage for one ROV Launch and Recovery System (LARS) with a built-in ROV control room. It can accommodate 52 persons. Watch the video HERE *(Source: Offshore Energy Today)*

DESIGNED, BUILT, AND OPERATIONAL TO DO THE JOB

A state of the art dive-support vessel is a marvel of modern technology and design. Seldom has this been more evident than in the **Oceanicasub V** delivered in February 2017 to her Brazilian owner Oceânica. https://oceanicasub.com.br/en/ Oceânica provides subsea services to the petroleum company Petrobras. The **Oceanicasub V** is the second in a pair delivered from the Arpoador Shipyard in Guarujá, Brazil. http://www.arpoador.eng.br/ The 43 by 9.3-meter vessel was designed by Incat Crowther in cooperation with the shipyard and owner. http://www.incatcrowther.com/products-workboats-and-offshore Builders believe that allying shallow diving to a wide range ROV performance, all contained in a light DP 2 vessel, will establish a new benchmark in subsea operations, reducing costs, increasing work flexibility and safety compared with the previous existing concepts. For such a vessel, choice of engine power and propulsion method is of paramount importance. For reliable power the owners chose four Cummins QSK19M main engines and coupled them to ZF 2000 gearboxes driving Hamilton HM521 water jets. With each of the four engines delivering 660 HP, the vessel, at just under 500 Gross Tons, has a

maximum speed of 12,5 knots and a cruising speed of 10 knots. The jets eliminated the danger that propellers can present for divers. However the primary function of the four jets, along with three 150 kw Intermarine bow thrusters, is to provide precise and safe station keeping when divers are working below. The vessel is also fitted with a Kongsberg DP2, Hipap, Spot Track and Radius systems to automatically hold position as well. Zero speed stabilizer fins are also installed to reduce roll and make the working deck safer for crews. Electrical power for the bow thrusters and a variety of deck cranes and winches is provided by three Cummins QSM11-powered 300 ekW gensets as well as a Cummins 6BT5.9-powered 92 ekW emergency genset. The vessel is also equipped with a hyperbaric chamber, Caviblaster, dive bell, one ROV for 1,500m and one for 300m, ROV A-frame and every conceivable piece of equipment required to handle a wide range of subsea tasks. Accommodation is provided for 36 people including divers, dive support staff and ship's crew. The wheelhouse has fore and aft controls with excellent visibility down to the working deck and up for those times that the boat is working near an offshore rig. In the hull the main engines and jets are arranged in two pairs, port and starboard, with the three QSM11-powered gensets forward of the propulsion engines. Forward of the engine room an auxiliary machinery room contains, among other equipment, the main switchboard, five compressors, the ROV power pack, and three water makers. Forward of that, six 4-person cabins, with a head in each cabin, share a companionway and stairs up to the main deck. The main deck cabin includes a large galley and pantry forward on the starboard side with two dinning areas, one of which can double as a meeting room. Aft of the galley and mess area, a large TV room provides for relaxation to port with an office and laundry room to starboard. Aft of the office is a workshop and aft of the TV room is the dive operations office with a separate computer room and access to the main deck. Just aft of the main deck house are two A-frames, one for a dive bell and one for the ROV. Both can extend over the starboard side while on the port side is the hyperbaric chamber. An open work area aft supports port and starboard deck cranes. Above the main deck house, and just below the wheelhouse, a mid-deck cabin contains two single berth cabins for the captain and a charterer's representative. Two 4-person and one 2-person cabin, all with their own head, are also located on this deck. The Vessel is classified by RINA C + Special Service, DYNAPOS AM/AT R, DIVING SUPPORT, AUT-CCS, Unrestricted. From design, to build, to delivery and operations, this vessel, and its earlier delivered sister-ship, is a celebration of experience, thought and practice. No doubt it will be a model for dive support vessels worldwide. *(Source: Alan Haig-Brown)*

LEADERSHIP EDUCATION STRENGTHENS THE VESSELS AND THE ESVAGT CULTURE

30 officers in the ESVAGT fleet have completed training in better leadership. Since autumn 2015, a total of 30 officers from the fleet have completed 'ESVAGT Leadership Education'; the first tailor made leadership training course in the history of the shipping company. "Setting a course is part of sailing a vessel but we need officers that also take the lead, coach, inspire the crew and drive the

ambition to be flagship in ESVAGT's fleet," says Jan Heimbürger, Crewing Manager. The leadership training in the 'ESVAGT Leadership Education' has been developed in cooperation with Maersk Training and builds on previous seminars for onboarding leadership. Leaders are given a better understanding of their role as leader and are given tools to coach, motivate and inspire their crews. *The course has five main points:* Drive Safety Culture; Drive People Performance Management; Take Ownership; Share knowledge, empower the crew; Build strong team. The first 30 officers in the fleet have now completed the course – and the results can already be seen: "Throughout the organisation, there has been a desire to strengthen the professionalism in daily management and provide good tools that can be used," says Jan Heimbürger. *The tool box has been improved, for example, in the following:* Use of personality profiles as a tool for understanding and behaviour; Personal Leadership & Crew Development; Situational leadership; Financial Understanding, Relational Leadership & Professional Crew Conversations; Psychological defusing, Coaching & Mentoring & ESVAGT Leadership Workshop. "We can already clearly see that this training is something that can be used in daily work. Many of our officers are now consciously working on their leadership," says Jan Heimbürger. Apart from strengthening the individual vessel and crew, the training also helps to ensure the shipping company's values, the 'ESVAGT Standard', are passed on. "A leader who is conscious of the tools that he has is better at passing the ESVAGT values onto the rest of the organisation. This strengthens the crew and ESVAGT as a whole," says Jan Heimbürger. He emphasises that the training is focussed on the leader and not on ESVAGT. This is a conscious decision: "We have added some general leadership competences. For example, situational leadership is a civil competence that can be used in many other places than just in ESVAGT. We are a shipping company in which people need to be able to continue developing. This includes in areas that are relevant in other places too. We believe that that helps to make us a company that people would like to build a career in," says Jan Heimbürger. *(Press Release)*

JØRGEN HAS TURNED HIS BACK ON SOFT WRAPPINGS!

Jørgen Mathiassen, chief engineer on the **'Esvagt Alpha'**, is the daily leader for one of two alternating first mates on board – and sometimes a trainee. The ESVAGT Leadership Education has

given him insight into some of the mechanisms that he recognised from his daily life – and strengthened his belief that he can solve the challenges that may come his way: "It has confirmed that much of what we do is right, so we will do more of it," says Jørgen Mathiassen: "We have also gained new skills and tools that I am working on taking into practice. I previously focussed on the good things when giving feedback. I didn't talk about the things that weren't working well or were inexpedient. And if I did, I parcelled it in with soft wrappings on either side. Now I am more direct. If something is not working, then I say so. I do not shout or get annoyed – but I do say it," he says. For Jørgen Mathiassen, delivering constructive criticism strengthens his leadership. "It makes me think about things more than I did before. When I think that something needs to be done in a different way, then I need to communicate it. I need to explain what it is that I am dissatisfied with – this makes me think more than I would if I merely ignored it," he says. Another element that has been taken on board is personality profiles: "Putting people into boxes is fascinating and is something that we do subconsciously all the time. Now we have the skills to react to what we observe and an insight into how to handle the various types of people so that our interaction is a positive experience," says Jørgen Mathiassen. The module on 'psychological fusing' has also been taken on board. When the **'Esvagt Sigma'** rescued four sailors from a wrecked schooner in the North Sea, the sailors were transferred to the **'Esvagt Alpha'**, which was on its way to a crew change on the **'Esvagt Sigma'**. "We had a good talk to the sailors about what had happened to start them on their journey to process what had happened. I thought 'how can I help here', which turned in to a good dialogue that could prepare them for the reaction they were likely to experience," says Jørgen Mathiassen. "It has also taught me a great deal about my role. I am acutely aware that if something needs changing, then that change needs to start with me," points out Jørgen Mathiassen: "I once saw management demonstrate with boiled spaghetti: If you want to move it from one end of the table to the other, then pushing won't help. If you pull it, then it will move. As a leader, you need to go first!" *(Press Release)*

NAM CHEONG, MARCO POLO ENTER MALAYSIAN JV

Malaysia offshore shipbuilder Nam Cheong and Singapore's Marco Polo Marine have teamed up to establish a joint venture company in Malaysia. The new company will be named SK Marco Polo Sdn Bhd Malaysia. According to statements by Marco Polo and Nam Cheong, the Malaysian subsidiary's principal activity will be vessel chartering. Both partners said the setting up of the new subsidiary is not expected to have any material impact on their respective net tangible assets or earnings per share of the Company for the current financial year ending 30 Sept 2017. No further details were shared on the new subsidiary or its expected activities. *Nam Cheong going concern* Nam Cheong, which describes itself as Malaysia's largest OSV builder, has been in the spotlight since its auditors expressed doubt the company could continue as a going concern. The auditor said drew attention to a note in the company's financial statements which indicates that for the financial year ended 31 December 2016, the Group experienced a significant decrease in revenue and incurred a net loss of

approximately RM42,771,000. Nam Cheong has blamed the revenue drop on deferments the deliveries of vessels that had been requested by several customers. The current downturn in the oil and gas industry may continue to add pressure to the Group's financial performance and its operating cash, the company said in its yearly report. Commenting further, the auditor said that as at 31 December 2016, the Group's loans and borrowings that were classified as current amounted to RM948,720,000 of which RM278,566,000 pertained to medium term notes that are due for repayment on 28 August 2017. "These amounts exceeded the Group's cash and cash equivalents of RM162,618,000 as at 31 December 2016. As stated in Note 4, these events or conditions, along with other matters as set forth in the note, indicate that a material uncertainty exists that may cast significant doubt on the Group's ability to continue as a going concern. Our opinion is not modified in respect of this matter." Here is a definition of "going concern" as found on Investopedia: "Going concern is an accounting term for a company that has the resources needed to continue to operate indefinitely until a company provides evidence to the contrary, and this term also refers to a company's ability to make enough money to stay afloat or avoid bankruptcy. If a business is not a going concern, it means the company has gone bankrupt and its assets were liquidated." *Active talks* Asked about its status by the Singapore stock exchange authorities, Nam Cheong last week said it "can continue as a going concern as the Group is in active and continuous discussions with its major lenders and other stakeholders." "The group is confident that it can restructure its existing commitments and continue as a going concern… The ongoing discussions with the major lenders and other stakeholders are of a sensitive nature and on-going. The company will make the necessary announcements when there are further developments," Nam Cheong said on Friday. *(Source: Offshore Energy Today)*

NO MORE WAIVER EXTENSIONS FOR TIDEWATER

Offshore support vessel provider Tidewater is not seeking any further renewal of limited waivers from its lenders and noteholders following the expiry of the latest one. After experiencing a

significant decline in the utilization of its vessels, average day rates received, and vessel revenue due to lower oil and gas prices, Tidewater has implemented a number of cost reduction measures to mitigate these effects while continuing its efforts to reduce operating costs and preserve liquidity. The company has been in talks since last year with its principal lenders and noteholders to amend its various debt arrangements to obtain relief from certain covenants. Only in March the company got two extension from lenders and noteholders to sort out its debt arrangements. In a statement on Tuesday, Tidewater reported that the latest waiver of covenant default from its lenders and noteholders expired in accordance with its terms on March 27, 2017, without a renewal being sought by the company. Jeffrey M. Platt, President and Chief Executive Officer of the company, said, "Negotiations with our lenders and noteholders are progressing well, with a significant number of commercial points negotiated and, to our knowledge, resolved. However, work remains to resolve a small number of issues and to obtain the approval of our board of directors and final approval from the various financial institutions. "In the meantime, while we press forward with our lender and noteholder groups in an effort to bring our negotiations to a successful conclusion, it is business as usual for the company." In case new debt terms are not negotiated, Tidewater will have to consider other options, including a possible reorganization under Chapter 11 of the federal bankruptcy laws. *(Source: Offshore Energy Today)*

WINDFARM NEWS - RENEWABLES

VROON, FRED OLSN, MPI FFSHORE AND ZPM ALL INKED WITH A2SEA TAKEOVER

Dong Energy and Siemens Wind Power are finally close to selling their joint venture shipping line A2Sea after years of hawking the wind turbine installation specialist. Danish newspaper Berlingske reports a sale is now close for the line described by the daily as an "unwanted child". A series of bids havebeel lodged for the line with DONG and Siemens in the process of picking a winner. Berlingske lste European owners Vroon, Fred Olsen, MPI Offshore as possible buyers as well as

China's ZPMC with a figure thought to be in the region of $200m tp $250m. A2Sea was founded in 2000, with DONG buying it in 2009 and Siemens taking a 49% stake the following year. A2Sea's fleet of three vessels has not kept up with supersizing of wind turbines, Berlingske reports. When DONG bought the line eight years ago the average turbine was around 140 m tall, nowadays the soar 220 m. *(Source: Splash24/7)*

FUGRO RETURNING TO RAMPION NEXT WEEK

Fugro's multi-purpose offshore vessel **Fugro Symphony** will return to the 400MW Rampion offshore wind farm next week to install the remaining inter-array cables at the site located some 13 kilometres off the Sussex coast. During the first phase of the project, which started in August 2016 and ended in November 2016, **Fugro Symphony** and **Fugro Saltire** transported installed and buried the first 60 inter-array cables at the site. Starting on Friday, 7 April, **Fugro Symphony** will start working on the remaining 62 inter-array cables, according to a notice to mariners. The second phase of the project is expected to be completed by summer. **Fugro Saltire** will be in charge of cable burial works during the second phase of the project. The GBP 1.3 billion Rampion is being built by E.ON, the UK Green Investment Bank plc and Canadian energy company Enbridge. The wind farm will comprise 116 3.45MW MHI Vestas turbines, the first of which was installed earlier this month. The project is due to be completed and fully operational in 2018. *(Source: Offshore Wind)*

DREDGING NEWS

NEW GRAB DREDGER GYPSEY RACE ON ITS WAY TO BRIDLINGTON

Bridlington Harbor's new grab dredger, named **Gypsey Race**, is set to arrive at the harbor during the next week, according to the Yorkshire Coast Radio. The vessel will be used to keep Bridlington

Harbor dredged to maintain safe passage for all vessels in and out of the harbor and it is envisaged that the vessel will be chartered out to other similar small ports and inlets to dredge their spoil, said the official release. Bridlington has been without a dredger for a number of years and they had to rely to on lending Scarborough's dredger for a couple of years but this did not prove efficient enough for both towns, the Yorkshire Coast Radio informs. "Unfortunately, when you're at the mercy of having to pre-book and charter in somebody else's vessel and then you end up with bad weather or if a contract overruns, you're shortening up your own availability," said Margaret Hyland from the Bridlington Harbor Commissioners. "The previous '**Gypsey Race**' was a 1940s vessel and eventually became too uneconomical to run due to the age and the hardship of getting parts." The vessel, worth around £1 million, was built at the Ardmaleish Boatbuilding Co. Ltd. on the Isle of Bute. *(Source: Dreging Today)*

YARD NEWS

FINCANTIERI'S VARD TAKEOVER BID FALLS SHORT. OWNERSHIP INCREASES TO 75%

Italian shipbuilder Fincantieri has not managed to fully take over Vard, an offshore vessel building specialist. To remind, Fincantieri in November 2016 launched the offer for the shares not already owned by Fincantieri. More precisely, the offer was for 523,528,732 shares equal to 44.37% of the Vard share capital. In the case of full acceptance, maximum consideration would have been around $125.6 million Singapore dollars. The Italian company then said that, subject to acquiring 90 percent of Vard shares, it would delist Vard from the Singapore Stock Exchange. However, the Italian firm fell short, as it in a statement on Monday, said the offer had closed with with valid acceptances for a total of 215,946,242 offer shares. Fincantieri now owns 74.45 percent of Vard shares. To remind, SIAS, a representative of minority shareholders in Vard, in January said the Fincantieri offer of $0.24 per Vard share was not enough and should have been improved. Offshore Energy Today has reached out to Fincantieri seeking comment on the matter. In

a telephone conversation with Offshore Energy Today, a Fincantieri spokesperson while the result is not what Fincantieri expected, or desired to achieve, Fincantieri would continue to implement synergies and work with Vard, as "we have done up till now." The spokesperson would not comment on the future status of Vard, regarding the previously announced intention to delist Vard from the Singapore exchange. *(Source: Offshore Energy Today)*

MAINTENANCE AND REPAIRS IN THE PORT OF TENERIFE

Capt. Antonio M. Padrón y Santiago, "IMO Maritime Ambassador" and Maritime Authority of Tenerife, received the visit of representatives of ODEBRECHT OIL & GAS accompanied by managers of ALFASHIP, its Agents in Tenerife. The company has chosen the Port of Tenerife to carry out maintenance repairs on its submersible drilling rig *ODN TAY IV. ODEBRECHT* has provided services to the Brazilian oil industry since the late 1950's, when it began its long-term, trusted relationship with the then newly-created Petrobras. In 1979, it kicked-off its offshore drilling operations, the first private Brazilian company to provide this type of service in Brazil. In the 1990s, it took its operations overseas, including the North Sea (Scotland), and focused on delivering services and operating an offshore production unit. In 2006, ODEBRECHT concentrated its investments in oil and gas in a new company, ODEBRECHT OIL & GAS. *(Press Release)*

VAN OORD, DAMEN INK AEOLUS MODIFICATION DEAL

Van Oord has signed a contract for modification of its offshore installation vessel **Aeolus** with Damen Shiprepair at Schiedam. The upgrade will increase the vessel's capabilities with respect to loading capacity, accommodation and crane capacity, which will enable Van Oord to continue to install increasingly larger foundations and heavier turbines at offshore wind farms, the company said. The capacity increase will be done by installing sponsons, strengthening deck, enlarging spud cans and adding a new accommodation module with helideck. Furthermore, the existing 900-tonne crane will be replaced by a 1,600-tonne leg encircling crane (LEC). The new crane has been ordered

from Huisman. The work on the adjustments will start in September 2017 and the upgraded vessel will be operational in spring 2018, when it will have the biggest heavy-lift crane in its class, according to Van Oord. The Aeolus was previously was working on Gemini and Luchterduinen offshore wind farms and, after the upgrade, the vessel will take on new projects such as the Borssele 3 & 4 offshore wind farm in the Netherlands and Norther offshore wind farm in Belgium. Van Oord is also working on upgrading its heavy-lift installation vessel Svanen to enable it to handle wind turbine monopiles of more than 2,000 tonnes. *(Source: Offshore Wind)*

DAMEN SHIPREPAIR & CONVERSION COMPLETES SERIES OF WORKS ON JAN DE NUL GROUP VESSELS

Jack-up vessel **Vole au vent** and TSHD Leiv Eiriksson. Damen Shiprepair & Conversion (DSC) has recently completed works in Vlissingen and Brest on two major vessels in the fleet of dredging and marine construction specialist Jan de Nul Group. One of these is the **Vole au vent**, a 140-metre jack-up vessel built specifically for the installation of the latest generation of offshore wind turbines. The other is the trailing suction hopper dredger Leiv Eiriksson. Both vessels are among the largest in their classes, anywhere in the world. *Vole au vent at Damen Shiprepair Vlissingen* The jack-up vessel Vole au vent arrived at Damen Shiprepair Vlissingen (DSVI) late in 2016 having spent the summer working on the Nobelwind offshore wind farm off the coast of Belgium. She came to DSVl for modifications necessary for her second phase on the Nobelwind project; the installation of the WTG scope. These required the demobilisation of her existing equipment used for the foundation campaign and the installation of a new configuration for the WTG installation phase. Over the course of two weeks, her 3,400m² main deck was cleared of equipment and temporary structures and restored to its clean, completely flush layout. This allows it to accommodate wind turbine installation equipment and components, towers and blades for its next deployment off the coast of Belgium. DSVl also fabricated and installed some new deck structures including grillages for the transport of the WTG

towers and nacelles. *Leiv Eiriksson at Damen Shiprepair Brest* On 16 February, Jan de Nul Groups 223-metre trailing suction hopper dredger Leiv Eiriksson departed from Damen Shiprepair Brest after a three-week maintenance programme. This followed an 18-month assignment on a large-scale land reclamation project in Nigeria. The works included replacement of the 1700mm discharge lines, changing the power cables for the suction arms, fresh paintwork, the assisting of specialist sub-contractors with steering gear, propulsion and thruster repairs, valve repairs and minor steel works. With a hopper volume of 46,000m³ and a DWT of 78,500 tonnes, the Leiv Eiriksson is one of the world's largest dredgers. Carlos de Vliegere, sales manager at DSC, commented: "Jan de Nul Group is a valued customer of the Damen Shipyards Group and we are delighted to have been able to deliver the services they required for these impressive vessels within the timescales required." Other recent projects for Jan de Nul Group have included works last year on the multi-purpose vessel Isaac Newton at Damen Shiprepair Vlissingen and on the trailing suction hopper dredger Taccola at Damen Shiprepair Amsterdam. *(Press Release)*

BRISTOL HARBOR GROUP, INC. WELCOMES DANIEL ELING

Bristol Harbor Group, Inc. (BHGI) would like to introduce, Daniel Eling, P.E., BHGI's most recent addition to its naval architecture and marine engineering practice. Dan has recently joined BHGI as a Senior Naval Architect. He has a B.S. in Ocean Engineering (cum laude) and is currently working towards his M.S. in Ocean Engineering at Virginia Polytechnic Institute and State University. Prior to attending college, Dan served in the U.S. Coast Guard. While in the service, he participated in multiple training and operation cruises aboard the USCGC EAGLE, and USCG BOUTWELL. Prior to joining BHGI, Dan worked at Alion Science & Technology, where he worked his way up from an Associate Engineer to Lead Naval Architect. He has experience in project management, naval architecture, concept design, design review, ship signatures & electromagnetics, combat system design & analysis, and survivability. Here at BHGI, Dan will be responsible for ship design and analysis, including weight, hydrostatic, hydrodynamic, structural, and systems engineering calculations and design. He is a licensed Professional Engineer in Virginia and is also a member of SNAME, ASNE, and the Royal Institute of Naval Architects. BHGI is a full service naval architecture and marine engineering firm specializing in commercial vessel design and consulting. For over twenty years, BHGI has been a leader in the naval architecture and marine

engineering field having designed tugs, barges, ATB's, passenger vessels, dredges and yachts. To learn more you can visit our website: http://bristolharborgroup.com. *(Press Release)*

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Last week there have been new updates posted:

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

   - Svitzer Chirripo 150th designed Tug for Sanmar by Robert Allan Ltd. for Svitzer's Silver Bullet Project
   - Meyer's Group orders two Damen ASD 2913 Tugs for new Panama Canal locks
   - Tugs on Station – new exhibition in the Dutch National Towage Museum
   - Robert Allan Ltd. Designs for New Fleet of Pusher Tugs & Barges for Louis Dreyfus Company in Brazil
   - Dutch tug and workboat company Herman Senior orders its 12th Damen vessel

Be informed that the mobile telephone number of Towingline is: +31 6 3861 3662

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