Tugs Towing & Offshore Newsletter

18th Volume, No. 31 *1963 – "53 years tugboatman" – 2016* Dated 16 April 2017

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

Distribution twice a week 10,000+

TUGS & TOWING NEWS

TWO ASD TUGS 2411 FOR SAAM SMIT TOWAGE TO BE BUILT BY WILSON SONS, BRASIL

Wilson Sons Limited (BM&FBovespa: WSON33) announces to its shareholders that the shipyard subsidiary. Wilson Sons Estaleiros Ltda, has signed a contract to construct two azimuth tugboats for Saam Smit Towage do Brasil S.A. ("Saam Smit"), to be delivered within twenty months of payment of the first instalment of each vessel. The vessels have a length of 24 metres and a beam of 11 metres with bollard pull of 70 tonnes. Damen Gorinchem Shipyards, who designed the projects, have been working with Wilson Sons in Brazil for more than 20 years. The Director of Wilson Sons Shipyards, Adalberto Souza confirmed "the signature of this contract reinforces the competitive offering that Wilson Sons has for the execution and delivery of quality of vessels, against a backdrop of the notably difficult moment for the Brazilian naval industry". A firm order book of the shipyard increases to 6 tugboat, being 4 for Saam Smit and another 2 for Wilson Sons towage. *(Press Release)*

THE TUG OF THE MONTH: TEAL

TEAL was built in Blaine, Washington in 1949 for the Alaska Packers Association, the last of their wooden tugs. She was designed by the noted naval architect Edwin Monk, Sr. and his equally respected partners, brothers William and Lorne Garden. This traditional Northwest Coast tug ranged from Alaska to Olympia for the Packers and later for the Tacoma Tugboat Company, in both the salmon fishing industry and the logging industry. **TEAL's** design is remarkable. She is described as deep draft, round bilge, plumb stem, elliptical fantail stern workboat, Lorne Garden and Ed Monk's design number 1500. She was originally powered by an Atlas four-cylinder diesel, which has been replaced by a 1962 Caterpillar diesel engine, freshwater cooled, generating 300 horsepower. The engine change greatly increased her cabin space. Her screw is a 56' X48" 4-blade wheel. She is 42 feet long and draws 7.6 feet. Ed Monk's designs were very popular in the mid-20th Century and still in great demand. He and the Garden brothers designed many tugs, but were more well known for their cabin cruisers. A treasured Monk-designed vessel with cabin cruiser lines is the Tarry Not II, one of the last two "Mosquito Fleet" steamers still in operation. Built in 1926, she carried freight and passengers from Shelton to Olympia and intermediate stops, as well as some beach-logging towing. The 28' vintage vessel is now owned by Steve Wilcox of Sea Blossom Seafoods in Olympia. Monk tug designs, including **TEAL**, are known for their graceful sheer, the fore and aft upward curve of the hull at the bulwarks or deck level. During her work for Alaska Packers, **TEAL** ranged from Chignik, on the Alaska Peninsula, to Ketchikan and south to Birch Bay, Washington. She is sometimes homeported at Southworth on the Olympic Peninsula, and is now at the Port Orchard Yacht Club. She still ranges as far as Alaska. **TEAL's** racing history is noteworthy. The late Captain Mark Freeman, in his book Tugboats On Puget Sound (co-author Chuck Fowler), shows a Captain Scott Schoch photo of **TEAL** and Winamac racing in a 1980s Olympia Harbor Days tug race (page 111). She has taken a first place in her class at the Tacoma Maritime Festival Tugboat Race, and in 2016, placed third in the Small Tug race at Olympia Harbor Days. She was recently selected as 2017 Olympia Harbor Days "logo tug" for the upcoming festival and races presented by Olympia Kiwanis. To qualify, she was the oldest "nonlogo" tug participating in the Harbor Days races in 2016. Previous to current owner Jan Carlson, **TEAL** was repaired and restored in Tacoma by Jon and Pat Kent of CA, and before that was owned by Don Leonard of Tacoma, and the Alaska Packers. Congratulations to **TEAL** on her selection as Olympia Harbor Days 2017 logo tug! (Sources: Tugboats Illustrated by Paul Farrell, Norton, 2016, Tugboats on Puget Sound, by Chuck Fowler and Captain Mark Freeman, Arcadia, 2009, edmonkwoodenboatclub.org, Ships of the Inland Sea by Gordon Newell, Superior, 1960.) About *Les Eldridge*: Les is president of South Sound Maritime Heritage Association and author of a number of maritime histories and

novels of the American Civil War at sea. He lectures frequently ashore and afloat, and narrates the OHD races each year. For more, see EldridgeSeaSaga.com *Tug of the Month* is sponsored by Olympia Harbor Days Tugboat Races and Festival, an Olympia Kiwanis Club event. The free community event takes place every Labor Day weekend on the Olympia waterfront. It is in its 44th year. For attendance info see www.HarborDays.com or on Facebook@OlympiaHarborDays. Questions to the Executive Director at info@HarborDays.com *(Thanks to Carol Riley, Executive Director Olympia Harbor Days. Story by Les Eldridge)*

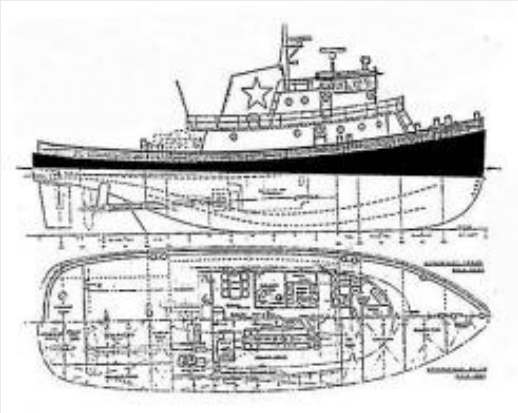
NOORDSTROOM IN FULL SWING, WITH TOWAGE AND SUPPORT ON SITE

A review after one year operations. The delivery of Shoalbuster 3512 **Noordstroom** (Imo 9771705) was celebrated with a ceremony in late April 2016. Her maiden voyage was the towage of another Damen product, a 'Floating Pump Station 3710' named *Sauger III*. The **Noordstroom**, is a powerful, multipurpose, anchor-handling tug/workboat which has been delivered to join the fleet of the family owned company Van Wijngaarden Marine Services BV of The Netherlands. The propulsion system will integrate three 970 kW Caterpillar C32 ACERT 4-stroke diesel marine engines, which deliver a total power output of 2,910 bkW / 3,957 bHp at 1,800rpm, which result in a bollard pull of 56.0 tonnes @ 2.9 mtr. draft. Other remarkable features are: An extensive working deck of 145m2 (6/1 x 20 ft. & 2x 10 ft. containers), a 290 MT HS Marine Deck Crane (11.3 ton @16.5 mtr.), a Kraaijeveld (WF) Towing/AH-winch – 1000 mtr., Ø 48 mm, 59.1 / 115 tons + 600 mtr., Ø 48 mm steel wire, 101.7 / 150 tons. Optional the **Noordstroom** can be fitted with the following equipment: A-Frame (50 tons SWL); Ploughing equipment; 4 points mooring system; Water injection dredging system and is suitable as a Diving ops. Platform and ROV platform. At least an Accommodation up to 11 personnel (5 crew / 6 passengers) and an Office room for the client (incl. V-sat connection). Classification is done by Bureau Veritas: I # HULL ● MACH / Tug, Special service - multi purpose ship / Unrestricted navigation / ● AUT-UMS and Notations: Anchor-Handling & Clean Ship. Due to IMO regulations: 'Green Passport'. Towage: *FPS Sauger III* - Hardinxveld (Neth.) > Hamburg

(Germany); *BhD Dinopotes* - Rotterdam > Beverwijk (both Neth.); *BhD Abeco Server I* - Portsmouth (UK) > Gibraltar (GIB); *CSD Hondius* - Pula (Croatia) > Calais (France); *CLB Pontra Maris* - Rotterdam > The Wash (UK); *Pontoon Louis* - Flushing > Rotterdam (both Neth.); *CSD Hondius (2)* - Calais > Zelzate (Belgium); *Pontoon DN146* - Zelzate > Kamsar (Guinea); *Sinker pipeline* - Takoradi (Ghana) > Kamsar; *Pontoon DN 146 (2)* - Kamsar > Zelzate; *Gen. Dredging Assistance:* Kamsar-project / TSHD Francis Beaufort; Gen. Assistance: *Supply-run to PLV Audacia* - R'dam / Anchorage; *Mooring Ass. CB Thialf* - R'dam / Caland Kanaal; *Guard Vessel duties* - R'dam / GOEREE Platform. After a maintenance period of 2 weeks, she will depart coming week for her next assignment: • Gen. Assistance and Towage duties (monopiles): Belfast (UK) / WALNEY-project. After a successful and safely year of operations, we may say Many Thanks to: • the Constructors, for this functional multipurpose Tug / Workboat; • the Clients, which had the faith to charter this new product in the market; • the Crews for their efforts and the fact that they have made the **Noordstroom** successful. *(Source: VWMS / Photo: Ghis van de Vijver)*

3,800HP TWIN SCREW TUG SOLD

As part of its on-going fleet renewal, the 3,800HP U.S. flag, twin screw tug "**Altair**" (ex- Osprey), was sold by Kirby Offshore Marine Pacific LLC of Houston, Texas to U.S. West Coast interests. Marcon International, Inc. of Coupeville, Washington acted as sole broker in the sale and has handled numerous previous transactions for both Buyer and Seller. The 106.5' x 33.5' x 17.0' depth tug was built in 1981 as Hull 8006 (drawing below), the first in a series of three close sister-tugs built by Edward Sanchez Marine Services Corp. of Fall River, Massachusetts. The boats were heavily built, possibly with the Panama Canal in mind, with ½" – 5/8" shell and bottom plate, a 1" x 4' deep belt and displacing abt. 732 long tons at design draft. In any case, Hull 8006 was acquired by Allied Transportation Company of Norfolk, Virginia after construction and named "**Osprey**". Sirius Maritime / Hawaiian Interisland Towing purchased the tug from Allied in 2002-3. They were acquired by K-Sea Transportation in 2006, who in-turn was acquired by Kirby Corp. in 2011. While the sister-tugs were powered with EMDs, "**Osprey**" is powered by a pair of turbocharged Alco 12-251Cs developing a total of 3,800HP at 900RPM, with Haley 4.5:1 gears and 4-blade 116" x 80" fixed pitch, open props on 10.75" shafts. This gives the tug a bollard pull of about 52.3 short tons. Towing gear consists of a single drum Rapp-Hydema tow winch with a capacity for 2,400' of 2" wire and hydraulic tow pins. Tug is fitted with an upper pilothouse with a 45' height of eye. Tankage includes 77,000g fuel, 1,900g lube oil, 6,898g potable water and 49,450g ballast. Tug is classed ABS A1, Towing Service, AMS, Unrestricted Service and was



laid-up at the time of sale. The "**Altair**" was the 323rd tug totaling 1,009,457HP sold or chartered through Marcon over the last 36 years. Marcon has brokered seven sales to date this year. Several additional sales are pending. Two 5,000+ HP twin screw tugs continue to be fixed on previously arranged long-term charters. In 2016, Marcon booked 19 sales and charters. Looking back over the past 36 years, we have averaged over 40 sales/charters per year. Since our first sale, Marcon has brokered a total of 1,417 vessels and barges sold or chartered. *(Press Release Marcon; Photo: Ed McNamee)*

ASD 2411 REPAINTED

New Damen tug from stock which was recently arrived on the 24st February 2017 from Song Thu Company Shipyrd - Vietnam on board of the cargo vessel Trina and fitted out in Stellendam was seen being repainted in the SAAM Smit Towage SST colours. The **ASD 2411** is built under yard number 513405 and Imo 9780574. Name of the tug is not been given at this moment *(Photo: Hans Hoffmann)*

ROSMORPORT AND ARCTIA SIGN AGREEMENT FOR PROVIDING SERVICES BY FINNISH ICEBREAKERS IN RUSSIAN WATERS OF THE BALTIC SEA

On 31 March 2017, North-Western Basin Branch of FSUE Rosmorport (Russia) and Arctia Icebreaking Ltd (Finland) signed a framework agreement on icebreaking services to be provided by Finnish flagged icebreakers in the territorial and internal waters of the Russian Federation in the Baltic Sea and outside them. FSUE Rosmorport says the document was signed by Sergei Pylin and Tom Ekergen, representatives of Rosmorport and Arctia Icebreaking Ltd. The agreement between the governments of Russia and Finland on cooperation in icebreaker assistance in the Baltic Sea,

signed on September 15, 2014, regulates clearance procedures enabling Russian and Finnish icebreakers to operate in the two countries' internal and territorial waters to assist vessels. Under the framework agreement, 8 icebreakers of Arctia Icebreaking Ltd can be involved. The icebreakers' capacity ranges from 10 to 19 MW, towing force - 113 to 234 t. *(Source: PortNews)*

JACQUES LETZER FOUND IN TIKO

Last week was seen in the port of Tiko; Cameroon the former Belgium tug **Jacques Letzer** (Imo 6904284). The tug was built in 1968 by Beliard-Murdoch NV – Oostende; Belgium under number 203 and delivered to Remorquage A. Letzer SA – Antwerpen. In 1974 fusioned with Unie van Redding en Sleepdienst – Antwerpen. In 1996 sold to Reboques e Assistencia Naval Ltda – Setubal; Portugal and renamed **Jaguar**. In 2006 she was reported still in Service. But as we see the picture she is more in laid up or scrap condition. On the other hand there is seen a crew on the aft deck working with some ropes alongside a barge. Is she still in service??? The tug has a length of 33.62 mtrs a beam of 9.20 mtrs and a depth of 4.60 mtrs. Her 8 cylinder Cockrill type 8TR240CO diesel engine rated an output of 1,214 kW (1,650 bhp) with a free sailing speed of 13 knots and a bollard pull of 32 tons.

TRENDS TOWARDS COMPACT BUT SAFE AND RELIABLE HIGH PERFORMANCE TUGS

Damen Shipyards Group has developed the reversed stern drive tug design that is particularly suited to terminal and confined harbour operations. Safety is a critical aspect in the tug business and the trend towards even more compact and powerful tugs, driven by larger vessels entering confined harbours and terminals, is challenging this. Combine this with a very competitive and opportunistic market and the tug industry finds itself in a highly challenging environment. There are serious contradicting requirements to designing a tug that is fit for terminal and confined harbour operations. The tug design needs to combine compactness and high performance without jeopardising the safety of operations. “The amount of power available on a small vessel can be so high that the impact of inaccurate or wrong manoeuvres, for whatever reason, could be dramatic, if not dealt with in the right way, starting from the design,” said Damen Shipyards group product manager for tugs Dirk Degroote. He added: “Therefore, a well-designed tug nowadays requires in-depth knowledge of the dynamics in tug operations and calls for significant research and development efforts.” This is why Damen combined all its research and knowledge when developing the reversed stern drive (RSD) tug, a compact tug design that is particularly suited to terminal operations and ship handling in confined harbours. The tug is a combination of a tractor tug (ATD) and an Azimuth Stern Drive (ASD) tug. The resulting **RSD Tug 2513** design is a safe and compact, but very powerful and manoeuvrable tug. “Our new **RSD Tug 2513** has two bows, and therefore, it always sails bow-first. It is designed with a high freeboard and large beam to increase stability and safety,” said Mr Degroote. “And, to increase the safety of such a compact but high power design even further, the hull concept was combined with the patented Damen Twin Fin skeg design.” He explained “This was first applied and proven on the successful ATD Tug 2412, and has now been further optimised through extensive computational fluid dynamics calculations in combination with some model test validations. This results in a very agile, but predictable sailing behaviour, enabling captains to deal with the highly demanding operations of today in a safe manner.” Damen has added the familiar fast throttle response of the high speed propulsion engines to create a compact ship

handling tug, with both higher performance and increased safety of operation. "To deal with the competitive market and to ensure short delivery times, a series of vessels is now under construction and the first delivery is planned within this year," continued Mr Degroote. Market trends are also driving Damen's research and development in environmental systems and higher levels of automation. "There is increasing awareness of environmental aspects," Mr Degroote added: "However, green tugs like hybrid or natural gas-driven tugs suffer from the severe competition in the market. This hardly allows for any additional investment in green technologies. "It is our challenge to come up with solutions which enable environmentally friendly operations without losing competitiveness." Therefore, Damen is further developing compressed natural gas technologies and hybrid technologies, building further on the experience gained from the seven hybrid tugs they built over the last three years. It is also investing in more automation on its tugs. "Automation is definitely the future," stated Mr Degroote. "The increasing importance of automation and sensor information on board is a logical next step, if you look at the levels of automation already available in cars or even the container terminals tugs are operating in. "Therefore, we are also investing heavily in the electrical and automation field. This technology will help us to create even higher performing tugs, with reliable systems and increased safety of operation." *(Source: Tug Technology & Business)*

CHEOY LEE WIDENS MARKET COVERAGE

Hong Kong-headquartered Cheoy Lee Shipyards is consolidating its position as one of the leading tug builders in the South East Asian region. These are busy times for Cheoy Lee Shipyards. The company's wholly owned and managed Hin Lee (Zhuhai) Shipyard facility at Doumen, on the Pearl River Delta, China is seeing a steady increase in output. Following on from the successful completion of a series of tugs in 2016, a further five tugs have been delivered in the first quarter of 2017. The most notable recent deliveries from the yard are **Blackbeard** and **Raptor**, two 32m ART 80-32 LR-class RotorTugs, delivered to Elizabeth Ltd and Seabulk Towing, for the recently formed Kotug Seabulk Maritime joint venture. These were deployed at the Blackeye Hub, in the Bahamas, earlier this year. Each of these tugs has an 80-tonnes bollard pull rating. "The Rotortugs are the most significant tugs we build in terms of overall sophistication, as they are equipped with three azimuth stern drives (ASD) and the advanced Alphatron Bridge, among other features," said Cheoy Lee Shipyards sales manager Jonathan Cannon. "These are not the first Rotortugs we have built, as we delivered four tugs of this type to Kotug in 2014." The yard has also delivered two 32m RAmparts 3200CL tugs, **Calypso** and **Junkanoo**, to the same owners this year. These more conventional ASD harbour tugs have a 70-tonnes bollard pull capability. Designed exclusively for Cheoy Lee by Robert Allan Limited, the RAmparts 3200CL has been the most popular tug type for the yard in recent years, with more than 20 of this design delivered to date. During 2016 and 2017, in addition to the pair for Seabulk Towing and Elizabeth, Cheoy Lee completed two 70-tonne bollard pull RAmparts 3200CL tugs for Svitzer, three for Cape Preston in Australia, one for PT Limin in Indonesia and two for the Boluda group, for operation in Manzanillo, Mexico. The yard has also recently handed over a pair of 60-tonne RAmparts 3200CL tugs for Polestar Maritime. The ongoing, close collaboration

between Cheoy Lee and Robert Allan is further reflected in continued demand for RAstar-type tugs. Deliveries in the last year have included two RAstar 3200 tugs, rated at 80-tonnes bollard pull for Svitzer and a 78-tonnes bollard pull version of the same design for the Mauritius Port Authority. Reviewing the Cheoy Lee orderbook the increased geographic scope of its deliveries is clearly evident. From 2012 to 2016, the majority of its tug output was destined for local end-users in South East Asia and in Australasia. While these markets are still important, new areas, including operations in Central America, the Caribbean and Africa are opening up. Pointing out that the shipyard is currently building tugs for clients in India, Kenya, Mexico and Australia, Mr Cannon said: "Despite the challenging market conditions there are still opportunities for tug builders, and we are giving greater consideration to new regions to market our vessels. We are also seeing regional variations in tug requirements. Generally there is a leaning towards more compact tugs, but retaining a capability to match larger vessels in harbour and terminal towage situations. Cheoy Lee's 28-acre Hin Lee site is divided into specific areas for fibreglass, aluminium and steel construction. This ability to work in different materials has been an asset in less favourable market conditions. Since opening the Hin Lee shipyard in China 17 years ago, the business, now being run by the fourth and fifth generation of the Lo family, has been through three major expansion phases. Mr Cannon added: "No further expansions are planned for the immediate future, although we continue to invest heavily in machinery and yard equipment." As well as tugs, the yard is currently building a wide range of other vessel types, including passenger vessels, harbour work boats and windfarm vessels. *(Source: Tug Technology & Business)*

ACCIDENTS – SALVAGE NEWS

FIRST NATION REPORT FAULTS NATHAN E. STEWART INSIDE PASSAGE SPILL RESPONSE

The first 48 hours of response to the **Nathan E. Stewart** tugboat grounding and oil spill was marked by delays, inadequate booms and spill response materials, and confusion over who was in charge during those early hours, according to a report by Heiltsuk First Nation officials. The Oct. 13, 2016 accident left Kirby Offshore Marine's tugboat, the 3,400-hp, 95'3"x32'x13'7" **Nathan E. Stewart**, and 287'5" barge *DBL 55* barge hard aground on the Edge Reef at the entrance to the Seaforth Channel near Bella Bella, British Columbia. More than 29,000 gallons of diesel fuel leaked, and local waters are still closed to fishing and shellfish harvesting, say leaders of the Heiltsuk community, who since 2010 had pressed Canadian authorities to stop oil tanker and barge shipments through those waters. "The Heiltsuk undertook this investigation in our territory as an act of defining who we are," said Heiltsuk Chief Councilor Marilyn Slett, whose nation in March finally signed a reconciliation agreement with

Canada in March for joint decision-making over land and marine resources in their traditional territories. "The Heiltsuk were never consulted by Canada on whether we agreed with the Nathan E. Stewart transporting oil through our territories, or with its exemption from having a local pilot," Slett said in a statement that accompanied release of the report. "The way Canada handled this situation does not reflect the approach the federal government says it wants to take in developing a nation-to-nation relationship." The report quotes Heiltsuk on-scene responders, who pressed their boats into service and did what they could to contain the spill. They struggled with booms breaking in heavy swells, without masks and gloves at first and some getting ill from fumes, according to the report. "I saw a lot of chaos," said Harvey Humchitt, a hereditary chief of the band. "The booms were not the proper type for the conditions out here. There was no communication, no on-scene command, no clear direction on actions to be taken. It was very upsetting to see how much damage was done in such a short time." Along with recounting shortfalls in the immediate response effort, the report say Heiltsuk officials were refused access to records from the Canada Transportation Safety Board – which cited its own ongoing investigation – and Kirby corporate sources. Those included "failed attempts by the Heiltsuk to gain access from the Transportation Safety Board and company to the vessel's logbook, black box, crew statements, crew training records, barge history and other critical information." Within weeks of the Bella Bella incident, the Canadian government pledged $1.5 billion for new marine safety and spill response programs. First Nation and environmental activists continue to campaign for the Trudeau government and British Columbia officials to restrict oil shipments through the Inside Passage. *(Source: Workboat-by Kirk Moore)*

SEABED CONSTRUCTOR INTERCEPTED BY ICELANDIC COASTGUARD

The "**Seabed Constructor**" was intercepted by the Icelandic Coastguard while it searched for wrecks from World War II at the weekend. A Coastguard vessel and a helicopter was sent out to the ship which had left Reykjavik on March 22, 2017, and stopped 120 nautical miles southeast of the coast. When the Coast Guard approached, crew members gave evasive answers to what they were doing, so the Coastguard decided to clarify the issue. In the night of Apr 7 they sent a helicopter to the "**Seabed Constructor**" and established radio contact with the crew on board which was reluctant to specify exactly what they were doing in the area. The Coast Guard suspected that the ship was involved in illegal research in the Icelandic economic zone, which runs 200 nautical miles from shore. It is not allowed to conduct surveys or research without permission from the

authorities. The crew claimed, however, that they were doing some research, but explored a shipwreck from WWII lying on a known location, and that they therefore did not need any permission. It concerned the wreck of the SS "**Minden**", a German transport ship that was sunk on Sep 24, 1939, by his own crew after being overtaken by the British HMS "**Calypso**" as she tried to break through the British blockade between Iceland and the Faroe Islands. The "**Seabed Constructor**" is leased to the British company Advanced Marine Services. Their lawyer, Bragi Dór Hafþórsson, said he has been instructed by the clients not to say anything more about the case. The company has specialized in collecting valuables from wrecks. The Coast Guard decided to order the "**Seabed Constructor**" to the port in Reykjavik. The patrol boat "**Thor**" escorted it to the port, where it arrived on Apr 9. The police took over the investigation, and the captain and other crew members were asked to give an explanation. In addition the police inspected some of the equipment on board the vessel, and divers surveyed the underside of the ship, in order to clarify what kind of equipment they operated with. In the evening of Apr 10, the police decided to let the "**Seabed Constructor**" leave Iceland, with two representatives of the Icelandic Coast Guard on board. The crew left some equipment in the area of the wreck, which they wanted to pick up. The CG representatives remained on board to see that it happened, and will then be picked up by helicopter. Apparently the ship will leave Icelandic economic zone, and apply to resume the research. How long it may take to get this approved, was unclear. The "**Seabed Constructor**" was bought by the Swire Seabed Olympic Offshore on January 1 and has a contract value of 600 million Norwegian Crowns. The only known load on the SS "**Minden**" is resin, but probably there were other valuables inside the wreckage since the British company was willing to carry out an expensive expedition. (Source: Vesseltracker)

URUGUAYAN NAVY RESUMED SAR FOR THE MISSING CREW OF CAPSIZED ORE CARRIER STELLAR DAISY

Uruguayan Navy resumed the search and rescue operation for the missing crew members from the very large ore carrier **Stellar Daisy**, which sank in South Atlantic in the last day of March. The mission was suspended due to storm and deterioration of the weather conditions on April 12, which reflected to waves with 5-6 meters height and 65 km/h winds. The local authorities stopped the search due to danger for the rescuers, but today the operations were resumed. To the search and rescue operation joined also one American and one Brazilian airplanes, which should help covering larger area in the search for missing people and collection evidences for the exact place of sinking of the very large ore carrier. Meanwhile, two other vessels were withdrawn from the operation – the

corvette Guerrico and one of the merchant ships. There were currently five vessels participating in the mission for the searching of the crew. Hull crack was the root cause of sinking of very large ore carrier **Stellar Daisy** in South Atlantic on March 31, according to the witness evidence of the two rescued seafarers. Another 22 crew were unaccounted and reported as missing and Uruguayan and Brazilian authorities joined forces in searching of the crew and vessel. *(Source: Maritime Herald)*

SALVORS CONTINUE COOLING SMOLDERING CONTAINERS ON BOARD OF MSC DANIELA

The fire on board of **MSC Daniela** continue smoldering nine days after the blaze broke out of Sri Lanka. The vessel remains at the outer Colombo Anchorage with firefighting tugs in site, which are pouring water over the burned containers. The fire is under control and according to the officials, there are no flames, but container are still too hot to have inspection. The local authorities cannot allow the vessel to enter port before being safety inspected and fire to be completely extinguished. Once the containers are brought down to a safe temperature to allow inspection the ship should proceed to berth. "Some containers are still too hot for the Sri Lankan authorities to inspect the vessel before allowing it to berth. Therefore, firefighters are still actively cooling some of the containers", said the MSC spokesperson. "Damage assessment and repairs cannot be done until the above steps are concluded", added he. The hazmat teams are also in the area and monitoring closely the situation, as the ship was carrying Hazard A (Major) cargo. The vessel will possibly declare General Average and all shippers should declare to vessel's P&I Club with the bills of lading. The MSC promised to provide all the needed assistance to the shippers. *(Source: Maritime Herald)*

GENERAL CARGO SHIP RODAU RAN AGROUND AT RIVER OUSE NEAR BLACKTOFT

The general cargo ship **Rodau** ran aground at River Ouse near Blacktoft in Goole, United Kingdom. The accident occurred on April 12 and was reported Brian Brady, who made photos of the accident. The vessel stuck into a mud shallow shortly after leaving Goole en route to Barreiro, Portugal. The accident was reported to local authorities, but salvage operation was complicated due to coming low tide. Later during the day the ship was refloated at high tide and anchored near the grounding site for inspection. After it was estimated that there are no damages, the general cargo ship **Rodau** resumed the voyage to Portugal and today morning left Humber estuary. The local authorities initiated investigation for the root cause of the accident, but exact cause of the grounding is yet unknown. Fortunately during the incident there were no injured people and no reported pollution. The general cargo ship **Rodau** (IMO: 9313656) has overall length of 88.00 m, moulded beam of 13.00 m and maximum draft of 5.10 m. The deadweight of the vessel is 3,712 DWT and the gross tonnage is 2,461 GRT. The cargo ship was built in 2004 by Slovenske Lodenice shipyard in Komarno, Slovakia. *(Source: Maritime Herald)*

OFFSHORE NEWS

HISTORIC SUPPLY VESSELS – THE STIRLING CLYDE

In the dying days of the British shipbuilding industry a couple of UK companies placed orders for a Vik Sandvik design the VS 483 PSV with Clyde shipyards. Actually it has turned out to be the dying days of British offshore ship-owners as well, but back to the ships and their reason for inclusion here. Over the years there have been a number of platform ship designs which offered protection

from the weather for the crew working on the deck and the cargo contained therein, by surrounding the cargo space with tanks. Probably the first were the large platform ships owned by OSA which have been described here in earlier presentations, and these were later followed by a number of platform ships built in UK for Star Offshore. But the design had the defect of not offering the crew on the deck anywhere to run if things did not go well as cargo was being landed or lifted, and so the VS 483 design was intended to reduce this risk. The working deck was still surrounded by high sides, but there were no tanks there-in, so the crew could shelter in the protective space provided and actually move along the sides of the ship in the covered area. The first two of the class were built at the Ferguson's yard on the Clyde for Stirling Shipping; they were the **Stirling Forth** and the **Stirling Clyde** and entered service in 1996. A further two of the type, the **Stirling Spey** and **Stirling Tay** were built at Kvaener Govan both having entered service by 1999. Sealion, another British company who managed a fleet for Greek ship-owner Gregory Callimanopolous, also built two at Kvaerner Govan in 1998; they were the **Toisa Invincible** and the **Toisa Intrepid** (Photographed entering Aberdeen by Victor Gibson in 2001). These two ships had a slightly differently designed deck area but were fundamentally the same. All were moderately powered but had a deck area approaching 1000 m2, and their terrific bulk capacity, made them useful workhorses. The fact that they were slowed down considerably by adverse weather hardly mattered. Stirling Shipping was bought by Seacor in 2001 but the parent company Harrisons (Clyde) retained the **Stirling Forth** and the **Stirling Clyde** (Photographed at Brent in 2002 by Derek Mackay), renaming them **Inverforth** and **Inverclyde**, and these two ship continued to work for Shell out of Aberdeen for some years. The other two of the class were passed on to Havila who also purchased the **Inverforth**. The **Inverclyde** was bought by Rovde AS and became the **Ocean Carrier**, briefly famous for crashing into a component of the Ekofisk Field in 2005, and was converted into a cable- layer in 2007. In 2016 Havila announced that it had lost the contract for **Havila Faith** in Brazil but the three VS 483s are still on its fleet list. The two ships which were built by Sealion are apparently still part of the Sealion fleet, although the future of the whole company is currently in doubt. It seems possible that the former **Ocean Carrier** has joined a company which supplies power to under resourced areas of the

globe but the details are currently difficult to come by, particularly since there is another **Ocean Carrier**, once the Star Offshore platform ship the **Star Arcturus** still in service today. *(VICTOR GIBSON is author of "The History of the Supply Ship", "Supply Ship Operations", and "A Catalogue of Disasters". They can be purchased from www.shipsandoil.co.uk or most good booksellers.)*

BOURBON GAINS SUPPORT FROM CHINA'S ICBC FINANCIAL LEASING

French offshore support vessels provider Bourbon has signed an agreement with China's ICBC Financial Leasing as part of its "Stronger for longer" action plan, which is meant to tackle the company's debt problem. In parallel with recent negotiations that have led to the rescheduling of a large part of the company's debt, Bourbon also reached an agreement to restructure the rents payments under the leasing transaction entered into in 2013 and 2014 with ICBC Financial Leasing. Bourbon explained on Wednesday that this agreement provides a decrease by $240 million of the overall cash payments made by Bourbon for the years 2016 to 2018 in consideration of which there is an extension of two years of the initial bareboat charter period at a rate of 8% together with more favorable commercial terms in favor of ICBC Financial Leasing. According to the company, this agreement will not have any significant impact on the consolidated financial statements of the group as it will not affect the qualification of bareboat charter of the vessels. Pursuant to IFRS, lease payments will be recognized on a straight-line basis as of the date of the lease term renegotiation and for the remaining lease term. Jacques de Chateauvieux, Chairman and CEO of Bourbon Corporation, commented: "This agreement is a new milestone of our action plan "Stronger for longer" which is aimed at making Bourbon more resilient in particularly difficult market conditions. Our resiliency also comes from customers' preference for our vessels and operational performances, our diversified segments of activity and geographical footprint, as well as our local partnerships that improve access to markets. This agreement with ICBC Financial Leasing is a further sign of the support of our financial partners." For the year 2016 the company posted a loss of €279.6 million ($296.8M). The shipowner stacked over a hundred of its offshore vessels by

the end of 2016 amid reduction in activity in the deep and shallow offshore segments. *(Source: Offshore Energy Today)*

SEVNOR EXPANDS FURTHER. BUYS TIDEWATER PSV

Cyprus-headquartered offshore vessel owner Sevnor has reportedly acquired a newbuild platform supply vessel in Turkey. This piece of information was shared on Tuesday by the Norwegian shipbroking company Westshore. According to Westshore, Sevnor has bought the 89.1 meters long **Troms Polaris** PSV from Tidewater. The vessel is currently being completed at the Tersan shipyard in Turkey. Sevnor has reportedly renamed the vessel to the **Sayan Polaris**. Offshore Energy Today has reached out both to Sevnor, and Troms Offshore – a Tidewater company – seeking more info on the reported transaction. We will update the article if we get a response. This acquisition, if proven true, marks the second OSV acquisition for Sevnor this year. Namely, the company in February bought the **Olympic Poseidon** AHTS– and renamed it to **Sayan Cloudberry**. The sale of the Poseidon was part of Olympic's restructuring plan, which called for the company to sell four vessels, among other things. As for Sevnor, the acquisition will increase its fleet to four offshore vessels. Namely, apart from the **Sayan Polaris** and **Sayan Cloudberry**, the company also owns the **Sayan Princess** PSV, and another AHTS which is set to be named and delivered in 2017. *(Source: Offshore Energy Today)*

OCEANTEAM SECURES MAJORITY NOD TO REFINANCE ITS CURRENT BOND LOAN

Norwegian-Dutch offshore service provider said it has reached an agreement with a qualified majority of its bond holders on the main terms of the bond loan concerned. The agreement encompasses the repayment of the bond in full, the extension of the loan maturity and a major adjustment of interest costs concerned. However, it does not include any equity offering. As announced earlier this year, both the company and its bondholders have also agreed that the upcoming proceeds from the sale of shares in the company's vessel **North Ocean 105** will go towards repayment of vendors and of secured lenders of Oceanteam. "The progress and developments made so far including the continued support provided by the Halbesma family as main shareholders, show the commitment and strong belief in the future success of Oceanteam. It will allow the company to

further develop its current market activities, to take advantage of new business opportunities and allow us to build long-term value for the benefit of all Oceanteam's stakeholders and employees," the Oslo-listed company said on Wednesday. Oceanteam noted that the next steps forward to complete and effectuate the agreement with bondholders include a bondholder meeting scheduled on 2 May 2017 and a EGM on 9 May 2017. *(Source: Subsea World News)*

GULFMARK TRANSFERS TO PINK SHEETS FOLLOWING NYSE DELISTING

U.S.-based offshore support vessel owner GulfMark Offshore has been delisted from the New York Stock Exchange (the NYSE) and started trading in the Pink Sheets. The company in late March had received a notice from the NYSE that the trading price of its Class A common stock was not in compliance with the exchange's continued listing standard giving the company a deadline of ten business days to cure the deficiency or face the NYSE's suspension and delisting. On April 10, 2017, GulfMark Offshore was notified by the NYSE that the stock exchange has determined to start proceedings to delist the company's Class A common stock, par value $0.01 per share, from the NYSE because the average closing price per share of the common stock over a period of 30 consecutive trading days was below $1.00 per share, which is the minimum average closing price required to maintain listing on the NYSE. The company advised the NYSE that it does not intend to cure such deficiency. Trading in the common stock on the NYSE was suspended after the close of trading on April 10, 2017. Effective April 11, 2017, the company's common stock started trading in the "Pink Sheets" of the OTC Markets Group under the symbol "GLFM." The OTC Pink is a significantly more limited market than the NYSE, and quotation on the OTC Pink may result in a less liquid market available for existing and potential stockholders to trade the common stock and could further depress the trading price of the common stock, GulfMark said on Wednesday. Furthermore, the company added that there can be no assurance that its common stock will continue to trade on OTC Pink, or that the company will be able to relist its common stock on a national securities exchange. Last month,

GulfMark revealed it was facing a default on its $13.7 million interest payment, due on its 6.375% senior notes due 2022, after not making the payment on time. With this, the company entered into a 30-day grace period, which ends in mid-April, to make the payment. If the company does not make the payment it would constitute a default. *(Source: Offshore Energy Today)*

SIRIUS SECURES OSVS FOR ORORO DRILLING CAMPAIGN

Sirius Petroleum, an investment company focused on oil and gas opportunities in Nigeria, has made a deal for the provision of offshore service vessels (OSVs) through Tidewater Marine International for a multi-well campaign at the Ororo field offshore Nigeria. Tidewater Marine International is an international technical partner to the Nigerian marine support company T1 Marine Services who will act as contract principals to the company and have signed the OSV contract with Sirius. Tidewater Marine International is wholly owned by NYSE-listed Tidewater Inc and T1 Marine Services is an indigenous company offering a range of marine support services focused exclusively in the Nigerian offshore industry. T1 Marine Services joins the project consortium alongside COSL, ADD Energy and Schlumberger to support the drilling program for the Ororo field off Nigeria. To remind, COSL Drilling was hired for the provision of a jack-up rig, Add Energy was signed for a well management contract, and Schlumberger got a contract for the provision of an integrated services management. Bobo Kuti, CEO of Sirius, said the company was looking forward to moving into the next stage of the project. Frank Gibone, Director of International Sales & Marketing Eastern Hemisphere at Tidewater Marine International commented: "We are very pleased to have been selected by Sirius as their preferred OSV provider and look forward to working in collaboration with them and their partners in making the Ororo field development a successful venture. Kingsley Adudu, Managing Director of T1 Marine Services, added: "T1 Marine Services Ltd and its partners have one of the largest fleets of OSVs in the global industry. We are thrilled to support Sirius' shallow offshore strategy in Nigeria utilizing our vessels for the development and production phase of their operations." *(Source: Offshore Energy Today)*

SWISSCO SELLING ANCHOR HANDLER TO REDUCE DEBT. SEEKS TO AVOID SHAREHOLDER VOTE

Singapore's debt-laden offshore vessel owner Swissco is set to sell its anchor handling vessel Coral Knight. The company, currently managed by Interim Judicial Managers, said on Thursday it had agreed to sell the vessel to Australian Maritime Systems Asset holdings. The vessel, built in 2014, is already on a bareboat charter with the buyer. The sale price has been agreed to $7.2 million in cash. Since the vessel is mortgaged in favor of Oversea-Chinese Banking Corporation (OCBC), as a security for a loan taken by Swissco, all the cash from the transaction, which is subject to

shareholders' approval, will be transferred to OCBC. Swissco said that the sale price was attractive, as the vessel's forced sale value is estimated at $5.0 million. However, the price is below the fair market value, which is around $10 million. The Interim Judicial Mangers said the proposed disposal would help to reduce the Swissco's liabilities, as the proceeds will be sufficient to pay down all of the amounts to OCBC. The deal will also allow the discharge of the mortgage over another vessel owned by Swissco, named **Swissco Synergy**, which is also mortgaged to OCBC. As the deal would constitute a major transaction by the Singapore Exchange rules – deeming it subject to a shareholders vote – the company said it would submit an application to SGX for a waiver of the requirement for a shareholders vote. Explaining the rationale behind such a request, the company said that the proposed vessel sale was time sensitive, and would likely be delayed if shareholders' approval is required, a consequence of which could be a „grave risk of foregoing an opportunity to be able to dispose of its vessel" as agreed with the buyer, which the company views to be a more favourable alternative to a mortgagee sale that would happen if OCBC takes over the vessel by enforcing its rights under the loan agreement. *(Source: Offshore Energy Today)*

4D NAV, OCEAN INFINITY DEVELOPING SOFTWARE TO SIMULTANEOUSLY OPERATE MULTIPLE AUTONOMOUS VEHICLES

Ocean Infinity has awarded 4D Nav the contract for InfinityView, a mission planning and monitoring software for its multiple autonomous vehicle systems. 4D Nav's managing partner, Stewart Cannon, said: "We are excited to be awarded this project and be part of the Ocean Infinity team. I believe this operation will be a game-changer in the seabed exploration world and points toward the future of the industry." The software should optimize the mission planning for all autonomous underwater vehicles (AUV), unmanned surface vehicles (USV) and the host vessel by applying deep learning technology. As the planned missions are being executed all of the autonomous vehicles and the host vessel will be tracked against their planned missions. If any deviations occur InfinityView will dynamically update the mission plan to allow corrective decisions to be made and executed. "This software is imperative

in the coordination and monitoring of the multiple autonomous vehicles that will operate in the ocean simultaneously. 4D Nav's experience and proven mission planning software, gives us confidence in the success of InfinityView," stated Jake Klara, commercial manager. In the second quarter of 2017 Ocean Infinity will begin sea trials on the simultaneous operation of multiple autonomous vehicles to be used in the exploration of the seabed. *(Source: Subsea World News)*

NOC EXPEDITION TO EXPLORE MICROPLASTICS AND OCEAN CARBON

National Oceanography Centre's (NOC) **RRS Discovery** will leave Southampton on Friday for a research expedition to the Northeast Atlantic. The expedition aims to answer fundamental questions about the distribution, fate and effects of microplastic pollution, as well as conducting the first international collaboration at the Porcupine Abyssal Plane sustained ocean observatory. The NOC-led expedition will conduct a range of experiments into microplastics at depth, and use a range of international methods of measuring carbon in the ocean. This will enable improved future comparisons of international data sets and techniques, which will help create a more complete picture of the movement of carbon through the global ocean, NOC said. NOC scientists Professor Richard Lampitt, who is leading this research expedition, said: "This is a great example of the NOC leading the way in facilitating international oceanography. Understanding carbon in the ocean, and so how it may change in the future, is fundamental to many aspects of oceanography as well as improving predictions of our future climate." Located in the Porcupine Abyss Plain (PAP) – the nearest deep ocean to the UK – the sustained observatory, where these experiments are being conducted, provides key time-series datasets for analysing the effect of climate change on the open ocean and deep-sea ecosystems. This expedition will also involve experiments into the volume of microplastics at different depths within the ocean, as well as the first controlled experiment into

impact of microplastics on the death rates of tiny, shrimp-like creatures at the base of the food-chain. NOC scientist, Dr Katsiaryna Pabortsava, who will be conducting much of the research into microplastics on board, said "Currently the microplastics we are seeing at the surface do not correlate with the volume we estimate is in the ocean as a whole. Investigating microplastics at depth could help solve this mystery about where pollution is going within the ocean." Sediment traps at 3000 metres below the ocean's surface will collect the microplastics that sink to the deep ocean over the course of a year. Water pumps will also be lowered over the side of the research ship to measure the amount of microplastics at different depths within the water column. Furthermore, an experiment will take place on board the research ship to feed small plastic particles to tiny shrimp-like creatures, referred to as micro-zooplankton. The plastics are expected to fill up their guts, creating an illusion of fullness and reducing the amount of other food they eat. Dr Pabortsava added: "Understanding the impact of microplastic on micro-zooplankton is important because of the key role these tiny creatures play in the global carbon cycle and the food chain." *(Source: Subsea World News)*

WINDFARM NEWS - RENEWABLES

KARPOWERSHIP AMERICAS BUYS SEA POWER

A2SEA's wind turbine installation vessel **Sea Power** has been sold to Karpowership Americas Company, A2SEA informed on 12 April. **Sea Power** has been a part of the A2SEA fleet since 2002 and has installed turbines on a number of offshore wind projects, including Horns Rev 1 and 2, Lillgrunden, Rødsand 2, Kentish Flats, Arklow Bank 1 and Anholt. In recent years the semi-jack up has been engaged in service assignments, A2SEA said. A2SEA revealed plans to lay up and sell Sea Power and Sea Jack in March 2016. "**Sea Power** pioneered the offshore wind installation business in the early 2000s. She has done great things within offshore wind and we are proud of her and her crew's achievements. Having served A2SEA since the beginning in 2002 is quite an achievement also considering the increasing demands for equipment in

the market. We are happy that the vessel can now continue the career outside A2SEA ," said Jens Frederik Hansen, CEO at A2SEA. The sale was carried out with support of Global Renewables Shipbrokers (GRS) and Arena Offshore. *(Source: Offshore Wind)*

FREDDIE S JOINS WESTERMOST ROUGH BIRDWATCHING CLUB

Windwave Workboats' 18-metre Wind Farm Support Vessel (WFSV) **Freddie S** has completed her first bird survey assisting Jubilee Fishing on the Dong Energy operated Westermost Rough wind farm. Freddie S spent a day performing multiple 10 knot passes around and through the wind farm, Windwave Workboats said. This is not the first time for **Freddie S** to work on the Westermost Rough. In June 2016, Siemens chartered the WFSV to provide 24-hour jack-up support during maintenance works. The Westermost Rough wind farm comprises 35 Siemens SWT-6.0-154 6MW wind turbines installed some 8 kilometres off the Yorkshire Coast, covering a total area of 35km2. The wind farm was inaugurated in July 2015. The 210MW Westermost Rough is a joint venture between DONG Energy (50%), Marubeni Corporation (25%) and the UK Green Investment Bank (25%). *(Source: Offshore Wind)*

DREDGING NEWS

EASTERN SHIPBUILDING GROUP, INC. ANNOUNCES THE LAUNCH OF THE M/V MAGDALEN FOR WEEKS MARINE, INC.

Eastern Shipbuilding is pleased to announce that on, Friday, March 31, 2017, it successfully launched the Trailing Suction Hopper Dredger, the M/V **MAGDALEN**. This 356' Twin Screw U.S. Flag Trailing Suction Hopper Dredger currently under construction at Eastern's Allanton Panama City, Florida facility. On a perfect sunny Florida day, the launch was hosted by Eastern's Founder and CEO Brian D'Isernia. Brian praised to the hundreds of attendees, the trust Weeks Marine placed with Eastern Shipbuilding constructing this dredge. Brian also pointed out that two Weeks Marine dredge vessels were currently working dredging nearby Panama City Beach, performing beach re-nourishment work. In attendance from Weeks Marine, were Richard N. Weeks, Chairman, and Steve Chatry, Senior VP

Division Manager of Weeks. Steve Chatry shared with the crowd about the great relationship shared between Weeks, IHC and Eastern, leading to this momentous launch day. The M/V **MAGDALEN** is named after Richard and Ted Weeks' mother, Magdalen Noll Weeks. The M/V **MAGDALEN** was blessed by Deacon Earl Mirus, of St. John the Evangelist Catholic Church of Panama City and christened by Helen McLaughlin the niece of Magdalen Weeks. Also in attendance was Mike Testani - Sr. Vice President, Art Smeding – Chief Financial Officer, Charlie McCaskill - VP and Equipment Manager, Hans Blomberg – Technical Manager Hopper Dredges, Colleen Feeney - Executive Administrative Assistant and Richards's brother Ted Weeks. Weeks Marine is another Eastern repeat client. This new construction dredge project continues our commitment to the US Jones Act maritime industry and its long history of being a successful diversified US Shipbuilder. Looking forward, Eastern will continue to grow its facilities along with its strong workforce of men and women who are always eager for the next new construction, conversion or repair challenge. *The M/V MAGDALEN features the following characteristics:* ESG Hull Designation: H256 Designer: Royal IHC Dimensions (Overall): 356'-0" x 79'-6"'x 27'-3"; Propulsion Horsepower: (2) 5,682 BHP; Main Engines: (2) GE 16V250; Main Shaft Generators: (2) 3400kW; Auxiliary Generator: (1) GE 6L250 (1423kW); Emergency Generator: (1) Caterpillar C18 (425kW); Classification: Lloyd's Register, 100A1 Hopper Dredger, LMC, UMS; Flag & Regulatory: USA, USCG; Hopper Capacity: 8,550 yd³; Booster Pump Power: (2) @ 1600kW; Dredge Pump Power: (1) @ 1600kW; Jet Pump Power: (2) @ 445kW; Bow Thruster: (1) 730kW VFD Fixed Pitch Tunnel Unit. Eastern is proud to work with Weeks Marine, Inc. in delivering this investment in the maritime future of America, constructing this state-of-the-art "Jones Act" vessel to meet the Country's growing needs. *(Press Release)*

NEW CUTTER SUCTION DREDGER FOR LELAND

New Wolverine Class cutter suction dredger, built by DSC Dredge for Leland Township Board, was put into the water for the first time on April 8, according to the Leland Michigan Chamber of Commerce. The board purchased this CSD with all ancillary equipment and items for $488,681. They were able to purchase the new dredger through community fundraising. The Leland harbor used to get money for dredging from state and federal government. But once that stopped, it made dredging a struggle for decades. "If the harbor's closed that effects navigation on the lake but for this little village. It's the economic shot in the arm. This ensures we can dredge the channel every year," said Harbormaster Russell Dzuba. The last time dredging work in Leland harbor took place in 2014. *Background* In 1965, the U.S. Army Corps of Engineers (USACE) built the Leland Township Harbor as a "harbor of refuge." Since then, the Leland Harbor has been dredged a total of 47 times at a cost now approaching $3.4 million. During the last six years, the cost has been approximately $850.000 to have dredging completed. Annual dredging has routinely been conducted by the USACE in order to

assure the accessibility of the harbor in all weather conditions, with federal funding. All that changed about 10 years ago when Congress eliminated "earmarks" in the federal budgeting process. Since that time, Leland Harbor has had as its annual singular focus the need to obtain funding to conduct its annual dredging. In 2013, the harbor had to pay $129.000 of its own funds to have the channel dredged. Three years ago, the State of Michigan provided the necessary funding in the amount of $192.000 and two years ago, the USACE spent $177.000 to complete the dredging. In 2016 the Leland Harbor was not dredged. *(Source: Dredging Today)*

BOSKALIS ORDERS SELF-PROPELLED MEGA CUTTER

Royal Boskalis Westminster N.V. (Boskalis) has ordered a new self-propelled mega cutter from IHC Merwede. It concerns a sister vessel of the **'Helios'** which will be taken into service later this year. The new vessel will also have a total installed power of 23,700 kW, a pumping capacity of 15,600 kW and a maximum cutter capacity of 7,000 kW. The new cutters can dredge in extremely hard ground at depths ranging from 6 to 35 meters. The new vessel is expected to be commissioned in the course of 2020. *(Press Release)*

YARD NEWS

CHINA DEVELOPS LNG OPERATING FLEET

Cosco Shipping Heavy Industry Co and Wärtsilä have developed a concept for a liquefied natural gas (LNG) operating fleet comprising barges and a pusher tug. Together they have gained approval in principle certification from Lloyd's Register (LR). The concept fleet includes a pusher tug that could be LNG-fuelled, an LNG storage barge, an LNG regasification barge, and a floating liquefaction natural gas barge. The pusher tug can be used to transport the three barges once they are all built. The development project was conducted under the terms of a memorandum of understanding that

was signed in June 2016 between the three companies. They expect the LNG fleet would be competitive in capital and operating expenditure terms. A key element of this is using the pusher tug to ensure the three barges are mobile and transportable. The concept fleet can be used for LNG transportation in shallow waters, using the tug to push an LNG barge. Or as a mobile platform for production of LNG from offshore or remote natural gas resources. The fleet vessels could include Wärtsilä dual-fuel engines and steerable thrusters, gas storage and supply systems, liquefaction and regasification modules and an LNG cargo handling system. The design and engineering included development of the hinge joint, mooring arrangement, plus ship-type and seakeeping analysis. Wärtsilä Marine Solutions director of business development in South East Asia Sanjay Verma said the joint venture is ready to take the concept another step forward in creating an optimal LNG supply chain. He added: "This is a new and innovative fleet concept that is designed to create better efficiencies for companies involved in any part of the natural gas supply chain." Cosco Shipping Heavy Industry Co general manager for technical research and development, Zhao Zhijian said: "This natural gas operating fleet concept is a new and exciting development, which should bring extensive customer benefits. We will continue to focus on LNG-related business, and extend its market influence, research and development for LNG projects." LR general manager for the Shanghai technical support office Wei Ying said the class society completed a preliminary hazard identification study for this innovative design concept. He added: "This study covered the fuel gas supply system, the transfer of LNG between the vessels, as well as the mooring arrangement of the fleet. As a result, the approval in principle certificate has been issued." *(Source: Tug Technology & Business)*

TSHD MAHAA JARRAAFU ON ITS WAY TO MALDIVES

The new Easydredge 3700 trailing suction hopper dredger (TSHD) **Mahaa Jarraafu** is set to arrive in the Maldives by the end of this month, the Corporate Maldives reports. The $36 million dredger, built by Royal IHC for the Maldives Transport and Contracting Company (MTCC), was launched in January 2017 at the RMC Shipyard in Qidong, China. According to the MTCC's Chief Executive Officer, Mr. Ibrahim Ziyath, the dredger is undergoing final evaluations and that he expects the dredger to arrive in the Maldives sometime within this month, as soon as the consultants give the

go-ahead. The dredger will be used for land reclamation, infrastructure and beach nourishment projects on several islands and resorts in Asia. TSHD **Mahaa Jarraafu** is equipped with the specially designed Easydredge dredging equipment, including the IHC dredge pump and a slender hull for increased speed and low fuel consumption. In addition, the vessel has a 'world dredging' equipment package, which includes an adjustable overflow, bottom doors, jet water system and a shore pumping installation. The ship is also equipped with an extended suction pipe and an underwater pump that enables the vessel to dredge to a depth of 50 meters. *(Source: Dredging Today)*

WEBSITE NEWS

HTTP://WWW.TOWINGLINE.COM

ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER. PLEASE VISIT THE WEBSITE 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:

   - Two ASD Tugs 2411 for Saam Smit Towage to be built by Wilson Sons, Brasil
   - Two Damen Azimuth Tractor Drive (ATD) Tugs 2412 delivered to Western Australia
   - Vittoria Shipyard Enters International Tug Market
   - Multi-role Damen Shoalbuster for Bristol Port
   - Svitzer Chirripo 150th designed Tug for Sanmar by Robert Allan Ltd. for Svitzer's Silver Bullet Project

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

mailto: *jvds@towingline.com*

DISCLAIMER