



ugs owing & Offshore Newsletter



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

Distribution twice a week 10,050+

MIDWEEK – EDITION

TUGS & TOWING NEWS

TUG DETAINED AFTER ALLEGED BORDER INFLICTION



The "[Aran](#)" was alleged of inflicting Russia's boarder, coming from Ravenna, in Crimean waters on Apr 10, 2017, and was boarded by Russian soldiers. The captain and six crew members, citizens of Croatia, Slovenia and Montenegro, were on board the ship. The "[Aran](#)" was brought to Kerch and may not leave the port before a judgment has been pronounced. The owner of the vessel may be sentenced

to a fine of 430,000 rubles (7196 Euros). Earlier, Russian boarder soldiers in the Crimea had stopped a Ukrainian fishing boat for alleged violation of the state boarder. The captain was fined with 60,000 rubles (about 1000 Euros). (*Source: Vesseltracker; Photo: D. Viler*)

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RASTAR 85 CLASS ESCORT TUGS: PURPOSE DESIGNED BY ROBERT ALLAN LTD. FOR THE DEMANDS OF WESTERN AUSTRALIA

With the arrival of the [Iron Kestrel](#) and [Iron Corella](#) in Port Hedland, WA, the first two of BHP

Billiton Iron Ore's six boat order for Robert Allan Ltd.'s RAstar 85 Class escort tugs have now been delivered by ASL Shipyards Singapore. These modern high performance tugs will escort bulk carriers in and out of Port Hedland. They were custom designed and built to meet the formidable environmental conditions and demanding operational requirements of the world's busiest bulk commodity port by tonnage.



Very high air and water temperatures, significant amounts of airborne ore dust, strong currents in a narrow channel, and a requirement to operate up to the closing conditions of 3 m significant wave height and 35 knot wind speed create a formidable design challenge. Adding to this are the long escort distances through exposed water and the high operational hours on the tugs putting further demands on the equipment and the operators. Robert Allan Ltd.'s RAstar style hull form with unique sponsoned hull form that provides significantly enhanced escort towing and seakeeping performance was chosen for the design. Guided by an extensive computer based Computational Fluid Dynamics (CFD) analyses, a large foil shaped escort skag was designed for the hull along with a well aft-biased "Wide-A" escort staple positioned to ensure the tug would generate the required steering forces. A subsequent self-propelled model test program was conducted to verify all of the Owner's performance requirements would be met. *Particulars of the RAstar 85 tugs are as follows:* Length: 34.94 m; Beam: 14.75 m; Depth (Least Moulded): 6.07 m; Draft with 260 DWT: 6.18 m; GT: 710. *Capacities (at 98%):* Fuel oil: 225 m³; Fresh water: 32 m³; Lube oil: 6.0 m³; Grey water: 6.8 m³; Black water: 6.8 m³. *Propulsion and Generating Machinery:* Two Main Engines Caterpillar C175-16 rated 2,550 kW at 1,800 rpm (IMO Tier II Compliant); 2 x Schottel SRP 4600 with 3 m controllably pitch propellers; 2 x CAT C18 ship service gensets providing 350 kW at 1,500 rpm; 1 x CAT C9 genset rated 150 kW at 1,500 rpm. *Working deck Towing Equipment:* Towing Winch: A Markey Model DESF-48-400HP escort towing winch is fitted on the fore deck. Powered by a 400 HP, water cooled, continuous duty, electric driven motor the two-speed winch delivers a pull of 191 tonnes at 8m/min in 1st gear (barrel layer) and 44 tonnes at 35 m/min in second gear (barrel layer) with a braking capacity of 250 tonnes. The water cooled slip brake is designed to prevent shock load damage to the winch and its gearing. The under-spoiled single drum is sized for 200 m of 80 mm diameter towline on the main part with a 50 m working part. "Wide A" Staple: Located well aft for higher escort forces and designed to move the tow-point outboard away from the house works when conducting powered indirect manoeuvres, the wide staple also acts to provide a righting moment when heeled over during escort operations. The staple is engineered to a design load of 400 tonnes. Karmoy Escort Tow Pins: Fitted forward for use in transit escort mode is a set of 350 mm diameter stainless steel retractable escort towing pins with a SWL of 140 tonnes. These hold the hawser in position and prevent the tug yawing when running at speed with a relatively light line behind the tug. When required to operate in indirect mode the pins are rapidly dropped and the line moves aft to the staple. In order to keep the main working deck as clear as possible to provide a safe working area, the anchoring equipment was fitted at the stern of the vessel. The aft deck also features a 300 tonne SWL cyclone mooring bitt and fairlead in the aft bulwark. The vessels are very heavily

fendered for the expected high swells that are often present. Bow fendering consists of a 1,000 mm diameter cylindrical fender secured by radial chains and extending well aft along with a lower course of 450 mm thick W-fender. Sheer fendering is 350 x 350 mm D-fender. Stern fendering is 450 mm thick W-fender. Crew accommodations are arranged with the main deck featuring a generous sized mess and galley, a large office that can be used as a spare cabin, and a locker room with laundry facility. The lower deck includes 5 MLC compliant cabins able to accommodate 8 crew in total. The wheelhouse features a single Alpatron control console with winch operator position. Visibility to the forward working deck is exceptional. Due to the harsh environmental conditions, significant effort was placed on designing for durability and maintainability. For example, extensive use of stainless steel was included on the exterior of the vessel including railings, stairs, louvres, etc. The vessels have been constructed to Lloyd's Register Class requirements with the following notation: LR ∇ 100A1 TUG, ∇ LMC, UMS, IWS On trials, the vessels exceeded all performance expectations achieving in excess of 85 tonnes bollard pull, with a free running speed ahead of 13.9 knots, and free running speed astern of 13.5 knots. These innovative RAsstar 85 escort tugs, custom designed for Port Hedland's demanding operations, are truly the state of the art in escort tug design today, and will play a critical role in ensuring safe and efficient movement of bulk carriers in and out of Port Hedland. *(Press Release)*

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EBH NAMIBIA MEETS TIGHT DEADLINES ON FIVE TUG CONTRACT



Ship repairer EBH Namibia (EBHN) last year won a contract to maintain and repair five tugs being operated by Maersk Group subsidiary Svitzer from the port of Soyo, located on the mouth of the Congo River in the province of Zaire, Angola. Svitzer's tugs serve the company's primary client in the region, Angola LNG, a joint undertaking

between Chevron and Sonogol. Delivered new to Svitzer in 2011, all five 80 ton tugs were due for a special survey and also needed modification to their thrusters. As there is consistent – and frequently urgent – operational demand for all five tugs, Svitzer released one tug at a time to be attended to by EBHN. The client's requirement for quick turnaround times was therefore critically

important, as having a tug out of service could have meant substantial revenue losses. "Considering that it is approximately the same distance from Soyo to Walvis Bay, Namibia as it is to the West African shipyards in countries such as Nigeria and Ghana, it is very noteworthy that Svitzer chose EBHN as its preferred maintenance and repair partner," says EBHN's Commercial and Marketing Manager Willie Esterhuyse. "EBHN was the closest service provider with a respected name and a good reputation," says Mr. Peter de Raaf, Regional Technical Manager at Svitzer MEA. The Svitzer projects also involved the achievement of several ground-breaking company "firsts" and records successfully achieved by EBHN, which says that outstanding performance by the shipyard's propulsion, mechanical, fabrication and rigging teams contributed to the overall success of all the projects in record time. "The remarkably short turnaround time on all five Svitzer projects was the result of absolutely seamless EBHN teamwork," says Hannes Uys, CEO of EBH Namibia. *(Source: MarineLog)*

WILLEM MANGE PASSED AWAY

IN MEMORIAM

Heel bijzonder, heel gewoon
Gewoon een heel bijzondere man

De familie Mange laat U weten dat onverwacht en veel te vroeg ze afscheid hebben moeten nemen van

WILLEM MARINUS MANGE

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De crematieplechtigheid zal plaatsvinden op vrijdag 21 april om 13:30 uur in de aula van het crematorium aan de Westelijke Oude Havendijk 3 te Middelburg

Na afloop is er een samenzijn in de ontvangkamer van het crematorium



*******WILLEM, RUST ZACHT *******

PAINTING BUSIER 26 FOR CAPTAIN NORBERT CLASEN

Ron Beekhuijsen has painted a fine oil painting on a MDF panel of 40 x 60 cm. He has painted this **Bugsier 26** tug for retired Captain Norbert Clasen. It was Captain Norbert's first tug as Captain. The painting was handed over to Captain Norbert last Saturday in Maassluis. Captain Clasen has sailed for a very long time for the Bugsier-, Reederei- und Bergungsgesellschaft. He has also made a movie from his career called Mayday.... Mayday. *(Painting Ron Beekhuijsen)*



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TUG SERVICE RETURNS TO TWO HARBORS FOR FIRST TIME SINCE 1981



For the first time since 1981, people who visit Two Harbors will have a chance to see a tugboat working in the port, as tug service has returned to Agate Bay. The last tugboat that serviced Two Harbors was the **Edna G.**, which still is docked in Agate Bay. Now the **Edna G.** has some company as the **Nancy J.** is docked on the north side of Canadian National

Railway Ore Dock 1. The **Nancy J.** is owned and operated by Heritage Marine in Duluth and its owner, Mike Ojard, has a long history with tugboats — and specifically the **Edna G.** Ojard grew up on the **Edna G.** His father was the chief engineer and his uncle was the captain, and he went to work with his dad every day. “There was no mother in the family, so it was just me and my dad,” Ojard said. “I would go to work with him and I knew that Edna from stem to stern.” As a tribute to the

Edna G., the four tugboats currently in the Heritage Marine fleet all are painted the same color as the historic tug, and Ojard is now picking up where his family left off by providing tug service for Two Harbors once again. Tug service has returned to Two Harbors because CN wants to better serve its customers that visit the Two Harbors port, said CN spokesman Patrick Waldron. According to Ojard, when there is a strong north-northeast wind, it can be hard for some of the larger vessels to navigate into the port. “A lot of times they have to run across the lake and sit near the Apostle (Islands) anchored or come all the way to Duluth and anchor and wait for the weather to die down,” he said. Though weather is the main reason the tugboat will be used, Ojard said that it also will be used when the ore boats are having bow thruster problems. “If CN and Key Lakes Inc. and the rest of the shipping companies are not moving pellets and product they don’t get paid, so that’s why they made the decision to move to a tug service,” he said. The current contract between CN and Heritage Marine is for one year, with the hope that time delays will begin to lessen with the tug on hand. Ojard wasn’t the only one happy to see tug service return to Two Harbors — so was former **Edna G.** crew member John Klug. “It’s the right color,” Klug joked as he made the comparison to the **Edna G.** Klug, 70, worked on the **Edna G.** from 1972 to the day it was retired. He said he often goes down to the parking lot near the boat ramp along Agate Bay in the summer to watch the boats, and he hopes to be able to catch the **Nancy J.** in action this summer. “It’s good to see it and I think that’s one of the most powerful tugs on the lake,” Klug said. Ojard started Heritage Marine from the bottom up about 10 years ago, and said he wishes he would have started it earlier. “It’s very rewarding and a lot of hard physical work, but it’s something I really enjoy doing,” Ojard said. “I’m not a kid anymore, either. I’m 71 years old... so you’ve got to have a love for it.” Before starting Heritage Marine, Ojard spent 11 years as a teacher and owned three businesses, but his passion is with his tugboat service. Ojard started his business with just one tugboat, and around mid-June this year he will be adding a fifth one. The tugboat business has been a family affair for Ojard, so naturally all of the tugs are named after family members — with the **Nancy J.** being named after his wife. Along with running his business, Ojard has recently joined Two Harbors’ **Edna G.** Commission is hopes of using his knowledge of the tug to help the city find a way to pull the deteriorating, historic tug out of the water. The commission is actively working on finding a feasible way to save the historic tug and put the **Edna G.** on land. *(Source: Duluth News Tribune by Adelle Whitefoot)*

PHILADELPHIA DELIVERED

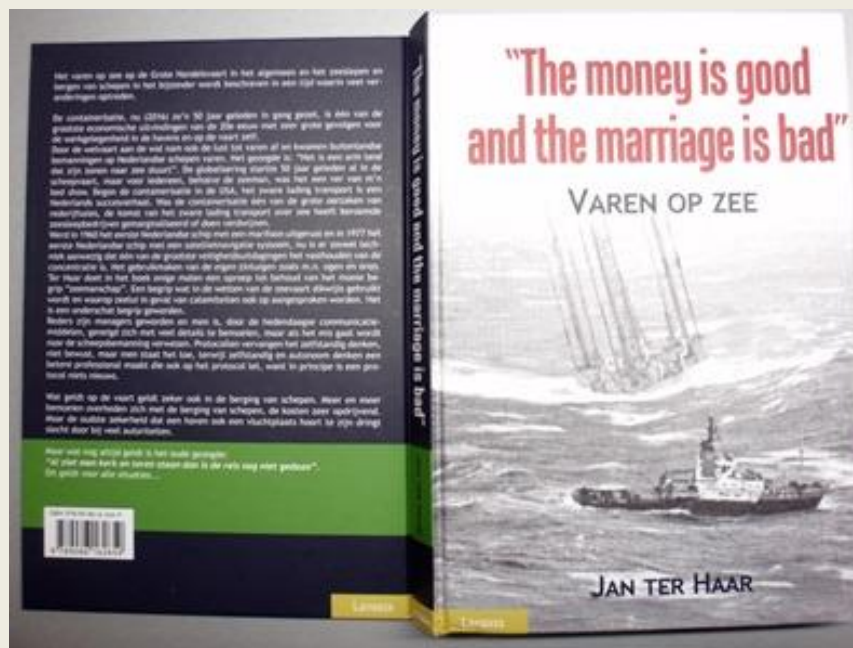
We just delivered this latest Vane tug **Philadelphia** (100' x 34' x 15'...4,200 horsepower) to Jacksonville, Florida. Built by the talented folks, at Saint John's Shipbuilding, Palatka, Florida. She performed excellent on her formal sea trials, loaded fuel, lubes and groceries and is heading north, going on station in New York City. *(Source: Jim Demske)*



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THE BOOK "THE MONEY IS GOOD AND THE MARRIAGE IS BAD"



A new book available, unfortunately in the Dutch language at this moment only, written by Captain Jan Ter Haar. After 12 years merchant navy I made a career change to deep sea towage and salvage. Being master mariner and having been captain on the category of large ocean-going tugs I became a salvage master and as a salvage master and consultant with SMIT Salvage I retired in November 2003, whereafter

having done all the jobs I promised my wife to do at home the telephone started to ring, which made me decide to continue working as I had done before as a salvage master/consultant. I advise international law firms, P and I clubs, underwriters etc. Late December 2014 I requested the SCR Committee of Lloyds in London to have my name removed from the SCR panel. The former decision will not effect any of my other activities. They still remain as they are. I still go out and execute salvage operations for salvage companies worldwide, this allows me to maintain the practical experience. This year 2016 after 12 years of having been a visiting teacher on the STC - Shipping and Transport College in Rotterdam my position was handed over to the younger generation and a permanent member of the teaching staff. I am the author of the book "Towing Manual - Offshore and Ocean Towage with related shipping matters and opinions" ISBN/EAN 978-90-810900-2-5, which I wrote on behalf of the aforementioned STC Group for the target group students in the Higher Professional Education Level. In March 2017 my second book has been published. The title is "The money is good and the marriage is bad", it is a quote I learned from a Norwegian captain during one of my activities in the beginning of the tanker war Iraq - Iran and when I learned it, I decided if I ever write a book about my sea going experiences, this will be the title. And so I did. The book however is, except from the title, written in the Dutch language but I consider to commence on an English version. This however will take some time. The book is available in all book shops and also can be purchased via the internet site of www.bol.com. The purchase price is € 27,95. It is registered as ISBN: 978-90-8616-265-9. (Press Release)

BUGSIER 20+21 RARE VISITORS TO VALLETTA

The 1997 built German registered with call sign DPDP 51 ton bollard pull tugboat **Bugsier 20** (Imo 9158484) together with the 2000 built German registered with call sign DPCN 51 ton bollard pull tugboat **Bugsier 21** (Imo 9214989) calling to Valletta, Malta as rare visitors on the 18th April 2017, for a bunker stop before proceeding to the Black Sea. Both tug were built by J.G. Hitzler Schiffswerft & Maschinenfabrik – Lauenburg under yard number 811



and 819 respectively. The tugs are owned by Bugsier Reederei und Bergungs AG – Hamburg; Germany. The **Bugsier 20** has a length of 30.55 mtrs a beam of 11.63 mtrs and a depth of 4.00 mtrs. The **Bugsier 21** has a length of 30.62 mtrs a beam of 11.65 mtrs and a depth of 4.00 mtrs. Both Voith Schneider propulsion tugs have the same two MWM-Deutz SBV9M628 diesel engines with an total output of 3,800 kW (5166 bhp). *(Picture Credit as Capt. Lawrence Dalli -*

www.maltashipphotos.com)

LOW WATER HINDERS RHINE, DANUBE RIVER SHIPPING

Water levels on the Rhine and Danube in Germany remain low despite recent rain and freight vessels cannot sail fully loaded on the German sections of the rivers, traders said on Tuesday. The Rhine is too shallow for normal sailings south of Duisburg and Cologne to Switzerland, traders said. Weekend rain had helped raise both rivers but water levels remain well below minimum levels for full loadings. The



rivers have been shallow since the first week of April. Shallow water means vessel operators impose surcharges on freight rates, increasing costs for cargo owners. Rain and snow in river catchment

areas in south Germany and Switzerland this week could help raise water levels, they said. Low water had also hindered shipping on both rivers between late November 2016 and February this year. The Rhine is an important shipping route for commodities including grains, minerals, coal and oil products including heating oil. The Danube is a major route for east European grain exports to west Europe. *(Source: MarineLink)*

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COLLABORATION IN MOORING SOLUTIONS UNVEILED



Rigmar Group subsidiary Interocean Marine Services and First Marine Solutions (FMS) have joined forces to deliver mooring solutions worldwide.

Their collaboration adds around £5 million (US\$6.4 million) of mooring and offshore equipment to the multi-million dollar inventory. Both companies are headquartered in Aberdeen and offer a complete package of

integrated mooring services as FMS Interocean. This is available for maritime, offshore oil and renewables mooring projects that would involve tug support. Interocean already had £35 million of mooring equipment in the inventory, so FMS boosts this to around £40 million. The alliance will provide total marine project solutions including joint provision of marine, engineering, moorings and survey services to global industries. They will operate from bases outside of Scotland. Interocean also has operations in St Johns, Newfoundland. FMS holds stock in Norway, Canada, Holland and Trinidad. The FMS Interocean alliance has secured its first contract on an 18-month North Sea project and has plans to introduce additional marine services. These would include mooring integrity services and marine assurance services. Interocean chief executive Keith Nelson commented: "The alliance with FMS was a logical step to take as we recognised what our clients wanted and needed to support future requirements in this ever changing and competitive market." He added: "Merging our expertise with the advanced mooring equipment, means we can offer

enhanced integrated mooring solutions, providing a higher quality of service, technical knowledge and kit that will be a more efficient and cost effective solution all round.” *(Source: Tug Technologie & Business)*

PANDA UNDERWAY TO BARROW-IN-FURNESS

Today 18th April 2017 in the afternoon was seen the new Multicat **Panda** (Imo 9807798) from owner Herman Sr. on its way from Rotterdam to Barrow-In-Furness. This new Multicat 2712, a product from the Damen Group, was christened last month the 23rd March 2017 at the Damen Hardinxveld Shipyard. The multifunctional utility tug is built for Anchor handling, dredger service, supply, towing, hose handling



and survey operations She is classed Bureau Veritas I □ Hull • MACH Tug Unrestricted navigation, AUT-UMS and under Dutch Shipping Inspectorate, (ILT) unrestricted service, Dutch flag with call sign PCOA. *(Photo: Leen van der Meijden)*

ACCIDENTS – SALVAGE NEWS

TUG CREWMEMBER LOSES ARM IN LINEHANDLING ACCIDENT



On Thursday night, a crewmember of the tugboat **Mister T** lost his arm in a linehandling accident. AIS records and a police report indicate that at the time of the incident, the **Mister T** – a 145 gt twin-screw tug built in 2001 – was helping to move a vessel just off GCT Bayonne Terminal in New York Harbor. First responders told media that at about 2120 hours, the unnamed 27-year-old crewmember adjusted a line, and his arm got caught and severed when the tug moved. They indicated that the crewmember may not have informed

the captain before making the adjustment. NYPD Harbor Unit officers Jeff Meagher, Paul Hessian and John Kane responded to the scene, and Hessian applied a tourniquet to stop the bleeding. They brought the victim to shore at Brooklyn Army Terminal, where he was transferred to an ambulance and taken to NYU Lutheran Medical Center in Sunset Park. NYPD reported that the crewmember was awake and alert throughout the incident response. The arm went over the side at the time of the accident, and it has not been found. Coast Guard records show that line handling accidents are the

second most common cause of significant injuries in the towing industry, with 51 U.S. seafarers seriously injured over the nine-year period ending in 2014. Falls accounted for 115 serious injuries, and crushing and impact injuries accounted for 43 incidents each. (*Source: Marex; Photo: Birk Thomas*)

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VIDEO: USCG RESCUES TWO FROM CAPSIZED TOW BOAT

The Coast Guard rescued two people Saturday from a Sea Tow boat 26 miles west of Cedar Key, FL. At 11:04 p.m. Friday watchstanders from Sector St. Petersburg received a mayday call via VHF-FM marine band radio channel 16 from a man aboard a Sea Tow boat stating he was beset by weather, his tow line to a 33-foot fishing boat had broken, and he was in need of emergency assistance. A 27-foot Response Boat crew from Coast Guard Station Yankeetown and an



MH-60 Jayhawk helicopter crew from Air Station Clearwater were launched, and the area's Marine Emergency Response Team was activated. The Jayhawk crew arrived at 12:19 a.m. Saturday, hoisted the two men from the capsized hull of their boat and transported them to Air Station Clearwater. No injuries were reported. Watch the video [HERE](#) (*Source: MarineLog*)

TUGBOAT STRIKES OKLAHOMA BRIDGE; NO DAMAGE FOUND

Officials say a bridge in eastern Oklahoma did not sustain any damage after it was struck by a tugboat towing four barges. Officials say a bridge in eastern Oklahoma did not sustain any damage after it was struck by a tugboat towing four barges. The State Highway 51 bridge near Wagoner was shut down for a few hours Monday morning after the collision happened shortly after 5:30 a.m. State highway officials say traffic was restricted on the bridge so crews could fully inspect the span for any damage. Highway officials say the bridge later reopened to traffic after no damage was discovered. The bridge is located about 5 miles west of Wagoner and crosses the Verdigris River. (*Source: AP*)

VLCS MSC DANIELA STILL IN TROUBLE: APR 18 UPDATE



The Daily Mirror Sri Lanka on Apr 17 published statement, made by Marine Environment Protection Authority (MEPA) General Manager Dr. Turny Pradeep Kumara on, understood Apr 16, during press-conference. According to the statement, “The Chemical substance container carrying ship ' **MSC Daniela** ', which caught fire on April 4 was still remained a threat to the environment as the fire was

not hundred percent doused”. Meanwhile, MSC Daniela was relocated from Colombo International Container Terminal to a nearby East Container Terminal. As of 0500 UTC Apr 18, vessel was moored at East Container Terminal, surrounded by tugs, including offshore tug Posh Virtue, salvage ship Resolve Monarch and tug Hercules. *(Source: Fleetmon)*

CARNIVAL FANTASY SUFFERED PROPULSION PROBLEM DURING WESTERN CARIBBEAN CRUISE

The cruise ship **Carnival Fantasy** suffered propulsion problem during the voyage to Cozumel in Mexico on April 14. The vessel cancelled the call at the port and informed guests that will stay at sea and take ship on a three-night “Cruise to Nowhere”. The technicians and ship engineers took immediate actions to repair the propulsion problem and returned the full power, so **Carnival Fantasy** continue voyage with call at Key West on



April 15 with a midday arrival and ended as normal back in its homeport of Mobile, Alabama on April 17. The company released that all future cruises will remain unchanged, as next scheduled itinerary is a five-night western Caribbean cruise departing April 17 with scheduled stops at Progreso and Cozumel. “The ship is now operating at full speed. While the ship will not be able to make its originally scheduled call in Cozumel, we are now able to add a visit to Key West to the itinerary”, said the Vice President Corporate Communications for the Carnival Cruise Line, Jennifer De La Cruz. “Guests on this cruise had the option of cancelling, receiving a full refund and disembarking prior to the ship’s departure from Mobile yesterday or staying on board and sailing on the modified itinerary which was originally expected to be a cruise to nowhere. Guests who chose to

sail are receiving a 50% refund of their cruise fare and a 50 USD on-board credit, as well as a 50% credit towards a future cruise. We are very pleased that our technicians were able to complete the needed repairs and we are able to offer our guests a visit to the charming and historic town of Key West. Future voyages of **Carnival Fantasy** are scheduled to operate on their normal itineraries”, added she. **Carnival Fantasy** (IMO: 8700773) is the lead ship of the Fantasy-class of cruise ships operated by American/British company Carnival Cruise Line. The vessel was built in 1990 by STX Shipyard in Helsinki, Finland. The cruise ship has overall length of 260.00 m, moulded beam of 32.00 m and maximum draft of 8.10 m. The deadweight of the vessel is 7,200 DWT and the gross tonnage is 70,367 GRT. The cruise ship Carnival Fantasy has capacity for 2,052 passengers and 920 crew. (Source: *Maritime Herald*)

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BULK CARRIER NAVIOS ORBITER CAUGHT FIRE AT IMMINGHAM DOCKS



The bulk carrier **Navios Orbiter** caught fire at Immingham Docks in UK. The vessel was berthed at the pier for cargo handling operations, when on board erupted fire in the accommodation block. A small amount of biomass fuel and wooden pellets inflamed on board of the bulk carrier. The crew raised the fire alarm and reported the accident to the local authorities. At the scene of the troubled bulk carrier were sent five

firefighting engines, as well as two RNLI lifeboats. The flames were extinguished for less than an hour without causing significant damages to the vessel. The local authorities provided all the needed safety cover while firefighting and preventive actions against environment pollution. “Both lifeboats were launched to provide safety cover while firefighting took place on a bulk carrier with 19 crew on board, when a fire was reported in its accommodation block”, said the official statement of **Cleethorpes** RNLI. “The volunteer crew of **Cleethorpes** Lifeboat made their way to the station

through busy Easter Sunday traffic, while the full time and volunteer crew of the Humber Lifeboat launched from their station on Spurn point. Both boats arrived at Immingham Docks just after 4pm and stood by at a safe distance in case they were required to give assistance. Members of the Coastguard Rescue Team based at [Cleethorpes](#) liaised with services on shore at the scene until the fire was confirmed as having been extinguished and all persons aboard were safe”, adds the statement. The local authorities initiated investigation for the root cause of the fire and will make an inspection of waste management procedures on board of the vessel. Fortunately during the incident there were no injuries and no water pollution. The bulk carrier [Navios Orbiter](#) (IMO: 9286865) has overall length of 225.00 m, moulded beam of 32.00 m and maximum draft of 12.70 m. The deadweight of the vessel is 76,602 DWT and the gross tonnage is 39,727 GRT. The ship was built in 2004 by Imabari Shipbuilding Marugame Yard in Japan. *(Source: Maritime Herald)*

OFFSHORE NEWS

AUDITOR QUESTIONS ATLANTIC NAVIGATION'S ABILITY TO CONTINUE AS GOING CONCERN

The ability of Singapore's offshore vessel owner Atlantic Navigation to continue as a going concern has been brought into question by an independent auditor. In an independent auditor's report on the audited financial statements of the company and its subsidiaries for the financial year ended December 31, 2016, the company's auditor,



Ernst & Young, has included an emphasis of matter in respect of material uncertainty related to the group's ability to continue as a going concern. Ernst & Young noted in the report that the group incurred a net loss of \$11.4 million during the financial year ended December 31, 2017, and as at that date, the group's current liabilities exceeded its current assets by \$39.7 million. According to the auditor, these factors indicate the existence of a material uncertainty which may cast significant doubt about the group's ability to continue as a going concern. The auditor added that the group's ability to continue as a going concern is dependent on its ability to secure funding to support its working capital requirements as well as committed capital expenditure in the near term and obtain support from various parties to restructure its loans and borrowings so as to enable it to meet its financial obligations. Ernst & Young further said that, if the group is unable to continue in operational existence for the foreseeable future, the group may be unable to discharge its liabilities in the normal course of business and adjustments may have to be made to reflect the situation that assets may need to be realized other than in the normal course of business and at amounts which could differ significantly from the amounts at which they are currently recorded in the balance sheet. However, in a Monday filing on Singapore Stock Exchange, Atlantic Navigation said that the opinion of the auditors remains unqualified. The company said that, in the opinion of the directors, the group will be able to continue as a going concern as there are reasonable grounds to believe that the company will be able to pay its debts as and when they fall due as the group will be able to

secure funding to support its working capital requirements as well as capital expenditure in the near term and obtain support from various parties to restructure its loans and borrowings so as to enable it to meet its financial obligations. At the end of December, the company owned 19 vessels with a carrying value of \$102.5 million for which it recorded an impairment loss of \$2.27 million. (*Source: Offshore Energy Today*)

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COASTAL WORKER SOLD TO LITHUANIA



Acta Marine BV have sold their 20-ton crane vessel **Coastal Worker** to Lithuanian owners. Renamed to **Baltic Worker**, she passed the Kiel Canal April 10th on her way to the new homeport Klaipeda. The 35m long ship was built as **Octopus 1** by Scheepswerf en Machine Fabriek “Holland” v/h Calje NV in Hardinxveld as a salvage vessel

and rebuilt in 1991. Between 1994 and 2002 she also sailed as **Searyp II** (in the register as SEARIJP II). (*Photo: Martin Lochte-Holtgreven*)

PORT OF ROTTERDAM WELCOMES XIN GUANG HUA

Today, 14 April 2017 spotted **Xin Guang Hua**, a semi-submersible heavy transport vessel owned by China's Cosco Shipping, which arrived at the Port of Rotterdam on April 13 with Western Isles FPSO newbuilding on board. **Xin Guang Hua** was built by Guangzhou Shipyard International (GSI) in China in 2016. It is



currently the second-largest vessel in the market with a deadweight of 98,000 tons, Royal IHC said. The 84,239 gross ton ship, which flies the flag of Hong Kong, features a length of 255 meters and a width of 68 meters. This is the vessel's second voyage and the first time that it will dock in Rotterdam, according to the Port of Rotterdam. **Xin Guang Hua** will then sail into the Calandkanaal, with the production platform on board. The FPSO will be unloaded in two days and will be then taken to Keppel Verolme in the Botlek and afterwards to an oil field in the North Sea, the port said. The FPSO unit, which was completed by Cosco Qidong Offshore in February 2017, is intended for Dana Petroleum's Western Isles development in the UK. *(Source: World Maritime News)*

VOS CHAMPION AND VOS HYPERION AT WORK IN MALAYSIA



VOS Hyperion and **VOS Champion**, are currently at work for Dutch company SPT Offshore. Together with a third chartered-in vessel, **Tanjung Dahan 1**, our Singapore-managed AHTS vessels are operating in the Ophir field in Malaysia. **VOS Hyperion** is tasked to tow a transport barge loaded with a three-

legged suction pile jacket, designed by SPT and constructed by Muhibbah Engineering. **VOS Champion** is responsible for towing the construction-support barge, *Sea Aaryan*, providing assistance to the heavy-lift vessel, *Asian Hercules II* and for positioning the barge. **Tanjung Dahan 1** is towing a barge with boat-landing and topside equipment. The project, which started on 27 March 2017, will last for two to four weeks. We wish the vessels and their crews continuing safe and successful operations. *(Press Release)*

VOS PASSION COMPLETES FIRST CHARTER

At the end of March, **VOS Passion**, a recently delivered PX121-type PSV managed by Vroon Offshore Services Den Helder, commenced her first charter. She was chartered to Heerema Marine Contractors NL to perform a cargo run from Flushing to Stavanger for a period of seven days. **VOS Passion** is the fourth in a series of six PX121-type platform-supply vessels (PSV) to be constructed for Vroon at the COSCO Guangdong Shipyard in China. She features Ulstein-



patented X-BOW® design ensuring smoother vessel movements, optimal fuel efficiency and maximum comfort on board. The final two vessels in the series are scheduled for delivery later this year. We congratulate **VOS Passion** and her crew on a successful first operation. *(Press Release)*

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CH OFFSHORE ADDS NEW DIRECTOR TO BOARD



Singapore's offshore vessel operator CH Offshore has appointed a new non-executive director to its board following an acquisition of shares in the company by SZ Offshore Investment. Earlier in April, SZ Offshore bought 153,846,150 shares in CH Offshore corresponding to 21.83% of the total shares in CH Offshore for approximately S\$20 million. The shares were sold by Falcon Energy which now

remains with 64.91% of the total shares in CH Offshore. According to the terms of the sale & purchase agreement, SZ Offshore was entitled to appoint a nominee director to the board of directors of the company. Following the nomination, CH Offshore has reviewed the credentials and experience of Zhang Haibo and has approved, with recommendation from the nominating committee of the company, his appointment as non-executive director of the company. Previously, Zhang Haibo was a chairman and general manager of Longkou Haimeng Machinery until 2015. He has been a general manager at PTS Capital since 2015. CH Offshore operates 15 anchor handling vessels and one offshore support vessel. Nine of these AHTS vessels are wholly owned by the company. *(Source: Offshore Energy Today)*

HEEREMA WINS MAJOR OFFSHORE DECOMMISSIONING PROJECT IN NORTH SEA

Netherlands-based Heerema Marine Contractors (HMC) says it has received notice from ConocoPhillips about its intention to enter into a contract for a major offshore decommissioning project in the North Sea. Under the contract Heerema Marine Contractors and its partner AF

Gruppen will remove and dispose of platforms connected to the Ekofisk field in the North Sea. The contract includes Engineering, Preparation, Removal & Disposal (EPRD) of four platforms with a total tonnage of approx. 36,000 tonnes. HMC says the platforms are to be removed and disposed from 2017 to 2022. HMC did not specify which vessels it would use for the project. The company currently owns three



of the world's largest crane vessels: the semi-submersible crane vessel (SSCV) **Thialf**, the crane-equipped deepwater construction vessel (DCV) **Balder**, and SSCV **Hermod**. HMC also currently developing a the new-generation semi-submersible crane vessel, the **Sleipnir**, which is scheduled for delivery in 2018. The **Sleipnir** equipped with two cranes of 10,000 metric tonnes lifting capacity each and a reinforced deck area of 220 meters in length and 102 meters in width, which will make it the largest crane vessel in the world. *(Source: gCaptain)*

PT. OSI CONTINUES ONWJ CAMPAIGN



PT. Offshore Services Indonesia (OSI) said it has completed mobilisation of the 82-meter dive support vessel (DSV) **Crest Odyssey 1** and proceeded with the second phase of its Offshore North West Java (ONWJ) contract. The second campaign is part of the 3-year technical services contract in relation to provision of DSV and associated saturation diving services for state oil & gas company Pertamina ONWJ. The first campaign started in June 2016 and was delivered

without accident or incident in late September same year. For this part of the project, the **Crest Odyssey 1** will carry out sectional replacements, pipeline repairs and anode installations. The vessel comes with a 12-man integral saturation diving system & air diving system, 3-man bell, 100T heave compensated knuckle boom crane, work class ROV, survey spread and associated project personnel. *(Source: Subsea World News)*

LOUIS DREYFUS TRAVOCEAN REPAIRS IFA 2000 LINK

Louis Dreyfus Travocean repaired on behalf of RTE and National Grid 4 of the 8 submarine cables

being part of the IFA2000 electrical link between France and England. The cables of this link are buried in pairs, and form 4 routes about 1 km apart from one another. The defaults concerned 2 of these cable routes and were located off Folkestone, about 6 km away from the English coast, in 20 to 25 meters of water. The defaults were notified in November 2016 followed by the Multibeam,



sonar and TSS survey of the sites at the beginning of December same year. Louis Dreyfus Travocean chartered three support vessels: the **Olympic Triton**, was mobilized at the end of December 2016 to debury the cables, to prepare them to facilitate the work of the repair vessels, and then to protect the repaired cables. The **Siem N-Sea**, was mobilized in early January charged with repairing a pair of cables. The third vessel, the **Normand Flower**, mobilized as of the January 20, 2017, was charged with repairing of the other 2 cables. Offshore repair operations were carried out in parallel on both sites. The first pair of cables was repaired and put back into service on February 17, 2017, and the second pair on March 2, 2017. *(Source: Subsea World News)*

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SØREN KARAS – NEW CCO ON THE BRIDGE ESVAGT A/S

ESVAGT will strengthen both its offshore oil and gas sector and offshore wind energy sector. The combination of both markets is important for the development of the shipping company, says the new CCO. 44-year-old Søren Karas will be taking over from Ole Ditlev Nielsen as CCO for ESVAGT. Søren Karas has joined ESVAGT after a long career with A.P. Møller-Mærsk, including a position as Group Strategy Director and later CCO for Maersk Supply Service. One of his tasks now will be to develop ESVAGT using his extensive strategic competences. “ESVAGT is a shipping company that stands for something and has values that permeate the business that we run. We are recognised for and respected as being a safe, innovative, quality supplier – both in the offshore and gas industry and in offshore wind. My task will include helping to make our competences and value more visible to our customers and prove that we what deliver is better than what our competition can offer,” says Søren Karas. He sees one of his most important roles as continuing and building



upon the strengths that the shipping company has and continuing the development of the pioneering spirit that has made such a difference: “Despite its enormous growth, ESVAGT has managed to hold on to its pioneering spirit and entrepreneurial drive that built the shipping company. The move into offshore wind, for example, came naturally because innovation, development and the ability to see opportunities are built into the company DNA. These are strong values that will act as a compass to guide us through the development ahead of us. The

innovation we need will be based on the quality product that we are known for,” he says. Søren Karas joins a company that encompasses both the traditional offshore areas of oil and gas as well as the later arrival, offshore wind energy. Both markets have potential for development and there are synergies in being active in both fields, assesses Søren Karas: “One of the major attractions for me is that we are strong in both offshore energy markets.” He emphasises: “Our track record, history and brand in oil and gas are second to none. We have competences in safety that are crucial for our customers, and of which we can be proud. This is a uniquely strong position that we need to maintain, develop and use as a springboard for new opportunities,” he says. “ESVAGT has injected the offshore wind energy branch with revolutionary new concepts. We need to further develop the close innovative cooperation we have with our customers and partners. We have already seen that our performance in offshore wind concepts exceed both ours and our customers’ expectations. But the competition is now stiffer and we need to continue to develop ESVAGT, increase efficiency and the way in which we work for the good of our customers, for us and to realise ESVAGT’s potential for further growth,” says Søren Karas. Ole Ditlev Nielsen will continue in ESVAGT as Business Development Manager, identifying and developing new opportunities across our markets and helping to drive the innovation of ESVAGT’s service and technical solutions. He will also take an active role in customer relations and oversee themes related to the ESVAGT standard. These areas are essential for the journey that ESVAGT needs to embark on, and in this important role he will report to Søren Karas. “There is so much knowledge within ESVAGT. There are people here who will forget more about ESVAGT than I even dare hope to learn. One of my most important tasks is to ensure that this insight is combined with new impulses so that we can deliver ESVAGT’s full potential together.”, says Søren Karas. Søren Nørgaard Thomsen: A definite improvement to our commercial set up ESVAGT will benefit from freed resources and additional competences when Søren Karas takes over from Ole Ditlev Nielsen as CCO. “We wanted a more strategic approach to our commercial set up without compromising the close relationship we have with customers and suppliers that has characterised ESVAGT,” says Søren Nørgaard Thomsen, CEO for ESVAGT: “Bringing Søren Karas in as new CCO has injected important strategic competences that will strengthen our analytical approach to markets and existing opportunities. At the same time, we have Ole Ditlev Nielsen who can maintain and build upon the relations that are so important to us and to developing our business. This allows us to combine our history, innovative approach and the ESVAGT standard with an important overview on a strategic level. This is a definite improvement to our commercial set up,” says Søren Nørgaard Thomsen. *(Press Release)*

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SOLSTAD IN 'NORMAND CUTTER' CHARTER WITH SAIPEM

Norwegian offshore shipping specialist Solstad has signed a frame agreement with Saipem for the use of its construction support vessel **Normand Cutter**. According to Solstad, the frame agreement with Saipem's Portuguese subsidiary is valid for 4 years. Through this agreement, Saipem can utilize the "**Normand Cutter**" to support their subsea construction activities



worldwide at pre-agreed commercial terms. As part of the deal, Saipem has declared a utilization of approximately 6 months from June 2017 for the "**Normand Cutter**" on a project in West Africa. The 127,5 m long vessel is equipped and fitted for operation in both shallow and deep water and continuous operation at sea for 40 days. **Normand Cutter** can accommodate a crew of 70. (Source: *Offshore Energy Today*)

WINDFARM NEWS - RENEWABLES

GLOBAL WIND SERVICE ON RAMPION DUTY



A team of Global Wind Service UK LTD (GWS) technicians is currently working off Sussex on the installation phase of Rampion offshore wind farm, the first wind farm off the south coast of England. The full scope of work for GWS includes the installation, and mechanical and electrical completion of a portion of the 116 3.45MW MHI Vestas wind turbines. MPI Offshore's jack-up vessel **MPI Discovery** installed the first of the 116 turbines at the site

in early March. The 400MW project, being built by E.ON, the UK Green Investment Bank plc and Canadian energy company Enbridge, is due to be completed and fully operational in 2018. (*Source: Offshore Wind*)

SEAZIP NETS GALLOPER CONTRACT, SETS UP UK OFFICE

The Netherlands-based SeaZip Offshore Service has opened an office at the OrbisEnergy Centre in Lowestoft, UK, and signed a contract for the deployment of one of its service vessels to support installation work at the Galloper offshore wind farm. SeaZip CEO Jan Reier Arends said: “It is eminently important in this business to be where the action is. The offshore wind industry in the UK is accelerating.” “The UK is the undisputed pioneer in Europe with regard to the



creation of offshore wind farms. As maritime service providers, we feel that being involved in this at a local level is vital.” Commenting on the Galloper offshore wind farm contract, Arends said: “We couldn’t have asked for a better kick-off in the UK. All indications are that offshore operations are greatly accelerating. It is good to be part of this.” SeaZip currently has a fleet comprising six Damen Fast Crew Supplier 2610 service vessels for the transport of crew and light freight. (*Source: Offshore Wind*)

SIEM WRAPS UP BOULDER REMOVAL WORKS AT BEATRICE



Siem Offshore Contractors has completed pre-construction boulder removal works on the 588MW Beatrice offshore wind farm in the Outer Moray Firth, Scotland. According to a Notice of Operations, issued by Beatrice Offshore Windfarm Limited (BOWL), **Siem N-Sea** completed the boulder removal works along parts of the array cable routes and at various

foundation locations on 12 April. The vessel deployed a UTROV (Utility ROV) grabber system to pinpoint and remove individual boulders from foundation locations, BOWL said. Siem was contracted by Seaway Heavy Lifting to carry out the pre-construction works, as well as to provide a turnkey supply and installation package for the wind farm’s inter-array grid cable system. BOWL is developing the Beatrice wind farm on the north-western point of the Smith Bank, approximately 7

naautical miles off the Caithness coastline. The development site will cover an approximate area of up to 130km² and will consist of 84 Siemens 7MW offshore wind turbines and two HVAC Offshore Transformer Modules. The generated power will be transmitted to the grid via two subsea export / transmission cables with a landfall near Portgordon to the south of the field and grid connection at Blackhillock. The transmission cables will cover a route of approximately 38 nm from the wind farm boundary back to the landfall. The wind farm is scheduled for commissioning in 2019. (*Source: Offshore Wind*)

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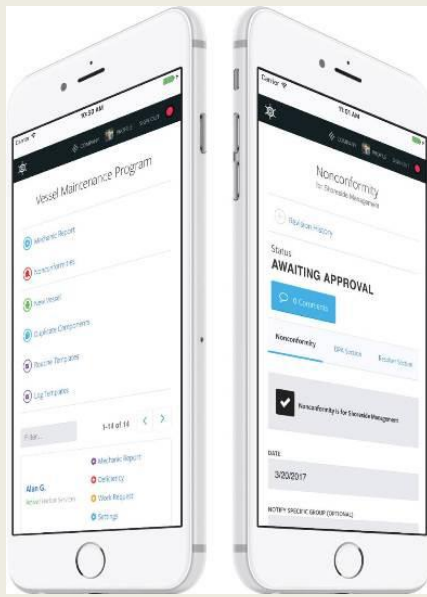
Finnish engineering company Wärtsilä has been selected to equip the first liquefied natural gas (LNG) fuelled offshore construction vessel, being built at the Cosco shipyard in China, with propulsion machinery. Ordered by Belgian ship operator Dredging International (DEME), the vessel will feature Wärtsilä's dual-fuel engines, an LNGPac fuel storage, supply system and propulsion systems. The orders with Wärtsilä were booked in the fourth quarter of 2016 and in



February 2017. The 210-metre-long vessel, the **Orion**, will be powered by four 9-cylinder Wärtsilä 46DF dual-fuel electric propulsion engines, and two 6-cylinder Wärtsilä 20DF dual-fuel engines. Wärtsilä will also supply two custom made retractable thrusters, four underwater demountable thrusters, the Wärtsilä LNGPac storage and supply system, as well as commissioning, site supervision and extended project management services. The Wärtsilä equipment is scheduled for delivery to the yard in the latter part of 2017. "The decision to utilise clean burning LNG fuel represents our commitment to provide environmentally sustainable solutions for our operations. Wärtsilä has extensive experience and vast technological know-how in this field, which is why we have selected

them as our partner in this project,” Jan Gabriel, Head of newbuilding and conversion department at DEME, said. Scheduled to be delivered to its owners in 2018, the Orion will undertake operations involving the installation of offshore windfarms in locations around the world. *(Source: World Maritime News)*

WESTERN TOWBOAT SIGNS WITH MOBILEOPS



a Redmond, Washington software company that specializes in the design and development of maritime software applications (dispatch, safety, compliance, vessel maintenance, timecards, analytics) announced that it has signed a contract with Western Towboat Company of Seattle. Western Towboat will use MobileOps Platform across its fleet and within several shoreside departments. MobileOps Platform's offline-capable application, Voyager, will be used on tugs transiting the ocean out of cellular range. *(Source: MarineLink)*

BRAZILIAN SHIPYARD BECONAL Uses FORAN

The SENER engineering and technology group has signed a contract with shipyard Bertolini Construção Naval da Amazônia Ltda (BECONAL), providing it with a license to use its marine design and construction system, FORAN. The scope of the contract covers installation of the FORAN system and provision of permanent licenses, including the Hull Forms, General Arrangement, Naval



Architecture, Hull Structure, Machinery and Outfitting, Electrical Design, and Drafting disciplines. In addition, SENER is to give various training courses to the shipyard's personnel. The shipyard is expecting that implementation of the FORAN system should bring significant benefit to its production, reduce its costs and improve the quality of its projects. BECONAL is a company that has extensive experience in the construction of aluminum and steel ships. It is aiming to use FORAN in all its projects, such as for river transport such as barges and towboats. For its part, SENER's FORAN System, a CAD/CAM/CAE software program for the design and production of all kinds of ships and vessels, celebrated its 50th anniversary in 2015. With half a century of continuous reinvention, it is the longest-standing product of its kind on the market. *(Source: MarineLink)*

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VIGOR TO ADD THIRD DRYDOCK IN SEATTLE

Vigor said it has entered into an agreement to purchase a drydock from a Korean seller, continuing the shipbuilder's ongoing infrastructure investments and expansion of U.S. West Coast drydock capacity. At 640 feet long with a clear width of 116 feet, the new dock will be the third, and largest, at Vigor's Harbor Island shipyard. "The purchase of another drydock in Seattle allows Vigor to better service valued customers like Washington State Ferries, the U.S. Coast Guard and U.S. Navy," said Adam Beck, Vigor Executive Vice President of Ship Repair. "It also further strengthens our market position in commercial ship repair on the West Coast and supports our expansion into new markets." Beck and his team had been actively looking for the right drydock at home and abroad for a number of months. The one selected happened to be in Korea. The team is working to finalize the transaction and have the dock operational in Seattle by late Fall. Customer feedback to the news has been overwhelmingly positive. "Washington State Ferries is greatly relieved and appreciative to hear of Vigor's important investment in a new drydock for its Harbor Island/Seattle location. We have been concerned about the shortage of drydock availability for the maintenance and repair of our fleet," said Matt Von Ruden, Director of Vessel Engineering and Maintenance, Washington State Ferries. "Regular maintenance is critical to our ability to achieve the expected service life of our vessels and keep them operating well for our customers." (Source: *MarineLink*)

PLUNGE IN NEWBUILD ORDERS FOR CHINA



The newbuilding orders for China's shipbuilding yards plunged by 25.4% during the first three months of 2017 compared to the same period a year earlier, according to data provided by the China Association of the National Shipbuilding Industry (Cansi). For the first quarter ended 31 March, Chinese yards recorded 5.54m dwt in new vessel tonnage. However, in completed newbuild tonnage,

they produced a total of 15.67m dwt of vessel capacity during the first three months, representing a

jump of 87.7% compared to the previous corresponding period. The yards' order backlog dropped by 26.3 percent to 88.65 million dwt, when compared to the same period a year earlier, and by 11% when compared to the order backlog seen at the end of 2016. *(Source: MarineLink)*

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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

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