Tugs Towing & Offshore Newsletter

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

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TUGS & TOWING NEWS

SAVE RIVER AND SASDOCK

AMSOL's tug **Save River** (named for the river running into the sea near Beira in Mozambique, also known as Sabie River in South Africa) seen going onto the semi-submerged SASDock floating dock owned by Southern African Shipyards. The tug has been in operation at the port of Beira but is currently in Durban on layby and for maintenance. **Save River** is one of the Damen Stan 2208 series of tugs and was delivered to AMSOL in 2012 from the Damen Cape Town shipyard. AMSOL was then known as SMIT Amandla Marine. *(Photo: Trevor Jones)*

ROTORTUGS MAKING WAVES IN U.S. MARKET

Rotortugs have finally come to the U.S. after operating in other parts of the world for some time. Master Boat Builders, Bayou La Batre, Ala., delivered the first of three new 98'6"×43'6"×15'7" Robert Allan Ltd. (RAL)-designed Advanced Rotortug (ART 80-98US) tugs to Fort Lauderdale, Fla.-based

Seabulk Towing in January. Seabulk is a unit of Seacor Holdings Inc. The new tugs feature triangular propulsion designed to deliver optimum maneuverability. "We went to [Robert Allan] specifically for the Rotortug concept and they met our needs for the U.S. marketplace," said Anthony Caggiano, Seabulk's senior marketing manager. With a draft of 18'6", the ART tugs **Trident** and **Triton** (the third tug is unnamed) are scheduled to work out of U.S. Gulf and Florida East Coast ports. **Trident** is currently working at Port Everglades in Fort Lauderdale. The **Triton** is set for delivery in June and the final tug will be delivered to Seabulk in late October. Seabulk's ARTs are designed to bring maximum maneuverability and enhanced safety in escorting LNG tankers and other high-demand applications to the U.S. market. Master Boat has built a series of OSVs for Seacor over the past several years and several for other operators, but the yard was looking at other markets with the offshore service industry suffering from low oil prices and an oversupply of equipment. Master Boat has shown its diversity over the years by building fishing vessels, factory processors and other boats. "Basically, anything that floats," said Andre Dubroc, the yard's general manager. "We recently were awarded a contract to build six ATBs which should show off more of our ability to adapt." *New Challenge* The **Trident** is the first tug built by Master Boat since the 1980s and the yard had to take a different approach than the one used to build a supply vessel, said Dubroc. "When we accepted the contract we were able to agree that Master Boat would be able to incorporate our construction techniques into the RAL design," he said. "Working closely with Jamie McCarty of RAL, we were able to make the design easier to build, without changing any of the RAL concepts." This also involved the installation of equipment that Master Boat had not previously worked with such as Schottel Z-drives, JonRie towing/escort winches, and an Alphatron integrated bridge system. The yard "had to adapt and understand how an escort tug works out in the field, which differs greatly from an OSV," Dubroc said. Main propulsion comes from three Caterpillar 3512C, Tier 3 diesels, producing 1,910 hp at 1,600 rpm each. The Cats connect to three Schottel SRP 1210 Z-drives. The propulsion package gives the tugs a running speed of 12.5 knots. Whereas a typical stern-drive tug provides power from just two drive units, ART tugs have three strategically positioned azimuth propulsion units. This provides full redundancy and increased maneuverability while dividing the installed power among a trio of smaller units that combine for a guaranteed bollard pull of 80 tons, according to Seabulk. Ship's service power comes from twin Cat engines sparking 150 kW of electricity each. On deck are two

JonRie Intertech towing winches. The forward hawser escort winch is a Series 230 outfitted with 450′ of Samson 12 2-5/8″×8″ HMPE rope. The aft combination towing and hawser winch is a series 500 outfitted with 2,100′ of 2.25″ wire rope and 450′ of Saturn 12 2-5/8″×8″ HMPE rope. *Aboard the Trident* Coming out of Bayou La Batre in January, the **Trident** first went to Seabulk's operation in nearby Mobile, Ala., to be put through the paces. During a ride along, the new tug got its first job — escorting the cruise ship Carnival Fantasy to its berth alongside the Mobile Convention Center. The **Trident** met up with the cruise ship as it came out of Mobile Bay into the Mobile River. The ship has its own thrusters, but the Rotortug maneuvered into position for an added layer of safety. More for practice than necessity, the **Trident's** crew did make up a line for a short time. Once the line was brought back in, the captain turned the tug perpendicular to the cruise ship and followed along sideways as the cruise ship was making better than five knots. "This tug can go up to 8.5 knots sideways," H. Rick Groen, Seabulk's senior vice president and CEO, said. With the Carnival Fantasy safely docked, the **Trident** headed back to its berth, drawing curious eyes from other tug crews as it made its way along the river. "This tug has no skeg. There's no need for one on this vessel," said Groen. "We could lose a drive unit and still continue with the two units still functioning and have a bollard pull of 51 tons." Once back at the dock, two people from nearby Austal USA came aboard and the **Trident** went back out into the river and ran sideways, then did 360° donuts, first one way and then the other. When the Rotortug returned to the dock the second time, more people from other companies hopped aboard to see the new boat. About 15 minutes later, word came down that Trident had another job scheduled for that afternoon — escorting a containership to the port of Mobile's container facility. **Trident** has found a home at Port Everglades and is a hit with Seabulk's captains and even its competitors. "Each captain has their own way of running the vessel but so far all reports have been positive," said Caggiano. "The pilots will need some time getting use to her but once they are comfortable she will really be a valuable asset to our Port Everglades harbor assist fleet. We've had our competitors onboard and they are highly impressed, which is a huge compliment to us." *(Source: Workboats.com)*

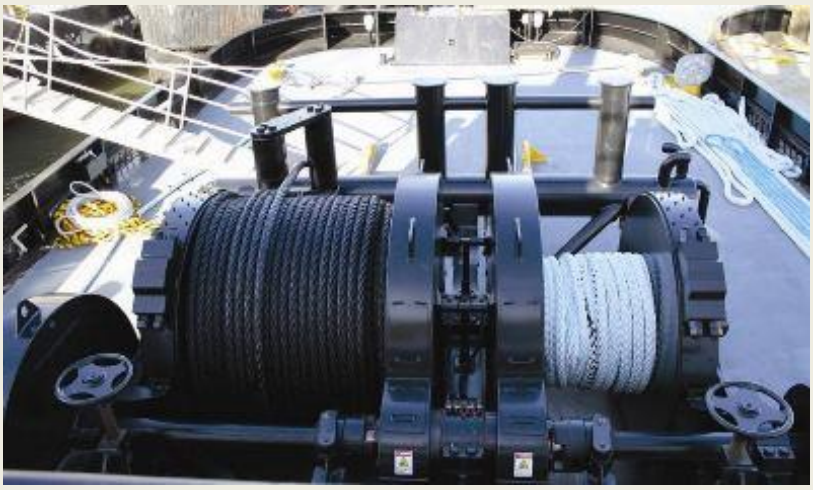
NAVIGATING THE ABCS OF SCR

On the way to Tier IV compliance, it turns out that experience counts. In late February, the nation's first Tier IV, Selective Catalytic Reduction (SCR) tugboat was christened. That's probably not earthshaking news all by itself – after all, SCR isn't all that new – but the event likely ushers in a new era of powerful domestic workboats that also come with a greener environmental footprint.

How all of that comes together is a bigger story, and one which will play out again and again in the coming year or two. At the heart of it all is Crowley subsidiary Jensen Maritime Consultants, who today lead the design field with no less than seven Tier IV, SCR versions in development. Digging

deeper, it isn't hard to see why. *Below Deck, Behind the Scenes* The new Tier IV hull comes with a silver lining. With the larger size, customers can use it for multiple missions – something all operators are looking for in an increasingly competitive commercial environment. Jensen Vice President Johan Sperling explained the trend to Marine News in February, saying, "All these new vessels, they're all multi-purpose tugs. For example, the 100' foot design for Bay Delta has a half focs'le on it so that they can go out in rougher weather and do other things. That's a key trend that we are seeing. And everything's tighter – margins are tighter for everyone." It is here where Jensen excels, in part because of geography. "Operators have to figure out how to get maximum utilization out of their tugs and maybe for us, this is more intuitive, because we're sitting right next to the harbor tug operators here at pier 17," said Sperling, who adds, "So we hear their struggle every day, and they use these vessels for multiple purposes and one of the ways to do that is by making a multi-purpose tug. That comes with a back side because it costs more money to build it. And they have to determine how much more money they have to spend, and at what level of utilization for what compensation rate that they can get it back." The design challenges are many when it comes to building a new tug with Tier 4 and SCR. First and foremost, the increased physical footprint of the equipment comes into play. "Every tug, whether 90 or 100 feet LOA; are being maxed out. So whether you are adding tier four after treatment or something else, the engine rooms are just getting more and more packed. The second thing that has been a real challenge is that's there is increased heat that both the engine manufacturers and the shipyards and everyone else didn't take into account as much as they could have. We've had to increase flow of air into and out of the space," he said. Sperling also reminds us, the technology is brand new. "We've seen it in cases where the solution didn't lay out the way it was originally described. And then, you are redesigning on the fly and some of that is happening. But, arguably, that's normal." *Selective Catalytic Reduction* SCR systems scrub emissions by converting nitrogen oxide (NOx) into ammonia, which is then absorbed by ceramic bricks built into the engines. The technology significantly reduces the amount of NOx, particulate matter and hydrocarbons released into the environment, and makes the 120-foot vessel one of the cleanest-running tugboats in terms of marine emissions. In this case, the nation's first Tier IV compliant tugboat employs a proprietary CAT SCR solution. Built at Diversified Marine's shipyard in Portland, Oregon, Harley's **Earl W. Redd** comes with Rolls-Royce US 255-P30-FP Z-drive propulsion and two Caterpillar 3516E diesel engines, for a rated 5,000 horsepower. Two, 125 kilowatt-hour (kW) John Deere generator sets provide the tug's electrical power. At the design phase, and later when the boat is in operation, SCR adds many obstacles to the end result. Operators want more horsepower, and the bollard pull race is anything but over. The Tier 4 requirement has just added another headache. But says Sperling, it's nothing that's not solvable. "It means more design, more engineering; it means warmer engine rooms and tighter spaces. In addition, the operators got to handle urea, which is a new thing. And, that's another physical constraint – you have to put in the urea tank. It has to be completely freestanding tank, which, depending on the design, that's not an easy thing to squeeze

in. and, although it can be made smaller if you are going back to the same dock every day, the Harleys, the Bay Deltas and the Crowleys don't always know they'll be going back to the same dock every time." For customers that aren't looking for pure assist and escort tugs – multi-missioned hulls – Jensen might design the urea tank bigger than 80 percent of their operational window. In the early days of SCR, flexibility in the design shop is everything. Sperling explains further, "Another client (Bay Delta) wanted a high horsepower tug and we let them know we'd need to make the tug bigger and they said, 'as long as it meets my tonnage requirements, no problem.' But, we can't make the tug any bigger so if in future, the engine OEM needs more space, we may be in trouble from a tonnage regulation standpoint." He also concedes, "It is not straightforward. But, I would say it is less of a



headache for us than it is for the operator. There's nobody in the world that has more experience with a tier 4 tug than Jensen." *Decisions, Decisions* Today, Jensen is involved with at least five Tier IV compliant tugboats under construction, with options of up to eight. Clients include McAllister (2), Bay Delta (1), Harley (1) and one more [undisclosed] client. The McAllister tugs will be their first to utilize high-efficiency catalytic after-treatment technology to reduce emissions and will have an approximate bollard pull of 90 short tons. On the other hand, says Johan Sperling, workboat operators have other options – but these come with caveats. "It's all regulatory at this point. I think the early adapters, there may have been a few who wanted to be green, but today, you have no choice. It's too late now to plan a project and not be Tier 4 unless you go with diesel electric or a hybrid system. Above 804 HP, you must go Tier IV." A so-called "tier beater" arrangement – two or three smaller engines in tandem is feasible, but regardless of what an operator decides, the cost will increase. Those alternatives are there, but are more prevalent with lower horsepower assist tugs.

There's always a trade off – a series of smaller, 'tier beater' engines might require a large engine room, a wider boat and compromises somewhere else on the boat. There is, says Sperling, a significant uptick in information being shared about diesel electric and/or hybrid arrangements and/or technology. "A lot of people don't like urea – I don't blame them. The after treatment system can be large, it is warm; it has all kinds of things that we're not used to. So, people are looking at these other opportunities, but we just haven't seen as much of it – yet. If you look internationally, it

is being deployed." Today, the alternative technology is there, but the economics are not panning out. And here, unlike in Europe, there's no advantage to being a little bit greener. For those operators choosing to go LNG, you might have a Chief engineer who has been running diesels for 25 years. Now, they need to learn new technology. That costs money. Projecting ahead just a bit, Sperling opines, "We're in this weird space where people haven't decided exactly what to do with the Tier 4 challenge. I happen to think that a lot of it is driven by oil prices and if we see prices go in a favorable direction for LNG, you might see LNG tugs in the harbor." Unfortunately, the price differential between an SCR engineered Tier 4 solution, hybrid, and/or LNG or dual fuel systems aren't necessarily a straightforward calculation. But, says Sperling, Jensen is ahead of that curve as well. "There's fuel consumption, there's maintenance to think about; it is a huge amount of work – and we've done a ton of that for Crowley. We keep that in house. But, the capital costs between the other options and SCR is getting closer." Bottom line? Sperling says that some customers feel that the SCR version is closer to what they're used to for the mission(s) of their fleet. That said, "SCR – it is cheaper today – but if you plot those two lines, they are getting closer and closer. At some point probably, capital costs are the same – it's a matter with what they are comfortable with," he adds.

Following its christening, the **Earl W. Redd** joined Harley's Olympic tug-and-barge operations along the U.S. West Coast, including in Alaska, the Puget Sound and on the Columbia River. Eventually, at least six and possibly seven more SCR enhanced, Tier IV compliant tugs will join the collective U.S.-flag workboat, from sea to shining sea. They'll be built in different yards and be operated by different firms in different places with differing missions, but in the end, they'll all have one thing in common: a clean, regulatory compliant SCR emissions solution that's been skillfully designed by Jensen to maximize performance while giving up as little as possible in operational capabilities. *(As published in the May 2017 edition of Marine News)*

NEVSKY SHIPYARD TRANSFERS ARC 5 RESCUE TUG BEYSUG FROM A BOATHOUSE TO AN OPEN SLIPWAY

Nevsky Shipyard (Shliesselburg, Leningrad Region) says a Multipurpose shallow-draft tug-salvage vessel with Arc 5 arctic class project MPSV12 **Beysug** was rolled out to an open slipway on 17 May 2017. The construction of vessel is provided by the order of FGI "Directorate of State Contracting Authority for Marine Transport Development Programmes". The project is developed by CJSC "Marine engineering Bureau-design-SPb. Multipurpose shallow-draft tug-salvage vessel of the MPSV12 project is unique by its equipment and available technology. Functions of the vessel are: patrolling, search-and-rescue at the navigation districts, in-shore fishing, sea oil and gas field in compliance with class, search and aiding for distressing vessels; search-and-rescue, ship repairing works, diving to the depth up to 60 meters, and also underwater-technical works with underwater

welding and cutting, tugging breakdown vessels and objects to the refuge; and also sea tugging of vessels, floating objects and constructions in the ice conditions and in the open water, extinguishing of the burning fuel on the water, liquidation of the oil spill and oil products, search and inspection of the potential dangerous objects, search and aiding, evacuation and accommodation of people, providing medical assistance, extinguishing of fire on the in-shore objects and floating objects with accessible approach from the sea, delivery of general and bulk cargo, delivery of stuff, transportation of 12 passengers in ice conditions at small depths. Vessels of the MPSV12 project are named after the names of the rivers located in the areas of the ports of registration and operation of these vessels. Multifunctional salvage tug, factory building number 1203, was named after BEYSUG. Beysug – is a river in the chernozem steppe zone of the Krasnodar Territory, it flows into the Azov Sea through the Beysugsky Liman. Flows along the Kuban lowland. *(Source: Port News)*

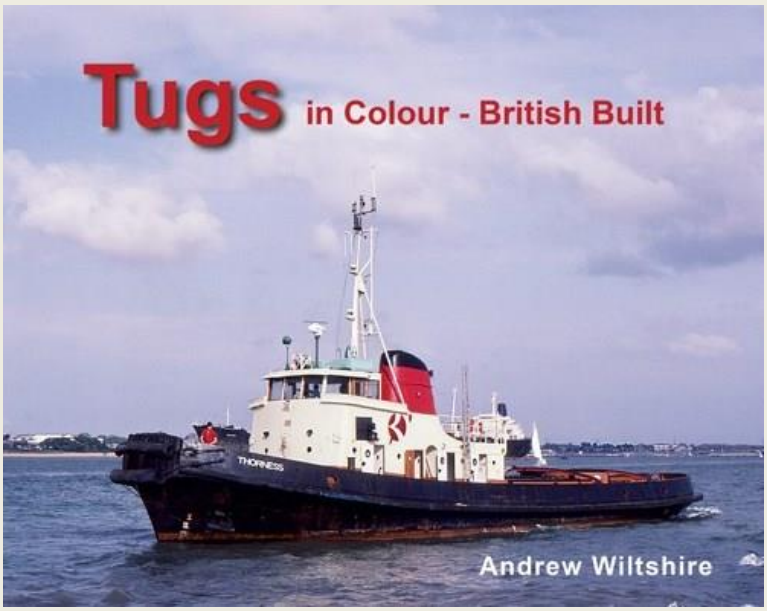
OBLIQUE ICEBREAKER BALTIKA BREAKS ICE IN THE ARCTIC

The oblique icebreaker **Baltika** is serving as a standby vessel at the Arctic Gates oil terminal in the Gulf of Ob, says the ship designer Aker Arctic. In May 2017, Gazprom Neft's Novoportovskoye field reached a significant milestone when the total cumulative oil shipped from the terminal onboard icebreaking shuttle tankers exceeded five million tonnes. Aker Arctic had a significant role in the development of this year-round transportation system. **Baltika**, the world's first icebreaker with an asymmetric hull that allows icebreaking in ahead and astern directions as well as sideways, has been in service in the Gulf of Ob for almost two years. The vessel, originally designed by Aker Arctic as a multipurpose emergency and rescue vessel for the Gulf of Finland, was chartered by Gazprom Neft as an interim standby vessel for the Arctic Gates terminal in 2015 following successful full-scale ice trials in the same region. Alexey Shtrek, who works as Development Manager at Aker Arctic, recently visited Baltika while the vessel was in operation off Cape Kamenny. Despite the fact that

the vessel was not designed for operation in Arctic ice conditions, icebreaker Baltika has successfully carried out ice management at the Arctic Gates oil terminal in the Gulf of Ob for two consecutive winters. In early May, the thickness of fast ice around the terminal was about 1.6 m which is more than the maximum ice thickness found in the Gulf of Finland. When tankers arrive at the Arctic Gates oil terminal – every other day on average – **Baltika** supports the mooring and loading operations together with the icebreaking supply vessel **Vladislav Strizhov**. The more maneuverable oblique icebreaker also independently maintains the approach channel and keeps the tanker mooring site near the terminal clean of brash ice. During these ice management operations, the asymmetric vessel can break the frozen edge of the channel with the inclined port side and clear the channel by pushing the brash ice with the vertical starboard side. The ability to use the azimuth propulsion units – two in the stern and one in the bow – to keep the vessel stationary while simultaneously flushing brash ice around the vessel has been highly appreciated by **Baltika's** master. In addition to ice management, **Baltika** is also used to transfer loading and mooring masters as well as pilots to the tankers. The vessel's standby mission also include continuous readiness for emergency rescue and oil spill response operations. While **Baltika** is acting as an interim standby vessel, Aker Arctic developed the Aker ARC 130 A icebreaker design to support tanker loading operations at the Arctic Gates terminal. Two vessels, **Aleksandr Sannikov** and **Andrei Vertitsky**, are under construction at Vyborg Shipyard. These icebreakers, which represent a further development of the Finnish icebreaker **Polaris** with higher propulsion power and increased ice class, are capable of breaking up to 2 m thick level ice in both ahead and astern directions. They are specifically designed to operate in shallow water and challenging ice conditions such as thick consolidated brash ice. Aker Arctic was also involved in the development of the 42,000 DWT shallow-draught icebreaking shuttle tankers that were built specifically to transport oil from the Gulf of Ob to the ice-free port of Murmansk. The lead ship, Shturman Albanov, was recently awarded Ship of the Year 2016 at the international 2017 Marine Propulsion Awards. These Arc7 ice class tankers are based on the double acting ship (DAS) principle developed by Aker Arctic for ships operating primarily without icebreaker assistance in challenging ice conditions. The hull form was developed in co-operation with Samsung Heavy Industries and the development work included five weeks of ice model testing at Aker Arctic's ice laboratory in Helsinki, Finland. *(Source: Port News; Photo: Aleksi Lindstrom)*

TUGS IN COLOUR – BRITISH BUILT

Coastal Shipping Publications recently published "Tugs in Colour – British Built" , written by Andrew Wiltshire. 'Tugs in Colour – British Built' is intended as a sequel to Andrew Wiltshire's first book on tugs 'Looking Back at British Tugs (2007). This time he concentrates on examples that were completed in British shipyards. He has always been fascinated by the number of small shipyards that once existed around the UK, and often by the location of these yards. Many of them specialized in



building tugs large and small for the home market as well as for customers overseas, and not just in the British colonies. Such was the quality of British-built tugs, that some went on to give many years of service. In 2016 a surprising number that have exceeded their 50th birthday can be found hard at work at locations around the world. This book covers tugs built at 46 different UK shipyard. Andrew Wiltshire is a prolific author and respected writer of transport books and photographic albums. "Tugs in Colour – British Built" (ISBN 978-1-902953-80-9) is a hardback book, small size, of 80 pages, lavishly illustrated. The price is £17.00 plus £1.75 European postage. Ordering via the bookshop, or directly via the publisher, Coastal Shipping, 400 Nore Road, Portishead, Bristol BS20 8EZ, UK. Tel/Fax: +44(0)1275.846178, www.coastalshipping.co.uk , e-mail: Bernard@coastalshipping.co.uk.

KOTUGSMIT COMPLETES KEY DUTCH TOWAGE PROJECTS

KotugSmit has completed several towage projects this year, towing oil production units and heavy-lift cranes around Rotterdam. KotugSmit Towage participated in specialised towage projects including towing a large floating production storage and offloading (FPSO) unit to the Keppel Verolme drydock in Rotterdam. Several of its tugs assisted in the delivery of the Western Isles cylindrical FPSO to the shipyard for outfitting and commissioning work. This vessel had been transported from a Cosco construction centre in China to the Netherlands. Once it has been fully-fitted, the FPSO will be transferred to the northern sector of the UK side of the North Sea for the Western Isles oil and gas project. KotugSmit assisted the float-off process from the heavy-lift transport ship and the FPSO transport from the Caland Canal to the shipyard. Its tugs also supported the drydocking process at the Verolme yard. A Kotug Smit tow master was responsible for the co-ordination between the tugs during this project. Prior to the start of operations, pre-meetings were held between representatives of the owners of the FPSO, Cosco, Rotterdam pilots, the dock master and port captain. All aspects of the float-off, transit to the yard and docking operations were discussed and planned. This provided an overview of the required preparations, the actual operation and outlined responsibilities, communications and operation restrictions. KotugSmit said that one of

the restrictions was the weather conditions. Due to the critical nature of the operations weather forecasts were required for evaluating the predicted conditions. In the first quarter of this year, KotugSmit completed four docking and towage projects in Rotterdam involving Heerema's semi-submersible crane units **Hermod** and **Thialf**, pipeline laying vessel **Saipem 7000** and naval ship **HMS Johan de Wit**. These special towage projects followed a similar process to the manoeuvre of **Saipem 7000**. On that project, the huge crane and pipelay ship was docked and undocked at Keppel Verolme shipyard. "The limited room in the dock meant that the tugboats needed to carefully co-ordinate their towing power, leading to a smooth and harmonious interaction" KotugSmit said a project team was created, including the dockmaster, pilots, linesmen and the first mate and there were meetings with the shipyard before the towage commenced. There was also a final toolbox meeting, so that the crew members all knew exactly what was expected of them. "The limited room in the dock meant that the tugboats needed to carefully co-ordinate their towing power, leading to a smooth and harmonious interaction," KotugSmit said. The planning took in factors such as tidal movements, wind restrictions and the type of vessel or object to be manoeuvred. "In the case of **Saipem 7000**, the biggest challenge was the available room at the drydock, which was 0.5m to spare at both ends, and only 0.3m under water," KotugSmit said. The bollard pull was determined in consultation with the pilot and tugs were arranged. Six tugboats were deployed for **Saipem 7000** docking process. The tugs that escorted the vessel alongside were hooked-up to the fore and aft. These side tugs were disconnected at the dock edge. In March, KotugSmit assisted polar-class module carrier, **Audax**, with LNG modules for the Yamal LNG project in Russia. Rotortugs **Smit Emoe** and **RT Ambition** assisted the 200m module carrier from the module marshalling yard in Zeebrugge, Belgium through the locks of the Bruges-Zeebrugge seaway to Sabetta, Russia. The breadth of the module carrier at 43m meant there were width and wind restrictions. *(Source: Tug Technology & Business)*

ACCIDENTS – SALVAGE NEWS

SINKING UNDER TOW – REPORT FROM THE SALVORS

The Commercial Manager of Special Operation and Salvage of Remolcadores Ultratug in Chile, and responsible of the assistance operation of the "**Uruguay Reefer**", which recently sunk about 400

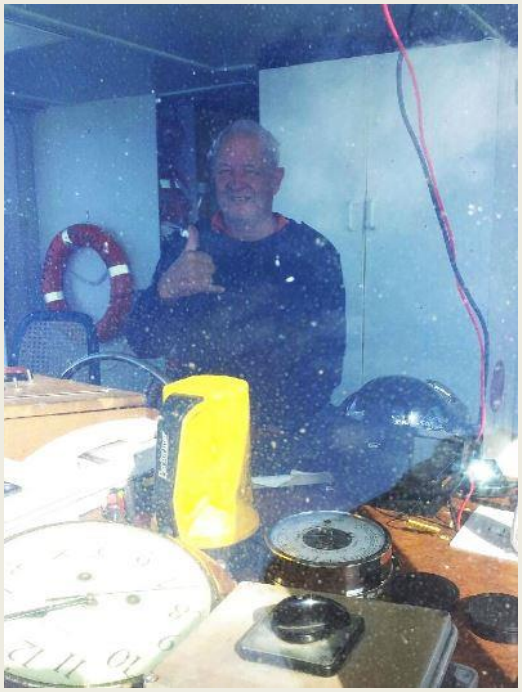
miles east of Falklands reported how the salvage of the Uruguay Reefer really has happened. *According Remolcadores Ultratug:* We state that **Otway** never was connected to **Uruguay Reefer** and the casualty was towed all the time by **Frio Las Palmas** which connected around 100 miles east of Falkland and towed her until the casualty sunk in the abyssal waters of 5000 meters depth. Effectively our **Otway** was hired by the Owners to perform an inspection and assess damages if possible but **Otway** arrived on the vicinity of **Uruguay Reefer** while she was being towed by **Frio Las Palmas** and finally our salvage crew could not make any survey neither go on board to replace **Frio Las Palmas** considering the precarious condition of buoyancy, stability and list. Thanks to Carlos Bastias.

SVEANORD DISABLED, TAKEN ON TOW

General cargo vessel **Sveanord** suffered engine failure at around midnight LT May 16 east of Bjarkoy, which lies north of Narvik, shortly after leaving Bjarkoy. Vessel was taken on tow at around 0200 LT by rescue boat **RS Dagfinn Paust**, at 0300 LT May 16 caravan was under way to Harstad. *(Source: Fleetmon)*

'HEARTBREAKING LOSS' AS PORT RIVER DOLPHIN BOAT MV PORT PRINCESS SINKS OFF SA COAST

The captain of a much-loved dolphin cruise boat that sank on its way from South Australia to Victoria this afternoon has described the moment as "heartbreaking". Four crew members were rescued from the MV **Port Princess** as it sank off the south-east coast of South Australia while on a voyage from Port Adelaide bound for Melbourne. The alarm was raised this morning when the tourist boat was off the coast of Port MacDonnell, south of Mount Gambier. Captain Brian Thomas said the boat started taking on water after the motor failed, which he suspected was a result of rough seas over the past three days en route to Victoria. He believed the water might have "knocked the propeller around" and enabled water to get up drive shaft, casing the fan belt to fail which in turn stopped the water pump and caused the motor to "boil over". "We couldn't turn the boat away to take it away from the wind and the big waves." The boat's mayday call was intercepted by the Royal Australian Air Force's P-8A Poseidon, which was on a training mission at the time. Its crew provided communication assistance for the stricken vessel while a cray-fishing boat, the San Miguel, set sail from Port MacDonnell and located the sinking boat. Its crew safely transferred the four crew members from the MV **Port Princess** before it sank. The boat was a much-loved feature of Port Adelaide where it undertook dolphin cruises in the Port River and the Adelaide Dolphin Sanctuary for 20 years. In recent years the business' income had dropped and it was also in competition with another boat on the wharf. Captain Thomas was sailing the MV **Port Princess** to Victoria after it was sold to an interstate buyer and he and his wife were looking forward to retirement. "Yeah it is heartbreaking, to see it sinking like that, it brought a few tears to my eyes mate," he said. The crew reached shore at Port MacDonnell by mid-afternoon and paramedics were waiting there to treat them, but no-one was reported to have been injured. The SA-built MV **Port Princess** was launched on the Port River in 1997. *(Source: ABC News)*



TANK BARGE GROUNDED AFTER COLLISION ON THE RHINE

On May 16, 2017, at 1.30 a.m. the "**Piz Palü**", 2645 ts (EU-No.: 02333722), enroute from

Königswinter to Rotterdam, ran aground on the Rhine at river kilometer 647,5 in Niederdollendorf after having been in collision with a barge convoy which was running river upstream and suffered three dents at port side. The "**Piz Balü**" was breached amidship at port side above the water line. The double hull tanker was empty at the time of the collision. It ran onto a river dam at the right shore. After having been refloated, it berthed at the BHB GmbH in Bonn at 1 p.m. *(Source: Vesseltracker; Photo: General Anzeiger)*

OFFSHORE NEWS

SAVE THE CHILDREN CAMPAIGN SAR VESSEL VOS HESTIA ENTERING MALTA

The 2009 built Italian registered with call sign ICCD anchor handling tug/supply vessel **VOS Hestia** (Imo 9529061) was seen entering Valletta, Malta as a SAR Vessel with Save The Children Campaign Configuration on Thursday 11th May,2017. The AHTS is owned and managed by Vroon Offshore Services Srl – Genoa; Italy. She has a grt of 1,678 tons and a dwt of 1,386 tons. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

HISTORIC SUPPLY VESSELS – THE MAERSK ASSISTER

We might be wondering by now what Maersk have been up to since one of their vessels was last described in this feature, which was the **Maersk Fighter** which entered service in 1992. They had actually been building a number of anchor-handlers derived from the ME 303, designated the ME 606 and then the ME 909, mostly known as the Maersk B Class. These designs were to culminate in what was known as the Maersk A Class, starting with the **Maersk Assister** in 2000 (Photographed entering Aberdeen in 2001 by George Craigen). The class was larger and more powerful than anything Maersk had so far produced and were briefly the most powerful and probably the largest anchor-handlers afloat at 90 metres long; they contained nine decks between the main deck and the bridge but no elevator. The four MAK engines produced 23,500 bhp, giving them a bollard pull of 278 tons and the multiple forward and aft thrusters were capable of providing 6,000 bhp sideways. All these systems could be controlled by a DP2 system provided by Kongsberg. The winch which was electrically powered, a Maersk innovation while everyone else was still putting their faith in low pressure hydraulics, was capable of a pull of 625 tons, leading the manufacturers of fabricated anchors to issue guidance as to how much force should be used to get them over the roller, this after the ships had bent a few. In addition, when they came out, a workdrum capacity of 12,000m x 84mm wire, and a capacity of 2,600m x 84mm wire, was claimed for each of the two tow drums, although I have noticed that ship-owners are tending not to tell us about drum capacity these days. However, I have been on board the **Maersk Assister** and can confirm that the winch is very large indeed. In typical Maersk style the whole thing is housed in a great big hanger and is viewed from the bridge on CCTV. The problems of paying out the wires under tension, which had made previous attempts to power winches electrically impractical, has apparently been overcome by using electrical resistance and dissipating the heat through vents on either side of the winch space. The Assister was followed into service by the **Maersk Achiever**, the **Maersk Asserter** and the **Maersk Advancer** (Photographed in 2008 by Thorleif Moar, with an A-Frame and a trenching device in

Lerwick) in 2003 and the **Maersk Winner** in 2004, all of them being constructed at the Volkswerft yard in Germany. In order to make them suitable for multiple activities the ships have accommodation for 60 people and several have subsequently fitted with large cranes for the field maintenance activities. The Winner in particular was fitted with a 200 tonne crane capable of working at depths of 2000 metres when it entered service and has accommmodation for 86 people. *(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).*

GULFMARK PREPARES FOR BANKRUPTCY TO GET RID OF $430M OF DEBT

U.S.-based offshore support vessel owner GulfMark Offshore has reached an agreement with certain noteholders on a comprehensive financial restructuring, which will allow the company to cut its debt through Chapter 11 bankruptcy filing. Holders of approximately 47% of the company's unsecured 6.375% senior notes due 2022 have signed a restructuring support agreement (RSA) that, when implemented, will strengthen the company's competitive and financial position, GulfMark said on Tuesday. Under the terms of the RSA, the company will convert its outstanding senior notes to 35.65% of the equity in a reorganized GulfMark, resulting in the elimination of approximately $430 million in outstanding debt and approximately $27 million in annual interest payments. The company will also launch a $125 million rights offering to holders of its senior notes for an additional 60% of the equity in a reorganized GulfMark, providing liquidity to fund its operations. The $125 million rights offering will be backstopped by certain holders of the senior notes. Existing shareholders will receive 0.75% of the equity as well as warrants for an additional 7.5% of the equity in the reorganized GulfMark. The warrants will have a 7-year term and an exercise price based on a reorganized overall equity value of $1 billion. The vessel owner also

said that the restructuring will be implemented through a voluntary Chapter 11 bankruptcy filing of the company on or before May 21, 2017. The company will continue its operations throughout the process. The company has entered into a commitment letter, subject to certain conditions including execution of definitive documentation, for financing to support its operations during the process. "The restructuring will enhance our competitive position when contracting with customers and vendors, and it will substantially strengthen our capital structure and liquidity," said Quintin Kneen, President and Chief Executive Officer. "While the industry conditions remain challenging, this debt reduction and rights offering will significantly enhance GulfMark's financial position." Kneen continued, "This restructuring enables us to continue meeting our ongoing obligations to all customers, employees, and vendors. We are confident that this step will position GulfMark to seize opportunities as the downturn continues and in the eventual market recovery." To remind, in April this year GulfMark was delisted from the New York Stock Exchange (the NYSE) due to non-compliance with the exchange's continued listing standard and started trading in the Pink Sheets. *(Source: Offshore Energy Today)*

WINTERMAR, LENDERS IN DEBT DEAL

Indonesia's offshore vessel owner PT Wintermar Offshore Marine has agreed with lenders to delay debt payment, citing tough market conditions as the reason. The company running a fleet of 70 offshore vessels said on Tuesday that a number of its subsidiaries has completed loan rescheduling agreements with key lenders. Loan periods and principal repayments have been amended to more closely align these debt service obligations with cash generated, the company said. "The Group considered this process necessary in view of the lower outlook on vessel utilization and charter rates following the sustained impact of lower oil prices globally and the reduction in spending by its major clients in the oil and gas extraction industry," Wintermar said. Amendments to outstanding bank debt of $71.4 million have been agreed with the Group's major lenders, representing 93% of long term bank debt outstanding at 31 December 2016. A total of $31.7 million of loan principal due in 2017 and 2018 has been rescheduled to become due in 2018 to 2022. The agreements are subject to completion of certain matters by no later than June 15, 2017. Wintermar on April 28 reported drop in 1Q revenue, citing the lagged effect of depressed oil prices in 2016. Overall revenue fell by 44% year-on-year to $13.1 million compared to $23.3 million in 1Q 2016. This was caused by the lagged effect of the near standstill in tendering activity experienced in the second half of 2016, which resulted in lower charter rates at the same time as the utilization rate dipped below 50%. The company then said that while sentiment in the oil industry seems to have bottomed and tendering activity has picked up in 2017, the OSV sector lags the oil price by 6-9 months. *(Source: Offshore Energy Today)*

TIDEWATER FILES FOR CHAPTER 11 BANKRUPTCY AS IT SEEKS TO CUT DEBT

U.S. offshore support vessel owner Tidewater has filed voluntary petition under Chapter 11 bankruptcy protection in the United States Bankruptcy Court for the District of Delaware. The move is intended to help Tidewater pursue a prepackaged plan of reorganization in accordance with its previously announced restructuring support agreement (the "RSA") with certain lenders to "effectuate a comprehensive balance sheet restructuring." The company last week said it had entered into a debt restructuring support agreement with certain consenting creditors. The U.S.-based vessel company has entered into the deal with lenders under its Fourth Amended and Restated Revolving Credit Agreement, dated as of June 21, 2013, and holders of Tidewater Senior Notes to put into force a proposed prepackaged plan of reorganization of the company. As part of its debt restructuring plan, Tidewater plans to reject certain sale-leaseback agreements for leased vessels currently in the company's fleet, and to limit the resulting rejection damages claims to approximately $131 million. However, the Sale Leaseback Parties dispute the amount of the rejection damages claims and a final resolution of the amount of such claims will be subject to litigation, Tidewater said. "As a result, there is no certainty as to the final amount of sale-leaseback rejection damages claims that will be treated pursuant to the Prepackaged Plan," the company added. The prepackaged plan is supported by lenders holding approximately 60% of the outstanding principal amount of loans under the Credit Agreement and Noteholders holding 99% of the aggregate outstanding principal amount of the Senior Notes. Collectively, these supporting Lenders and Noteholders also constitute a majority in number of the holders of General Unsecured Claims. *Debt reduction* Announcing its agreement with creditors last week, Tidewater said the plan would substantially deleverage its balance sheet and better position Tidewater "to weather the extended downturn in the offshore energy industry while maintaining the company's position as a worldwide market leader in offshore vessel services." Tidewater expects that it will eliminate

approximately $1.6 billion in principal of outstanding debt. Under the plan, the consenting creditors will receive their pro rata share of $225 million of cash; common stock and, if applicable, warrants to purchase common stock, representing 95% of the pro forma common equity in reorganized Tidewater, and new 8% fixed rate secured notes due in 2022 in the aggregate principal amount of $350 million. Furthermore, Tidewater's existing shares of common stock will be cancelled, and the existing common stockholders of Tidewater will receive their pro rata share of common stock representing 5% of the pro forma common equity in reorganized Tidewater. The existing shareholders will also be granted six year warrants to buy purchase additional shares of common stock of reorganized Tidewater. These warrants will be issued in two tranches, with the first tranche (the"Series A Warrants") being exercisable immediately, at an aggregate exercise price based upon an equity value of the Company of approximately $1.71 billion, and the second tranche (the "Series B Warrants") being exercisable immediately, at an aggregate exercise price based upon an equity value of the Company of $2.02 billion, Tidewater said. The tranches will enable the existing shareholders to buy a number of shares equal to 15 percent (7.5% per tranche). *Business as usual* Tidewater expects to continue to operate the business as debtors-in-possession under the jurisdiction of the Bankruptcy Court and fully expects to continue existing operations and maintain staffing and equipment as normal throughout the court-supervised financial restructuring process. "Tidewater has filed a series of motions with the Bankruptcy Court to ensure a seamless transition into chapter 11 and has sought the approval of the Bankruptcy Court to continue paying prepetition employee wages and salaries and to provide employee benefits without interruption. The Company continues to work closely with its suppliers and partners to ensure it meets ongoing obligations and business continues uninterrupted," the company added. Jeffrey M. Platt, Tidewater's President and Chief Executive Officer states, "After much thought and successful negotiations with certain of our economic stakeholders, we decided that commencing the chapter 11 cases was necessary to create financial stability which would allow Tidewater to remain a formidable competitor given this unprecedented industry downturn. Throughout the chapter 11 process, we anticipate meeting ongoing obligations to our employees, customers, vendors, suppliers, and others. We will continue to provide our customers with dependable, high-quality services." To support and effect the restructuring, Tidewater has filed applications to retain, among others, Weil, Gotshal & Manges LLP as restructuring counsel, Jones Walker LLP as corporate counsel, Lazard Frères & Co. as investment banker, and AlixPartners, LLP as restructuring advisor. Subject to the approval of the Bankruptcy Court, the Prepackaged Plan is expected to be consummated in approximately 45 days. "Tidewater believes it has adequate liquidity to maintain its operations in the ordinary course and does not intend to seek any debtor-in-possession financing during the pendency of the bankruptcy cases," the company said. *(Source: Offshore Energy Today)*

MMT, REACH SUBSEA WIN NORD STREAM INSPECTION WORK

Sweden-based marine surveys specialist MMT has been awarded a three-year contract by Nord Stream AG for inspection of both lines of the Nord Stream Pipeline running through the Baltic Sea from Russia to Germany. The company said on Wednesday that the external inspection of the pipeline would be executed by a joint venture between MMT Sweden and Reach Subsea. The scope of work, involving approximately 150 days in 2017, includes visual and instrumental inspection of the pipelines with remotely operated vehicles (ROVs) over the entire length of the route. The trenched sections and cable crossings of the pipeline will also be inspected. According to MMT, the survey will mainly be conducted from the vessel **Stril Explorer**. MMT said that the purpose of these surveys was to acquire data on the condition of both pipeline strings and associated installations. This information is used in the continued assessment of the pipelines' integrity and will complement

the data generated in earlier inspection campaigns. Ola Oskarsson, MMT Sweden's founder, said: "We are very proud to be chosen to conduct the important inspections of this great infrastructure project and bring our new technology to the Baltic Sea. In cooperation with our partner, Reach Subsea, we will support Nord Stream's safe and environmentally sound energy transport to Europe." Reach Subsea's founder and CEO, Jostein Alendal, added: "This three-year contract award is a result of the excellent operational performance in an offshore survey carried out in close cooperation with our partner MMT Sweden over the past years." Nord Stream's natural gas pipelines has the capacity to transport 55 billion cubic metres (bcm) of Russian gas a year to the EU, for at least 50 years. Both lines run in parallel for 1,224 kilometres from Portovaya Bay, near Vyborg on the Russian Baltic Sea coast, to Lubmin, Germany. Construction of the first Nord Stream Pipeline started in April 2010, and both lines were completed and on-stream in October 2012. *(Source: Offshore Energy Today)*

M² SUBSEA HIRED TO SUPPORT NORD STREAM 2 SURVEY WORK

ROV services provider M² Subsea has secured its first contract award valued in excess of one million pounds, which will see the firm supplying the **Go Electra** vessel, ROVs and personnel to support survey work on the Nord Stream 2 pipeline. The company, which has bases in Aberdeen and Houston, has been sub-contracted by Next Geosolutions, an independent geoscience and engineering service provider, to deliver the campaign in the Baltic Sea for the Nord Stream 2 project. Next Geosolutions was appointed to carry out unexploded ordnance identification (UXO) surveys on the two new pipelines. The campaign for Nord Stream 2, an extension of the world's longest pipeline, will be undertaken in an area noted for munitions discoveries following the end of World War II. To support the 90-day project on the Nord Stream 2, M² Subsea has signed its first charter agreement for the multipurpose support vessel (MSV) the Go Electra, which recently

completed its first five-year class inspection. The scope of work will be project managed from Aberdeen and will see the MSV deployed from Hanko in Finland, and supported by 15 of M² Subsea's personnel who will carry out the UXO identification work utilizing a Triton XLX 2 Work Class ROV and a Mohican 5 observation/inspection class ROV. M² Subsea chief executive officer, Mike Arnold, said: "Safety is a key factor on every project and in particular where it involves surveying the seabed to identify undiscovered explosive devices for removal. We are very pleased to have chartered the Go Electra which is a highly specialized vessel for subsea inspection, repair and maintenance work and ideal for supporting the conditions the team and ROVs face in the Baltic." Giovanni Ranieri, Next Geosolutions' CEO, said: "This is an exciting project for Next Geosolutions and we're delighted to have the opportunity to work with M² Subsea." The Nord Stream twin offshore pipeline system runs from Russia to Germany and measures 1,244km in length. *(Source: Offshore Energy Today)*

DEEP SEA SUPPLY FINDS WORK FOR PSV DUO

Offshore supply vessel operator Deep Sea Supply has been awarded time charter contracts for two platform supply vessels. According to its Oslo Stock Exchange filing on Thursday, the company has been awarded time charter contracts for the PSVs **Sea Supra** and **Sea Swan** for operations in South-East Asia. Each vessel has been contracted for two wells firm plus options with an expected duration of at least 255 days not including options. The contracts will start in late May. Both vessels are of an Ulstein PX 105 design delivered in 2014 from the Sinopacific shipyard. This type of vessel has a 4.700 dwt and 1000m2 deck area, clean design, diesel electric propulsion, and the X-bow design. Deep Sea Supply is currently in process of merging with two other vessel owners, Farstad Shipping and Solstad Offshore. The new combined company will have a fleet of 154 vessels which will include 33 CSV, 66 PSVs, and 55 AHTS vessels. With merger plans approved by the companies' respective boards in late March, the merger is expected to be completed during the first half of this year. *(Source: Offshore Energy Today)*

HARVEY GULF REACTIVATES FOUR VESSELS

U.S. offshore vessel operator Harvey Gulf International marine has signed four long-term contracts for currently stacked vessels. Harvey Gulf announced the signing of long term contracts for the MPSV **Harvey Intervention**, 175′ FSV **Harvey Hustler**, 180′ FSV **Harvey Runner** and 220′ FSV **Harvey Express**. These charters follow Harvey Gulf's recent agreement with Delta Subsea to outfit the previously stacked M/V **Harvey Steeler** to provide ROV and survey services, the company said. The **Harvey Intervention** was redelivered in April, 2017 with increased accommodations, totaling 75 persons and a new NOV 165 MT AHC ultra deep-water knuckle boom crane. "This crane gives the Intervention 180 feet of hook height, more than any other US or foreign flagged MPSV crane vessel of its size, and capability of lowering sub-sea equipment to 3,600 meters," the company said. *(Source: Offshore Energy Today)*

WINDFARM NEWS - RENEWABLES

BUCKIE HARBOUR READIES FOR BEATRICE EXPORT CABLE TRENCHING TEAM

The two vessels contracted to carry out the trenching along the export cable route for the Beatrice offshore wind farm project are expected to arrive in the Buckie harbour in Scotland this weekend and start mobilising for the project. The 160ft **Manu-Pekka** dredger barge is expected to berth on Sunday along with the 88ft **BKM 103** multicat tug. The Finnish-built barge has no propulsion and is towed between work locations by the tug. The vessels will spend two to three weeks in Buckie

while general maintenance work is carried out and new equipment is fitted before beginning work in the Moray Firth. There they will spend around three months excavating a subsea trench which will carry transmission cabling from the site of the Beatrice wind farm situated 35 miles offshore from Buckie. The power cables will make landfall to the west of Portgordon from where they will be connected to the new electricity substation currently under construction at Blackhillock, near Keith. Buckie is the largest of Moray Council's six harbours and is seen as having an important role as a support and maintenance base for the offshore renewables industry. "The council continues to support offshore work by offering Buckie harbour as a strategic location for a range of services," a council spokesman said. "This latest opportunity is part of ongoing partnership working with the offshore sector and we will continue to expand and develop the services that we are able to offer." Offshore construction works in the Outer Moray Firth started in late March with the heavy lift vessel **Stanislav Yudin** installing the foundation piles at the site. The 588MW wind farm will comprise 84 Siemens 7MW turbines. Developed by a joint venture partnership between SSE (40%), Copenhagen Infrastructure Partners (35%) and SDIC Power (25%), the wind farm is expected to become fully operational in 2019. *(Source: Offshore Wind)*

VBMS AWARDED INTER-ARRAY CABLING CONTRACT FOR ALBATROS OWF

VBMS, a subsidiary of Royal Boskalis Westminster N.V. (Boskalis), has been awarded an inter-array cabling contract by EnBW Albatros GmbH for the 112MW Albatros Offshore Wind Farm. The contract includes the supply, installation and burial as well as termination and testing of nineteen (19) 33kV inter-array cables. The cable installation activities are scheduled for 2019, following the installation of seventy nine (79) inter-array cables for the nearby 497MW EnBW Hohe See offshore wind farm. Part of the Albatros scope for VBMS is to interconnect both wind farms. The 11-square-kilometre Albatros offshore wind farm is located in the so-called

'exclusive economic zone' of the German North Sea, adjacent to EnBW's Hohe See offshore wind farm. *(Press Release)*

DELTA MARINE'S VOE VANGUARD SAILS STRAIGHT INTO FIRST PROJECT

Damen has launched the Renewables Service Vessel (RSV) 3315, a new type, which has been developed in close cooperation with Scottish company Delta Marine. The first in the new series was officially christened **Voe Vanguard** at Damen Shipyards Hardinxveld by Miss Akira Mary Lumsden, the granddaughter of Bob Spanswick, Managing Director of Delta Marine Ltd. Just a week later **Voe Vanguard** was off to her first offshore wind farm, the Walney Extension project. Delta Marine took delivery of its first Damen vessel 12 years ago and the Shetland-based company now has four Damen Multicat vessels in its fleet, as well as one it manages. David McNaugthan, Delta Marine General Manager, says the decision to invest in a vessel specifically tailored for renewables was taken around four years ago. "We knew at Damen we get a good project and good quality backup." The Damen RSV 3315 is based on the highly successful Multicat design. The vessel can undertake all duties normally expected of a Multicat but has the addition of a spacious, unobstructed deck, DP2 and dedicated 4-point mooring. The 33 metre vessel has a 42-tonne bollard pull. "We were particularly interested in having a DP2 capability. This vessel is suitable for offshore wind but also for tidal projects, where she can stay in position using her DP in some pretty strong currents." Delta Marine and Damen adapted the traditional Multicat design by moving the wheelhouse forward and leaving the aft deck open. Additionally, it was important to make sure the vessel was under the 500-tonne mark to keep the costs down. "The vessel is diesel electric, and has four azimuths, with a large stern thruster. She is

also very flexible, with a shallow draught of only 2.6 m. The two aft azimuths can swing up into the hull and we can easily switch from DP1 to DP2 mode," Mr McNaugthan points out. In addition, **Voe Vanguard** has two powerful cranes, one of which has a capacity of 15 tonnes with an outreach of 20 metres. "With these we can carry and lift an awful lot for a wide variety of tasks." She also has comfortable accommodation for up to 18 crew. Mr McNaugthan outlines the potential of the Damen RSV 3315. "The DP2 system is very important for our clients, every single job is crying out for DP2. We are confident this new type will establish itself in the market." **Voe Vanguard** went off to work straight away for the Walney wind farm extension and then she will be exhibited at the Seawork in Southampton. After that it is straight back up the coast for another project. "We already have work into August and beyond!" Jos van Woerkum, Managing Director of Damen Shipyards Hardinxveld comments: "We have been working on this vessel together since 2013. Delta Marine gave us a sketch and outlined their requirements and I think Damen has built exactly what they wanted. I always say we can do a lot if we do it together! "I think the Renewables Service Vessel 3315 has the potential to be the next success for Damen once she proves herself in the market." *(Press Release)*

DREDGING NEWS

LELAND TAKES HARBOR DREDGING INTO ITS OWN HANDS

The Leland Michigan Chamber of Commerce said that a new cutter suction dredger, built by DSC Dredge for Leland Township Board, was put into the water for the first time on April 8. Fully functional with just one operator, the 68-foot-long **Wolverine** can reach dredging depths down to 25 feet below the surface and allows for maximum particle clearance of 6 inches. It offers single-truck portability in almost every geographical location, DSC said. "Purchasing the DSC dredge provides Leland Harbor with complete certainty on maintaining channel depths and keeping our harbor open," noted Tony Borden, Harbor Commissioner. "It is the ultimate solution for our annual dredging

needs." "The project is very much needed, as the marina channel entering to the slips was completely closed. The dredge is new to Leland, but will avoid the hiring of a contractor to keep the harbor open," said David Driver, DSC Field Service Technician. He explained that the investment Leland has made in its dredge will be met in less than three years. "For many years to come, Leland Township will be able to keep its marina free and clear of fill for the many boaters who use the facility. DSC Dredge Michigan Division is very proud to deliver this equipment within its home state," he said. *Background* With no dredging taking place in 2015 and 2016, the harbor had silted completely shut by January 2017. But the community of Leland had already decided in the summer of 2016 to take matters into its own hands. The Harbor had approximately $250,000 in financial reserves when it chose to purchase a new 10-inch Wolverine Class cutter suction hydraulic dredge, manufactured at DSC Dredge's Greenbush, Michigan, facility. With another $250,000 required to purchase the dredge, the town created a crowdfunding site in December 2016, and the donations began to roll in – so quickly that it was able to raise the full amount required in less than a month. Taking delivery of its **Wolverine** Dredge in mid-April 2017, a crew of Leland township employees received full training over the next week, so that they can now rely upon their own resources – at a minimal annual cost – to keep the harbor cleared, DSC said. *(Source: Dredging Today)*

ACTA MARINE'S SHOALBUSTER COASTAL RAMBLER WORKING IN DUBAI

Coastal Rambler, one of Acta Marine's shoalbusters, has been supporting the construction of Dubai's Deira Island. The vessel's main duties on the Deira job are handling barges loaded with the rocks that form the basis of the artificial island structure. "Considering the dimensions of the barges involved – up to 10,000 DWT – **Coastal Rambler** has justly earned the recognition of 'workhorse'," Acta said. "As with all our contracts, safety played a vital role in the execution of this project," says Acta Marine's Rob Meijer. "The considerable experience of Coastal Rambler's crew, having supported numerous similar projects in the region, yields real benefits on projects such as this." Deira Island is a group of artificial islands that are currently under construction in Dubai (UAE). It forms part of Dubai's larger

scope of land reclamation works that also include Palm Jumeirah and Palm Jebel Ali. After the Deira Island project, **Coastal Rambler** headed directly to Abu Dhabi to start her next contract. *(Press Release)*

YARD NEWS

SIX DIE AFTER SHIPYARD BLAST IN CARTAGENA

Six people died and at least twenty-three persons sustained injuries following a huge explosion at Cotecmar shipyard in Cartagena, Colombia that occurred on Wednesday, May 17, local media informed. A total of three explosions were reported in the industrial zone of Mamonal, located some 15 kilometres from the city, hitting Cotecmar and US shipyard Astivik. The blast at the yard reportedly occurred while workers were painting a tanker vessel. The shipyard, specializing in construction of naval platforms, and the repair and maintenance of vessels, expressed its condolences to the victims' families on its twitter account. The country's police and naval authorities conducted an initial inspection of the site, once the fires were put under control, ruling out the possibility that an explosive device had caused the explosions. Further activities on determining the cause of the blasts are underway. World Maritime News is yet to receive a reply from the shipbuilder regarding the accident. *(Source: World Maritime News)*

WÄRTSILÄ CLINCHES US TIER 3 EMISSIONS CERTIFICATES FOR TUG ENGINES

Wärtsilä been awarded an emissions compliance certificate from a key US authority which will enable it to sell dual-fuel engines for North American tug newbuilding projects Wärtsilä Corp has gained certification of emissions compliance from the US Environmental Protection Agency (EPA) for its 34DF dual-fuel engine series. This will enable tug builders to use Wärtsilä 34DF engines on projects to meet EPA's tough Category 3 Tier 3 requirements. Wärtsilä Marine Solutions said these were the first Category 3 Tier 3 certificates issued by the EPA to any

manufacturer. The Category 3 relates to engines with a displacement per cylinder of more than 30 litres. Wärtsilä also received an engine international air pollution prevention (EIAPP) certification for the 34DF engines. Both certificates cover engines manufactured during the period from March to the end of 2017. EPA's certification verifies that the Wärtsilä 34DF engine is fully compliant with the Tier 3 emission standards in gas mode operations. The engine is equipped with a continuous nitrogen oxide (NOx) measuring and monitoring system for verifying emissions compliancy inside NOx emission control areas (NECA), as required by the EPA Tier III standard. When workboats are sailing outside NECAs, the fuel-flexible 34DF engine can be operated with conventional marine diesel fuels if required, said Wärtsilä Marine Solutions product director for medium bore engines, Patrik Wägar. He added: "Our technology is leading the way to greater environmental sustainability and a cleaner maritime industry. It is an honour for the company to be the first to be awarded this important EPA certification." Wärtsilä Marine Solutions product manager for the W32/34 engines Rasmus Teir said these engines have already been ordered and delivered to multiple dual-fuel workboat and tug projects. "We have references in various sub segments," he said. "We have delivered 10 Wärtsilä 34DF engines for tug projects and around 50 engines for offshore supply vessels." "We have delivered 10 Wärtsilä 34DF engines for tug projects" Some of these earlier references, such as those for a series of six offshore support vessels for Harvey Gulf Marine, involved engines that met EPA's less stringent Tier 2 criteria. For these vessels, ordered from Trinity Offshore shipyard, Wärtsilä supplied three W6L 34DF engines for each vessel. Two of Wärtsilä's tug references for the 34DF engines were for vessels built in China, said Mr Teir. Wärtsilä supplied four W6L 34DF engines for tugs built by Ghangzhou Huangpu shipyard for China National Offshore Oil Corp (CNOOC). These were 80-tonne bollard pull Hai Yang Shi You 521 and Hai Yang Shi You 522 tugs, which entered service in Chinese ports in 2013. Wärtsilä is also supplying engines for three dual-fuel tugs that Gondan Shipyard in Figueras, Spain has built for Norwegian owner Østensjø Rederi. The Wärtsilä 34DF engine is based on the Wärtsilä 32 diesel engine, but with the gas fuel option. The fuel flexibility means the engine can be optimised for constant speed generating sets and variable speed mechanical drives for main engine applications, said Wärtsilä. *Wärtsilä 34DF engine features* Fuel flexibility; 6 to 16 cylinder configurations; Power range - 2,880kW to 8,000 kW; Based on Wärtsilä 32 diesel engine; Optimised for constant speed generating sets. *(Source: Tug Technology & Business)*

WEBSITE NEWS

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

   - Boluda France invests in the potential of French ports
   - New Damen ASD 2411 tug for Saam Smit Towage in Panama
   - Dutch Dredging Orders Special-Purpose Vessel Peter
   - Saqr Port UAE signs contract for Damen ASD 2913 Tug
   - The first Dual Fuel Tug built in Europe to begin sea trials

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