Tugs Towing & Offshore Newsletter

LEKKO All about tugs

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

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MIDWEEK–EDITION

TUGS & TOWING NEWS

NEPTUN 11 "AROUND THE WORLD"

On 19th May 2017 our tug **Neptun 11** departed with an impressive double-tow of two flattop barges 82.5 x 27 metres from Shanghai, destined for Rotterdam, the Netherlands. During the past two weeks, the average speed was just below 6.0 knots and arrival at her first bunkering port Singapore will be 5th June 2017. From there the voyage will lead via the Indian Ocean to South Africa and then up north again – via Walvis Bay and Cabo Verde – to Rotterdam, which in total will take approx. 100-110 days. *(Press Release)*

DURBAN PORT AUTHORITY DEFENDS HARBOUR PILOTS, LAUNCHES NEW TUG

Transnet National Ports Authority chief executive, Richard Vallihu, was speaking on Friday on the sidelines of the launch of Durban's newest tug, the locally built **Umbilo**. Vallihu said boards of

inquiry were scrutinising the two incidents, which together caused millions of rands in damage. The Mediterranean Shipping Company's vessel, the *Benedetta*, struck a gantry crane at the container terminal, the Mercury newspaper reported this week, while on April 30, the bulk carrier *Julian* smacked into a ship loader while berthing at Bulk Connections on the Bluff. Damage in the first incident was estimated at about R100 million. On both occasions, pilots were aboard the vessels, as is mandatory. But Vallihu pointed out that in the *Benedetta* crash, "one of the most experienced pilots – he is near retirement" was on duty. The port authority has in recent years made it a priority and invested in training a new generation of harbour professionals, including pilots. And Vallihu said concerns over competency were "not an issue". On the port authority's support for South African shipbuilders, Vallihu said they would like to see the local industry moving beyond being assemblers – "hewers of wood and drawers of water" – to doing more of the hi-tech work. The control and propulsion systems, on tugs, for example, accounted for more than 50 percent of their value but were imported, he said. South African technical know-how needed to be harnessed and specialist overseas suppliers needed to come into the country to develop the industry, he said. **Umbilo**, which is named for the Durban river, was built by Southern African Shipyards for the authority and its home port will be Durban. It is the sixth tug completed by the Bayhead company as part of a R1.4 billion order for nine tugs. EThekwini mayor Zandile Gumede cracked a bottle of sparkling wine on the **Umbilo** at a traditional naming ceremony before a floating drydock took it into a harbour channel and began lowering it into the waters. She told guest she was delighted to see a woman among the tug's officers and said the vessel was a symbol of radical economic transformation. **Umbilo** was expected to begin duties soon, easing pressure on Durban's existing tug fleet. Vallihu said: "Over the past few years, Durban has seen larger vessels calling at the port. This has put a strain on our marine fleet. Currently the port has a total of eight tugs of which four are old shuttle tugs with only 32 and 38 ton bollard pull power." The 31 metre-long **Umbilo** can muster more than 70 ton bollard pull – enough muscle to push or pull the world's biggest ships, said Southern African Shipyards chief operating officer Louis Gontier. The company was expected to deliver the last of the nine tugs in early 2018. The tugs are being built over three and a half years, as part of a wider fleet replacement programme that includes dredging vessels and helicopters. Gontier said the port authority was getting a "first class product", in quality and price, and said the company "could easily build" the country's next dredger if it were awarded the contract. Royal IHC in the Netherlands supplied the port authority's last dredger. The Mediterranean Shipping Company were contacted for comment on the Benedetta incident but this was not immediately forthcoming. *(Source: IOL; Photo: Terry Hutson)*

WORLD'S LARGEST SEMI-SUB PLATFORM REACHES AUSTRALIA

Japan's Inpex has informed that the central processing platform for the Ichthys gas field has arrived in the Australian waters of the Browse Basin today. The massive Ichthys Explorer platform weighing 120,000 tonnes and with topsides measuring 130 meters by 120 meters, is considered the world's largest semi-submersible platform. The Ichthys Explorer reached its final offshore destination, 220 kilometers off the north coast of Western Australia, where it will be located for 40 years. "The safe completion of the 5,600 kilometer tow of the Ichthys Explorer from South Korea to the Ichthys Field, located 450 kilometers north of Broome, is another significant milestone for the Ichthys LNG Project," Louis Bon, Managing Director, Ichthys Project stated. "The successful 34 day tow is a tribute to our world-class processes and the commitment of our personnel from around the globe" Bon said. After the Ichthys Explorer is safely moored in the 250-meter deep waters of the Ichthys Field, hook up and commissioning will begin. The CPF is the central hub for initial offshore processing of all well fluids delivered from an extensive, 130-kilometers network of subsea well infrastructure. Gas from the CPF will be sent though an 890-kilometer subsea pipeline to the onshore LNG facility, at Bladin Point, near Darwin for processing. Most condensate and water from the CPF will be transferred to a nearby floating production, storage and offloading facility (FPSO), the Ichthys Venturer. "The Ichthys LNG Project incorporates some of the world's largest and most advanced offshore facilities with a continuous operating life of 40 years," Bon said. *(Source: Offshore Energy Today)*

GLOSTEN DEBUTS NEW HARBOR TUG DESIGN

Seattle-based marine consultancy Glosten has unveiled the **HT-67**: a new 67' ASD (Z-Drive) harbor tug designed for versatility of service on inland and near coastal waters. Outfitted with a tow winch and pin box/stern roller assembly, this tug can tow astern as efficiently as a conventionally shafted

tug of equal horsepower, and handle barges unassisted on arrival and departure. The Glosten **HT-67** was developed with input from experienced towboat operators, noted Capt. Peter Soles, a Marine Consultant at Glosten. "Our goal was to develop a nimble harbor-size tug with exceptional barge handling capabilities. We sought input from veteran ASD captains at multiple points in the design process. We now have a design that is practical, adaptable, and user-friendly – both for captains in the wheelhouse and crewmembers on deck." The **HT-67** boasts a steel hull with an aluminum house, and single curvature hull plates for ease of construction (estimated at $4.9M). The hull can also be ice strengthened or fitted with push knees without substantially altering the design. Propulsion engines may be Cummins QSK19-M, 750 hp at 1,800 rpm or MAN LE 434, 750 hp at 1,800 rpm, for a combined 1500 hp. Both engines are EPA Tier 3 compliant. Z-drive units may be either Schottel SRP 190FP, or ZF Marine AT 5000 WM-FP. Both units utilize fixed pitch propellers in 19A nozzles, fitted in either bottom or top-mounted round wells. A top mounted configuration affords the option to remove and replace Z-Drive units pier side (i.e. without dry docking). The **HT-67** can also be configured with Nautican nozzles on ZF Marine Z-drives for superior bollard pull and fuel efficiency. The vessel meets USCG Subchapter M (Towing Vessels) design requirements. "This design offers a lot of capability and versatility in a small package," Soles said. "It is highly responsive and right-sized for work in confined waterways, whether you're towing, working alongside, or assisting." *(Source: MarineLink)*

ONYX TOWING STJERNEBORG

The 2015 built Malta registered with call sign 9HA3841 DP2 anchor handling tug supply vessel **Onyx** (Imo 1 9752400) was seen leaving Valletta, Malta towing the disabled 1994 built Singaporean flag ro/ro vessel **Stjeneborg** from Palumbo Malta Shipyard Ltd on Monday 29th May, 2017 bound to Izmir, Turkey for scrap. The AHTS is owned by Great Union China Ltd – Hongkong and managed by Polskie Ratownictwo – Gdynia; Poland. She has a grt of 1.992 tons and a dwt of 1700 tons and classed Polish Register of Shipping. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

BISON FOUND IN WARRI

Last week I received some pictures of a tugboat berthed in Warri; Nigeria. The tugboat under the name **Bison** was built by Damen, Polen-Hardinxveld. She is one of the first shoalbusters built by Damen under yard number 1907-1539 in 2000 for Van Laar Scheepvaart BV – Dordrecht. She has a length of 20.55 mtrs a beam of 7.10 mtrs and a depth of 2.79 mtrs. The two Caterpillar 3412E DI-TA develops a

total output of 806 kW (1096 apk). In March 2002 to Van Laar Scheepvaart (Waterweg Holding) – Workum; Netherlands. In June 2002 sold to Coastal Shipping BV – Workum and renamed **Coastal Buster**. In April 2004 sold Bifinger Berger International AG – Wiesbaden; Germany for service in Nigeria. It is reported that she recently was sold to Pyton Engineering – Warri; Nigeria. On her aft bulwark you can still read her homeport in the Netherlands – Dordrecht-NL *(Photo: Jacob Versteeg)*

ROBERT ALLAN LTD. RAMPARTS 3200 TUG FOR ROYAL THAI NAVY

Italthai Marine, Thailand recently delivered **H.T.M.S. Panyi**, a Robert Allan Ltd. designed RAmparts 3200 class tug to the Royal Thai Navy. The tug was officially enrolled by Admiral Na Arreenich, the Naval Commander on March 27, 2017 in Bangkok. **Panyi** was named after Ko Panyi which is a fishing village in Phang Nga, Thailand, notable for being built on stilts by fishermen and is a well-known tourist destination. The name was given by King Rama IX (King Bhumibol Adulyadej) and was marked the last vessel of the Royal Thai Navy named by His Majesty. Initial feedback from all levels of the Navy suggests that the tug has been very well received. The delivery of **H.T.M.S. Panyi** inaugurates the replacement program for existing tugs. The tug is responsible for handling larger vessels of the Royal Thai navy such as *H.T.M.S. Chakri Naruebet* and *H.T.M.S. Similan*. Other purposes include supporting operations such as Fire Fighting, Oil Recovery and beyond in navy ports, other ports and along the coast line. The tug has been designed and built to the following notation of Lloyd's Register: ✠ 100A1, Tug, ✠ LMC, Fire-Fighting Ship 1 with Water Spray System *Particulars of this RAmparts 3200 design are as follows:* Length overall: 32.00 m; Beam, moulded, extreme: 12.40 m; Depth, moulded (hull): 5.40 m; Maximum draft: 4.35 m; *Primary tank capacities are as follows:* Fuel oil: 155 m3; Potable water: 50 m3; Foam: 7 m3. On trials, the **H.T.M.S. Panyi** met or exceeded all performance expectations, with the following results: Bollard Pull, ahead: 56 metric tonnes BP; Free running speed, ahead: 12.7 knots. The vessel has been arranged and outfitted to high standards with twenty (20) crew berths in total. The commanding officer's cabin and a two-officer cabin are located in the deckhouse; cabins for other officers and crews located on the lower accommodation deck. Fully appointed mess/lounge for officers and crews are arranged in deckhouse respectively near a modern fully-equipped galley. Main propulsion for the tug consists of a pair of MTU 16V4000M54 diesel engines, each rated 1,685 kW at 1,800 rpm, and each driving a Schottel SRP 1212 fixed pitch Z-drive unit, in ASD configuration. The electrical plant comprises two (2) identical diesel gensets, each with a power output of 200 ekW. The deck machinery consists of one ship-assist hawser winch forward, and one tow-hook on the aft deck for coastal towing service.

Ship-assist service will be carried out through a specially designed staple which accommodates a fairlead. A capstan and a deck crane are also provided on the aft deck. The wheelhouse is designed for maximum all-round visibility with a forward control station providing maximum visibility to both fore and aft deck working areas. Ship-handling fenders at the bow consist of two rows of cylindrical fender, 800 x 400. A 500 x 450 "W" block fender is arranged below the cylindrical fenders. 300 x 300 hollow "D" fenders provide protection along the forecastle deck and the main deck sheer lines, and similar "D" fender is used at the stern. *(Press Release)*

THREE ASD TUGBOATS SUCCESSFULLY DELIVERED

The Jiangsu Zhenjiang Shipyard announced that on May 26th, one 2942kW ASD tugboat named "**Qing Gang Tuo 28**"we built for Qingdao Port co., Ltd and two 3676kW ASD tugboats named "**Xia Gang Tuo 22**""**Xia Gang Tuo 23**" we built for Xiamen Port co., Ltd were delivered successfully, starting the sail smoothly. *(Source: Jiangsu Zhenjiang Shipyard)*

MAASKANT AAN DE SLAG MET CASCO CARROUSEL RAVE TUG

Het casco van de allereerste Carrousel Rave Tug (CRT) is onlangs voor verdere afbouw gearriveerd bij Scheepswerf Maaskant in Stellendam. Opdrachtgever is Novatug BV, opgericht door de familie Muller uit Terneuzen, wier rederij, Multraship Towage and Salvage, als eerste met dit revolutionaire sleepboottype aan de slag gaat. Het is al zo'n 10 jaar geleden dat ontwerper M. van der Laan met het carrouseltype sleper op de markt kwam. Het ontwerp werd zelfs als de 'Tug of the Future' bestempeld. Het innovatieve concept, bestaande uit een stalen ring met sleeplier rond het stuurhuis van een sleper, werd geadopteerd door de familie Muller. Het concept werd gepatenteerd en ondergebracht in een apart bedrijf, genaamd Novatug BV. Multraship liet de havensleper **Multratug 12** ombouwen tot carrouselsleper, waarmee vervolgens uitvoerig werd geëxperimenteerd. Bijzonder aan het concept is, dat het onmogelijk is de sleper om te trekken en dat er handig gebruik kan worden gemaakt van de weerstand van de romp bij het assisteren van grote zeeschepen. Daarnaast levert de inzet van de carrouselsleper een flinke brandstofbesparing op. Samen met het Canadese ontwerpbureau van Robert Allan en de Duitse firma Voith werd het concept verder uitgewerkt. In 2013 leidde dit zelfs tot toekenning van de Maritime Innovation Award. *Eerste bouworder* Op 4 november 2015 sloot Novatug een contract met Damen voor de bouw van twee Carrousel Rave Tugs, afgekort CRT's. De bouw van de casco's werd uitbesteed bij Theodor Buschmann in Hamburg. De romp is 31,90 meter lang en 13,20 meter breed. De voortstuwing gaat bestaan uit twee ABC diesels van elk 2650 kW bij 1000 toeren. Deze drijven elk een Voith Schneider roerpropeller aan in een lijnopstelling onder de romp. Dit levert vrijvarend een snelheid van 14 knopen en slepend een trekkracht van ruim 70 ton op. Wordt gebruikgemaakt van de weerstand van de romp, als de sleper uitzwenkt, dan wordt een kracht van 160 ton gegenereerd. Ideaal om als escort-tug te worden ingezet. De stalen ring om het stuurhuis weegt 40 ton, heeft een diameter van 12 meter en wordt voorzien van een Luyt-lier. Launching customer Multraship hoopt de eerste Carrousel Rave Tug nog dit jaar in de vaart te brengen. De vraag is of dit concept de sleepvaartsector daarna snel zal veroveren. *(Source: Schuttevaer/PAS; Photo: R&F van der Hoek-Lekko)*

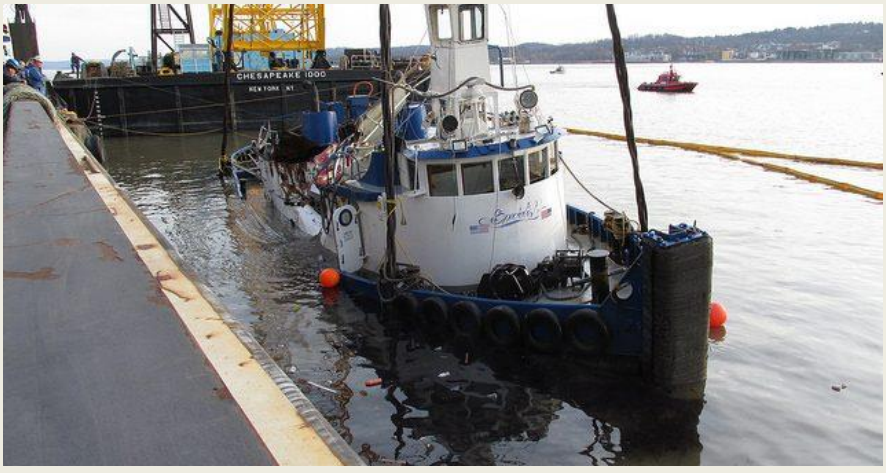
DAMEN VESSELS ON DISPLAY AT SEAWORK INTERNATIONAL 2017

Damen Shipyards Group will be attending the Seawork Commercial Marine & Workboat Exhibition & Conference in Southampton, UK, on 13-15 June 2017. Visitors will be able to meet company representatives at the quayside stand Q9. Two of Damen's newest vessels – a Renewables Service Vessel 3315 and a Composite Stan Pilot 1505 – will also be on display, moored adjacent to the stand. Contrary to previous editions of Seawork, Damen will be outdoors at stand number Q9. "We decided to move out of the exhibition halls this year. This way, we'll be able to show visitors around the two Damen vessels that will be present," says Damen Sales Manager UK Casper Vermeulen. "And to enjoy the famous British weather, of course." The two Damen vessels that will be attending Seawork

show the potential of Damen's designs in the maritime workboat market. The Composite Stan Pilot 1505 is constructed from composite materials, which combine lightweight properties with strength and stability. This leads to numerous benefits such as reduced operating costs (fuel and maintenance) and greater speed. The second vessel is the **Voe Vanguard**, the Renewables Service Vessel (RSV) 3315 that was recently delivered to Scottish company Delta Marine. Designed specifically for offshore wind support duties, the RSV will also be able to take on tidal power support contracts too. The **Voe Vanguard** will be coming to Seawork after completing her first contract on the Walney Extension wind farm. The 2017 edition of Seawork marks Casper's last trade show before his retirement. "It's always been a pleasure to come to Seawork", he says. "I think this year's event will be a fitting opportunity to say goodbye to many of people I have enjoyed meeting and working with over the years." Mr Vermeulen will be accompanied at the stand by his colleagues, UK Sales Managers Arjen van Elk and Frederik van der Linde. *(Press Release)*

ACCIDENTS – SALVAGE NEWS

NTSB: INADEQUATE MANNING, FATIGUE LED TO DEADLY HUDSON RIVER TUGBOAT SINKING



Overtired tugboat crewmen trying to maneuver a massive crane barge through a construction zone led to the deadly March 2016 allision at New York's Tappan Zee Bridge that killed three, according to the National Transportation Safety

Board. The 84'x26'x9.2', 2,400-hp tug **Specialist** sank within seconds of crashing into a construction barge spudded in the Hudson River. All three men on the vessel died: Paul Amon, 62, of Bayville, N.J., Timothy Conklin, 29, of Westbury, N.Y., and Harry Hernandez, 56, of Staten Island, N.Y. Amon, who was piloting the tug, initially jumped to the deck of the construction barge, but went back onto the **Specialist** in an attempt to rescue one of his deckhands, NTSB investigators wrote, affirming witness accounts of the March 12, 2016 accident. The **Specialist**, operated by New York Marine Transport Inc., Montauk, N.Y., and two other tugs, the company's **Realist** and the **Trevor** sent to assist by Weeks, were moving the crane barge *Weeks 533* south on the Hudson around 5 a.m. when they approached the construction zone where a replacement for the 1950s-era suspension bridge is being built. "As the vessels approached the bridge construction area, after first giving a favorable report that there was adequate room, the mate of the **Specialist** (Amon) radioed that there was not enough clearance between the tow and the spudded N181 at pier 31. He said to the other tugboat operators, 'it's looking tight, go left [east],' and then, 'go hard left,'" the NTSB report states. Automatic identification system (AIS) data showed the flotilla approaching the Tappan Zee Bridge to the west side of the center of the channel and turning toward the center of the channel, when the **Trevor's** AIS was recording a speed of 8 knots. The **Specialist's** starboard side struck the spudded construction barge at 7.8 knots, heavily damaging the tug above the waterline. The current, later estimated at 2 to 3.5 knots, began pushing the tug under water below the construction barge. According to statements from construction workers, "the mate returned to the tugboat to attempt to help a deckhand who was trapped inside and calling for help," NTSB investigators wrote. "The **Specialist** took on water through open doors and rapidly sank with the mate and two deckhands aboard. After the vessel sank, several workers from the construction barge saw the mate in the water, being swept away by the current. "They threw life rings toward him but he was unresponsive. A nearby rescue boat recovered the mate about 100 yards from the accident site moments later and rushed him to shore; attempts to revive him were unsuccessful." The report notes that Amon took the wheel of the **Specialist** between 12:30 a.m. and 1 a.m. that morning, after its captain "left his vessel for unknown reasons, crossed the deck of the barge, and assumed the helm of the **Realist** in the upper wheelhouse." Both crews were in VHF radio communication. But NTSB investigators had limited information from crewmembers about what transpired during those early morning hours. The report notes "no crewmembers from the **Specialist** or the **Realist** answered investigators' questions due to possible pending charges stemming from an ongoing criminal investigation" by Westchester County officials. The agency likewise got little information from New York Marine Transportation, the report says. A request for bollard pull specifications went unanswered, and "the owner of the company left the country after the accident and claimed to no longer be a resident of the United States," the report says. "There was no written tow plan, nor was one submitted to the Coast Guard." The investigators did find an April 2014 vessel examination report from the Coast Guard that listed 18 deficiencies on the Specialist, ranging from inoperable lights to a lack of safety and firefighting training. A statement from a deckhand on the **Realist** shed no light on the change of captains in the wheelhouse, but told how the second tug had been dispatched on the morning of March 11 over company concerns about the Specialist's progress as is crew dealt with gusty winds and rough conditions. Logbook entries from the **Specialist** recounted a grounding, and the tow being spun around in mid-river despite full power, leading investigators to suspect the tug was underpowered for its initially solo assignment. At that time, the 1,800-hp **Realist** "was docked in Staten Island with a captain, a deckhand, and a female passenger aboard," the report says. "The captain was credentialed as master of steam or motor vessels of not more than 100 GRT (domestic tonnage) upon near coastal waters. The deckhand did not have any credentials." According to a written statement from that deckhand, "a representative from the company called the captain of the **Realist** and asked him to drive his car to meet up with the **Specialist** and relieve its

captain, but the captain of the **Realist** convinced the company to take the **Realist** up the Hudson River to assist. Accordingly, at 0900 on March 11, the **Realist** departed Staten Island." The tugs met up late in the day March 11 and resumed the southward tow. Investigators got access to text messages from one of the **Specialist** deckhands to his girlfriend, that included descriptions of difficult conditions and getting little sleep, the report says. "At 0217 on March 11, he texted that he had slept for 'maybe two hours then got woken up' and that he was 'up being lookout watching the disaster unfold.' Later that morning, at 0850, he texted that the fog was clearing but that the wind and the current were making it impossible to steer," the report says. "Once the **Realist** came to assist, the **Specialist** deckhand texted, 'The **Realist** captain is alone on the **Realist** so I have a feeling I'm gonna have to go over and steer . . . let alone pushing something that you can barely see around.' "Based on pictures taken of the tower crane barge after the accident, with the configuration of tugboats alongside the barge, the crane presented obstructed visibility for operators even in the upper wheelhouse." By the time the three-tug flotilla approached the Tappan Zee, winds were light at 5 knots and the construction site was adequately lit as the Coast Guard required, NTSB investigators found. The NTSB team interviewed Amon's daughter — herself a credentialed unlimited third mate and master of towing vessels, with Hudson River experience — who said that "while her father was aboard leading up to the accident, he indicated that there were times when three of the four crew members were sleeping at once, leaving the captain alone in the wheelhouse, and that the entire crew had been awake the night before the accident due to weather conditions." AIS data showed the tugs had increased speed in the hour before the accident, "at a time when caution should have been of utmost importance given the ongoing construction near the bridge," investigators wrote. "In addition to the increase in speed, initially, the mate had indicated to the other tugboats that the **Specialist** tow had enough clearance to get around the construction barge, when in actuality it did not. It is unclear how the mate judged the distance, whether by sight or by radar, but with increased fatigue, accuracy and timing degrade, as does the ability to integrate information. "These may have been factors in the mate's judgment of distance and speed. If the mate was unaware that the tow had increased speed, he might have thought there was still time to maneuver around the barge." Investigators concluded "the probable cause of the collision and sinking of the **Specialist** was inadequate manning, resulting in fatigued crew members navigating three tugboats with obstructed visibility due to the size of the crane on the barge they were towing and the location of the tugboats alongside the barge." *(Source: Workboat.com by Kirk Moore)*

SALVAGE PLAN BEING REVIEWED

The "**Powhatan**" which sank at the Samson Tug & Barge dock four weeks ago remained underwater at Starrigavan Bay Initial estimates that the vessel contained 340 gallons of oil on board were incorrect. Divers have found multiple spots where oil could have been released and have since

sealed off those locations. The total amount of oil released from the tug was unknown. The "Powhatan" was being surrounded by 1500 feet of containment boom, with sorbent materials inside, and the shore is lined with 1300 feet of deflection boom to protect Starrigavan Bay. Aerial images show decreased sheen within the containment boom and no additional oiling of the shoreline. State and federal agencies were upholding their recommendation that harvesters not gather shellfish from Starrigavan Beach at this time. A situation report from May 25 stated that there was the potential for oil exposure to marine wildlife, however no sea mammals have been observed by response teams or reported. Samson has developed a plan for wreck removal and pollution mitigation, which includes recovering fuel from the tug's tank. So far, 4,335 gallons have been collected. The company also intends to bring a large crane from Seattle to lift the tugboat onto a barge. SEAPRO plans to have the "**Neka Bay**" – an Oil Spill Response Vessel (OSRV) with skimming capabilities – on scene during the wreck. Samson's plan is being reviewed by the Alaska Department of Environmental Conservation, the Alaska Department of Natural Resources, and the U.S. Coast Guard for final approval. The date for salvaging the tug has not yet been set. *(Source: Vesseltracker)*

DISABLED TUG TOWED INTO PORT ANGELES HARBOR

A disabled tug and its 320-foot barge is being towed into the Port Angeles Harbor tonight. The Coast Guard coordinated assistance for the tug **Mauna Loa** which suffered engine failure and began to drift towards the Washington coast on Tuesday. The 113-foot **Mauna Loa** along with its 320-foot barge were met by the crew of tug vessel **Lauren Foss** of Neah Bay, which is towing the disabled vessel to Port Angeles. It is expected to arrive at 11 p.m. tonight. Watchstanders at Coast Guard Sector Columbia River received the report from the master of the disabled tug and coordinated with the owner of the tug who contracted with the tugs **Lauren Foss** of Neah Bay and the **David Brusco** of Cathlamet to intercept the **Mauna Loa** before it could drift aground. *(Source: Vesseltracker)*

GENERAL CARGO SHIP VITIN RAN AGROUND OFF TONNES, NORWAY

The general cargo ship **Vitin** ran aground off Tonnes in Luroy, Norway. The vessel was en route from Husoy to Myre with cargo of fishmeal, but suffered technical failure and went ashore south of

Bodo. The accident was reported to local authorities but there was no immediate danger for the ship and the crew. There was a small breach in one of the ballast tanks, which took waster ingress but without endangering the seaworthiness of the general cargo ship. There were no reported injuries and no water pollution. At the scene was sent rescue boat **Ruth Opsahl** and tug **Boa Brage**, which assisted with refloating of the cargo vessel **Vitin** in high tide. The ship was escorted to Sandnessjoen, where will be inspected and repaired before return in service. "There is water ingress into a small ballast tank, but not of such nature that may cause some danger", said the skipped of the salvage tug, which refloated the vessel, Ragnar Gustavsen. "We slept at the tow boat and waited for the high tide. Quarter past three, it was great. The area they went aground consists mostly of sandy bottom and is of course ideal when the worst happens", added he. The salvors added that they are now escorting the ship south to Sandnessjoen. The plan is to anchored near the island, so that maritime authorities can do a more thorough inspection before allow returning in service. The investigation for the root cause of the accident is under way. The general cargo ship **Vitin** (IMO: 9006289) has overall length of 88.00 m, moulded beam of 13.00 m and maximum draft of 5.40 m. The deadweight of the ship is 3,710 DWT and the gross tonnage is 2,449 GRT. The freighter was built in 1992 by PS Werften Wolgast in their shipyard in Germany. *(Source: Maritime Bulletin)*

TUG CROSBY COMMANDER SINKS IN GULF OF MEXICO; ONE MISSING, THREE RESCUED

One person is missing and three others have been rescued after a Crosby Tugs tugboat sank in the Gulf of Mexico off Louisiana on Monday. The U.S. Coast Guard said it was searching along with good Samaritan vessels for a person in the water approximately 30 nautical miles south of Marsh Island. Coast Guard Sector New Orleans received a report at approximately 5 a.m. of the tug vessel

Crosby Commander taking on water with four people aboard. Three people were able to evacuate to a life raft before the vessel sank. One crewmember is missing. The survivors in the life raft were rescued by the good Samaritan motor vessel **Andi Nicole**. The survivors were rescued in good condition with no medical concerns. The 85-foot **Crosby Commander** was built in 1978 and belongs to Crosby Tugs, LLC headquartered in Galliano, Louisiana. The cause of the incident is under investigation. Coast Guard assets and vessels involved in the search include: Coast Guard Aviation Training Center Mobile HC-144 Ocean Sentry fixed-wing aircrew, Coast Guard Air Station New Orleans MH-65 Dolphin helicopter aircrew, Coast Guard Cutter Razorbill, Coast Guard Cutter Skipjack, Coast Guard Cutter Vigilant, Motor vessel Andi Nicole, Motor vessel GIS Christina, Motor vessel Dustin Danos, Motor vessel Son River, Tug vessel Crosby Trinity ,Tug vessel Crosby Trojan, Commercial helicopter from Eugene Island Block 158. *(Source: gCaptain; Photo: Cosby Tugs, LLC)*

TUGBOAT FREES BARGE THAT WASHED ASHORE AT STATE PARK

A wayward barge that had washed ashore at St. Andrews State Park finally was pulled back out to sea Friday morning. After a failed attempt on Thursday, a higher tide and calmer waters enabled the same tugboat that had tried the day before to pull the barge off the jetties and back out to sea. The empty hopper barge was brought to the Panama City Marina for a quick inspection before continuing on its journey. The jetties do not appear to be damaged, and by late morning swimmers were back in the water where the barge was grounded. The hopper barge, which is owned by SCF Marine, usually transports scrap metal. It was being towed to its next location when the line snapped during stormy weather earlier this week. *(Source: News Herald)*

OFFSHORE NEWS

DUCKWORTH STEEL LAUNCHES NEW RESEARCH VESSEL

Duckworth Steel Boats, Tarpon Springs, Fla., christened and launched the 78'x26' research vessel **W.T. Hogarth** on May 23. Designed and engineered by Boksa Marine Design, the coastal class research vessel, which will be delivered later this year, is the newest addition to the Florida Institute of Oceanography (FIO) fleet and will help continue the efforts of scientific education and discovery

of FIO and its member institutions. The $6 million vessel was a necessary upgrade for student scientists, replacing the nearly 50-year-old Bellows which had served as a floating laboratory for 35 years. The new research vessel will be both longer and wider than its predecessor. It will offer more working space, including separated wet and dry labs, a larger work deck, separate galley and more comfortable arrangements for berthing. Anticipated missions for the new vessel will include a variety of over-the-side operations including the study of marine life, affects of pollution, water sampling, bioacoustics, sediment coring, fisheries research and more. The **W.T. Hogarth** was named to honor William T. Hogarth, who recently retired after a distinguished 50-year career that included serving as FIO director, dean for the USF College of Marine Science, interim regional vice chancellor of USF St. Petersburg, director of the National Marine Fisheries Service and chair of the International Whaling Commission. He also led the scientific response to the 2010 Deepwater Horizon oil spill. "It's an exciting day," Boksa Marine Design president Nick Boksa said in a statement announcing the christening. "She got her feet wet for the first time and floated perfectly on her lines." "The W.T. Hogarth will be a welcomed addition to FIO's fleet that will provide exciting new technical capabilities to enable world-class research and educational opportunities that help Florida understand and preserve its critical marine environment," FIO Director Philip Kramer said in his remarks. "The Florida Institute of Oceanography has a rich history of scientific education and discovery. We hope the new boat will continue the institute's ongoing mission," said Boksa. *(Source: Workboat.com)*

OCEAN DECK BARGE SOLD - 300' X 90'

Marcon International, Inc. is pleased to announce the sale of a 300' x 90' ocean deck barge. McKeil-Malaspina Ltd. of Burlington, Canada have sold their 91.44m (300') x 27.43m (90') x 6.10m (20') ocean ballastable deck barge "**MM-300**" (ex-UR-108, Goliat 11, ITM Belfast) to foreign private buyers and re-flagged for a special project. The 9,694mtdw, Canadian-flagged, double raked barge was originally built in 1985 by Harland & Wolf Shipbuilders in Belfast, Ireland as Hull 3016. "**MM-300**" is classed DnV / GL +1A1 Barge, dk(+) through February 2019. The barge is heavily built with a 17mm deck, 15mt/m2 deck load, 169MT point load at bulkhead crossing point, 235MT at crossing of

longitudinal bulkheads & transverse webs and has a tank capacity of abt. 13,875m3 ballast. Clear deck area is about 2,508m2. The barge last supported the KKC Hebron project in Bull Arm, Canada transporting solid ballast material between a transport vessel, onshore storage and deep water site plus transported heavy modules around the site. Keeping in the spirit demonstrating the capacity of the barge "**Ghost**" we recently wrote about, "**MM-300**" can carry the weight of about 1,762 African or 2,423 Asian elephants although we cannot guarantee the clear deck space or wish to clean the decks afterwards. Marcon International, Inc. has brokered numerous sales, purchases and charters for McKeil Marine over the years, the first probably being another 300' x 90' x 20' ex-North Sea ocean deck barge which we sold both to and later from them over 20 years ago. 2017 is off to a good start with seven sales concluded, plus several additional pending. Marcon ended 2016 with passing the 1,000,000BHP sold or chartered in tugs milestone with its 19th and final transaction of the year. Marcon International has for the past 36 years specialized as shipbrokers in the offshore petroleum, towing and marine construction industries. Since our first sale in 1983, Marcon has sold or chartered 1,417 vessels & barges, including over 1,009,457BHP in tugs, 906,345dwt ocean deck barges in addition to others. Looking back over the past 36 years, we have averaged about 40 sales/charters per year. A full history of past sales, references and background is available on request or can be downloaded from our website. *(Press Release)*

NORMAND BALTIC GEARS FOR VIETNAM CAMPAIGN

The dive support vessel **Normand Baltic**, currently on charter with DCN Diving, is set to depart Loyang Offshore supply base in Singapore for Lan Tay field 370 kilometers offshore Vietnam. DCN Diving took the vessel on a long-term charter from Solstad Offshore in October last year for subsea duties offshore Middle East and Asia. Prior to the offshore campaign, the **Normand Baltic** is scheduled to arrive at the HRF facility in Vung Tau to go through fit and pressure test of the Sat 02 system HRC. The offshore work will be carried out in water depth between 125 and 190 meters using saturation divers and work-class ROV. Activities will include wellhead EHFL replacement, various riser work and future spool piece metrology.

Normand Baltic is a 96-meter DP-2 DSV fitted with a 100-ton heave compensated crane, mobilised with a 9 man classed saturation diving system and twin LARS air diving system. The vessel was also previously on charter with DCN Diving to support a hyperbaric welding project on a live gas pipeline in Indonesia. *(Source: Subsea World News)*

NTT COM BEEFS UP CABLE LAYING FLEET

NTT Communications has recently completed outfitting its new submarine cable-laying vessel, "**Kizuna**", which launched late last year. NTTWEM's parent company NTT Com and other telecommunication companies and service providers will use **Kizuna**, along with three existing vessels operated by NTTWEM, to lay and maintain submarine cables for telecommunications networks and cloud services. **Kizuna**, which will enter service in the foreseeable future, is the first submarine cable-laying vessel equipped for the dual purpose of serving as a disaster-relief ship in the case of major natural disasters, including by transporting containers, vehicles, cellular-network base stations, satellite communication facilities, and even providing temporary accommodation for NTT Group employees working in disaster zones. The 8500-ton ship measures 109 meters in length and 20 meters in width has a capacity of up to 60 crew. NTT personnel was scheduled to conduct a drill this month to practice loading **Kizuna** with disaster-recovery supplies and equipment that would be used to restore telecommunication services in an emergency. The name of the new vessel was chosen following an internal poll of NTT Com Group employees. The Japanese word "kizuna" signifies the connection between people and between people and things. The calligraphy of the Japanese character for "kizuna" appearing on the ship's body is the work of Tetsuya Shoji, President and CEO of NTT Com. *(Source: Subsea World News)*

SEABIRD BAGS ADDITIONAL WORK IN WEST AFRICA

SeaBird Exploration has signed a letter of award (LoA) for some additional work in West Africa for

an undisclosed client. The project is due to start in late second quarter and will have a duration of approximately two weeks. SeaBird will be using the **Osprey Explorer** for the project. Earlier the company received LoA for West Africa 2D seismic survey with a duration of one month. The vessel, **Osprey Explorer**, joined the fleet in August 2006 after being converted to 2D Long offset/source vessel in Poland. The DNV-classed vessel has a length of 81.16 meters and a beam of 15.96 meters. *(Source: Subsea World News)*

TECHNOLOGY DEVELOPMENT WILL ENHANCE OBS OPERATIONS

Ocean bottom seismic operations could be enhanced by a technology development effort undertaken by Magseis and partner Seismic Apparition. The companies have signed an exclusive technology agreement to jointly develop and implement new technology to reduce the time frame for ocean bottom seismic (OBS) projects. Technology development will be completed over the next nine months and commercial field tests are scheduled for 2018. Magseis said the companies plan to use source isolation technology to enhance the quality of reservoir data. "Cost reduction is one of the key drivers for broadening and expanding the OBS market. With the implementation of this technology the cost of acquiring OBS data can be reduced by 30-50 per cent," Magseis said. Source isolation technology will be applicable to reservoir 4D projects and regional surveys. *(Source: Offshore Support Journal)*

DEEPSEA SUPPLY SEES 'SLIGHT INCREASE' IN TENDERING ACTIVITY

Norwegian offshore vessel owner Deep Sea Supply says it has seen an increase in tendering activity, albeit a small one. Announcing its first quarter results, Deep Sea Supply said "although there is still generally low activity in the global offshore support vessel (OSV) market, and the market in general remains oversupplied, the company has seen a slight increase in tendering activity in certain regions." Deep Sea Supply said

that despite increased activity in some areas, contract coverage for its fleet remains unsatisfactory, although it is pleased that the company has been able to secure several contracts and reactivate vessels in recent months. As a consequence of the weak market, Deep Sea Supply has laid up 16 vessels. In addition to laying up vessels to reduce costs, it has also been working hard to further reduce operating expenses for vessels in operation. It achieved an underlying cost reduction for vessels in operation in the first quarter and expects this to continue. "Even though rates are under severe pressure and the competition is fierce, the company is not willing to enter into loss-making term contracts," said Deep Sea Supply. "All new term contracts secured in 2016 and 2017 are expected to make a positive EBITDA contribution. With the current pipeline of tenders, the company is confident that we are able add more term work in the near future." As highlighted recently by OSJ, recent months have seen a growing number of term fixtures in the North Sea, although some are believed to have been entered into at rates were below or that barely cover operation expenses. *(Source: Offshore Support Journal)*

ISLAND OFFSHORE REVENUES IMPACTED BY LAY-UP

Norwegian shipping company Island Offshore posted a loss for the first quarter of the year and reduced revenues which were impacted by vessel lay-up. In its first quarter 2017 report on Monday, Island Offshore posted fleet revenues of NOK 259 million for 1Q 2017, down from NOK 363 million in 4Q 2016, and lower than the same quarter last year when it amounted to NOK 419 million. Fleet utilization during the first quarter 2017 was 49% including vessels in lay-up, but has improved in April and May 2017 following mobilization of five vessels for contracted work. The shipping company noted that revenues this quarter were significantly reduced due to vessels in seasonal lay-up in addition to three vessels sold during the first two months of the year. Profit before tax for the first quarter of this year was a loss of NOK 37 million versus a loss of NOK 1,048 million in 4Q 2016. The company's profit before tax for the first quarter of last year was NOK 21 million. Due to the continued state of the market and the implications for cash flow, the company in November initiated negotiations for a standstill and

deferral agreement with all secured creditors. The company said that negotiations with the secured lenders are progressing but establishing a sustainable long-term solution will take more time than initially anticipated. Target closing date is June 30, 2017. *Rates 'continue to be depressed'* According to the shipping company, overall spot and term rates in the PSV and AHTS markets continue to be depressed by reduced activity and vessel oversupply. However, the company said there are signs of increased activity enabling opportunities to activate selective vessels currently cold stacked. "We do however not expect to see a more extensive market recovery until a more sustainable oil price is established, inducing increased E&P investment thus market activity," the company said. Island further added that short and long-term work across markets is still extremely competitive. Island Offshore's view on the subsea and LWI market is maintained and the company anticipates an earlier recovery for this market. *(Source: Offshore Energy Today)*

TAQA HIRES BIBBY OFFSHORE FOR EIDER FIELD WORK

Bibby Offshore has signed a contract with the oil firm TAQA for subsea construction works in the Eider field, located 184km north-east of Shetland, UK. With offshore operations to be completed this summer, the six month contract will see Bibby Offshore adopt a multi-vessel approach, utilizing its subsea support and construction vessel **Olympic Ares**, and its diving support vessel, **Bibby Polaris**, the UK-based offshore services company said. The project comprises the connection of the existing Otter Production pipeline to the existing Eider Oil Export pipeline, and connection of the existing Tern-Eider water injection pipeline to the existing Otter water injection pipeline using subsea bypass spools. Bibby Offshore will provide spool piece metrology, barrier testing, removal of existing production and water injection spools and pre-commissioning support. The team will also manage procurement, fabrication and installation of new bypass spools. Barry Macleod, UKCS managing director at Bibby Offshore said: "Our multi-vessel approach enabled the project team to tailor our capabilities to TAQA's requirements, which plays a key role in demonstrating our ability to successfully deliver a variety of workscopes. "We have supported TAQA's operations previously and are delighted to have been selected to continue and strengthen this relationship throughout 2017." *(Source: Offshore Energy Today)*

PIRIOU DELIVERS A FAST PERSONNEL AND SUPPLY VESSEL OF 41M TO JANA MARINE SERVICES

PIRIOU has just delivered a 41m FPSV to JANA MARINE, a Saudi Arabian provider of best-in-class integrated Marine Services to Offshore Oil & Gas Industry. Built in Vietnam by PIRIOU, this FPSV 41P model had all the features to answer the most recent JANA MARINES requirement. She shall be called **JANA 17** and is set to operate within the Arabian Gulf waters. Vincent FAUJOUR, CEO of PIRIOU, declares: 'The trust of JANA MARINE, a first time client for PIRIOU, confirms we remain

a major player in building support vessels for the oil and gas industry. We have been keen on establishing a permanent presence in the Middle East, and this contract is the beginning and the first result of our consistent search within the region for growth opportunities, in spite of a global slowdown in this sector. We stay committed to provide the best value to operators, by being competitive while maintaining the highest European quality standards'. Mr Mohammed AL-SUBAIE, CEO of JANA MARINE: 'Our quest for European quality vessels at reasonable price has been realised with this deal and we hope that a long term association with PIRIOU will fuel our growth as one of the leading service provider in the region and beyond'. '*JANA 17': a fast crew boat with substantial deck load* The FPSV 41P is a very versatile aluminium vessel able to perform various missions for the offshore industry including rig crew transfer, quick transportation of supplies and in field support. Thanks to a design developed by PIRIOU INGENIERIE and identifiable through her straight bow, this FPSV 41P offers an excellent fuel consumption at lightship and full load conditions, in addition to improved performance and crew comfort. Equipped with 3 engines coupled to fixed pitch propellers, the FPSV 41 has a sufficient fuel oil capacity of 80 m3 for a 21 days endurance capability and a 50 t deck load capacity. Her speed of 25 knots guarantee a quick transfer of personnel up to 80 persons, depending on the chosen configuration. *Main characteristics of 'JANA 17'* Length: 42 m; Breadth: 8.20 m; Max. draught: 1.95 m; Crew: 10; Max.speed: 25 kn; Hull / superstructure: aluminium; Propulsion: 3 x 1342 kW; Passengers capacity: up to 80; Deck load capacity: 50 t / 103 m². *(Press Release)*

PROFIT FOR ESVAGT DESPITE CHALLENGING MARKET BACKDROP

The shipping company ESVAGT A/S achieved a profit of 155 million DKK for 2016 compared to a profit of 192 million DKK the year before. Turnover was 960 million DKK in 2016 compared to 1,002 million DKK in 2015. The reduction in turnover and profit was due to the downturn in the oil and gas industry which impacted the wider offshore market in 2016. Turnover from the offshore wind market grew from 128 million DKK in 2015 to 181 million DKK, in line with ESVAGT's

intention to expand into this market. In 2016, ESVAGT took delivery of a new build, the **'Esvagt Njord'**, which is a Service Operation Vessel (SOV) for the offshore wind industry. This brings ESVAGT's fleet to 42 vessels, with one more vessel due to be delivered in 2017, a SOV for MHI Vestas Offshore Wind, and another two vessels in 2018. "We operate in a market that is still experiencing low levels of activity and difficult conditions. Our 2016 performance is disappointing, but taking market conditions into account, we are at an acceptable level," says Søren Nørgaard Thomsen, CEO of ESVAGT. "We evaluated the situation early on and adapted our business to the lower activity levels we anticipated the industry would continue to experience. This early action helped our 2016 performance." says Søren Nørgaard Thomsen. ESVAGT's profit is the result of a strict focus on costs and optimising the business. Costs will continue to be a focus for ESVAGT in 2017. "We anticipate that 2017 will be characterised by continued low activity resulting from low oil prices. We must therefore prepare ourselves for an activity level lower than 2016 and where our profit is expected to be lower too but with an eye on market recovery by 2018 . However, we are pleased with our progress in the offshore wind market and anticipate further growth within this segment." says Søren Nørgaard Thomsen. The shipping company employs approximately 900 full time employees. ESVAGT A/S is owned by 3i Infrastructure and AMP Capital. *(Press Release)*

PETROBRAS TAKES DOF'S ANCHOR HANDLER FOR ONE YEAR

Norwegian shipping company DOF has been awarded a contract for one of its anchor handlers in Brazil. DOF informed in an Oslo Stock Exchange filing on Monday that the anchor handling tug and supply vessel **Skandi Admiral** has been awarded a one-year contract with the Brazilian state-owned oil company Petrobras. The shipping company said that the contract will start by the end of May or in early June. The 1999-built **Skandi Admiral** is owned by DOF Rederi. During the first quarter, the vessel was reflagged to Brazilian flag. It is a high powered anchor handling vessel designed for field installation operations across a wide range of water depths and environmental conditions. *(Source: Offshore Energy Today)*

SEABIRD'S SEISMIC VESSEL GETS 2D WORK

Seismic data provider SeaBird Exploration has signed a letter of award for 2D work in Northwestern Europe for an undisclosed client, subject to contract. SeaBird said on Monday that the project is due to start in the third quarter of this year and will have a duration of approximately two to three weeks. The company will be using the **Harrier Explorer** vessel for the project. Originally built in 1979, the **Harrier Explorer** joined SeaBird's fleet after being converted to 2D-source vessel in Netherlands in 2007. The vessel is designed for worldwide operation. The seismic data provider last week released a debt restructuring proposal that would set it free from some $30 million in debt. Also last week, the company signed a letter of award for additional work in West Africa with the **Osprey Explorer** vessel. *(Source: Offshore Energy Today)*

WINDFARM NEWS - RENEWABLES

VBMS AND EDS COLLABORATE TO OPTIMISE SUBSEA CABLE AVAILABILITY

Cabling experts VBMS and High Voltage engineering specialists EDS joined forces in London last week to launch a new forum to review the hot topic of Cable Faults and introduce their Cable Integrity Solutions. Over 100 guests including developers, OFTOs, insurers and contractors came together at the IET Savoy Place to discuss an issue which has left the industry with a huge challenge following an increased number of cable faults. Jack Wattel, Director Commerce of VBMS said: "To ensure the long-term sustainability of the industry it is critical that we share best practices moving forward. There have been more subsea cable faults than anyone could have predicted and as an industry we need to come together, get the issues out into the open and come up with short and long term solutions in order to reduce the levelised cost of energy by increasing availability and reliability of cable systems." The event saw industry experts from CIEG, CODAN, Equitix and

Vattenfall give their view on the challenges the industry is facing and potential ways forward. There was also a demonstration of an innovative cable monitoring system that has the potential to change the way that cables are protected going forward. At the event, EDS and VBMS also spoke about the importance of being prepared for a potential cable fault and launched their Cable Integrity Solutions including the "Prepare to Repair" framework. The model promotes critical preparations to be carried out upfront, ensuring that if a cable fails, arrangements are in place and the repair process can be started immediately, massively minimising downtime. VBMS and EDS estimate that their solutions mean that cable repairs could be completed up to 70% faster. *Ryan Henderson, Group Director of EDS said:* "Now seemed like an appropriate time for us to set up a forum to collaborate and share the valuable knowledge that we have within the sector. VBMS and EDS have combined their expertise and experience to offer an immediate solution through our Prepare to Repair framework, but ultimately to gather expertise from the wider industry to further develop more long-term cable integrity solutions." *Arno van Poppel, Managing Director of VBMS said:* "This event follows on from our successful event last year in Rotterdam, where we brought key players together to collaborate and discuss a sustainable future for the industry. EDS shares a similar vision and we are confident that the concept launched at this event will greatly contribute to the longevity of the renewables sector. Further collaboration is planned to ensure that this very important topic is kept high on the agenda." Watch the youtube video HERE also

GEOMARA AND NORFOLK MARINE WRAP UP ROBIN RIGG OWF SURVEY

The "**Norfolk Swift**" with a survey team from Geomara onboard has completed a full site survey of E.on's Robin Rigg offshore wind farm and export cables. The survey partnership of Geomara & Norfolk Marine has now completed numerous hydrographical surveys together in UK and Irish waters along with contracts completed as far afield as the West Coast of Africa. The survey at Robin Rigg OWF was completed as part of a framework agreement the

partnership have in place with E.on covering all E.on's sites in UK waters along with one site in Swedish Waters. "Cooperation between our two companies has allowed us to offer clients a comprehensive, cost effective and streamlined Hydrographical Survey Service for Offshore Windfarm Developments," said Norfolk Marine's sales director Johnny Gallagher. "Following the recent refit of the "Norfolk Swift" with input from Geomara's team we have reduced mob and demo times simplifying road transport of the vessel to sites, thus reducing costs." Geomara's director, Eoghan Kieran, commented "The recent refit to the Norfolk Swift and the professionalism of the crew coupled with new cutting edge equipment meant that considerable efficiencies were made during this recent survey. We are very excited about discovering what new benefits can be delivered to the client on the future surveys." (Source: Subsea World News)

YARD NEWS

CORVUS ENERGY ORCA ESS TO POWER ONE OF THE WORLD'S CLEANEST OFFSHORE PLATFORM SUPPLY VESSELS

Corvus Energy is pleased to announce that it has been selected by Wärtsilä as the supplier of lithium ion based energy storage systems (ESS) for the retrofit of an offshore platform supply vessel, the Viking Princess. Corvus will be supplying the industry leading Orca Energy ESS solution for the project. The Viking Princess is the second Eidesvik platform supply vessel to adopt a Corvus energy storage system, following the Viking Lady. The Viking Princess is a state-of-the-art offshore supply vessel designed to safely service offshore installations in the extremely harsh waters of the North Sea. The 533kWh Orca Energy ESS will be installed on the vessel in a hybrid arrangement, replacing one LNG genset, approved by DNVGL & NMA as spinning reserve resulting in 1 tonne of fuel savings per day. "Corvus Energy is honoured to be working with Wärtsilä and Eidesvik once again, on the retrofit of the Viking Princess", says Halvard Hauso, SVP Business Development of Corvus Energy. "The first

Eidesvik ship powered by a Corvus ESS, the **Viking Lady**, has become a well-known industry case study of a hybrid-electric vessel. We are excited to demonstrate on the **Viking Princess** that the well-documented benefits of an ESS on offshore vessels can be achieved at a lower cost to ship owners, thereby improving the economic rationale for such deployments." "Corvus Energy, and more specifically the Orca Energy ESS, was selected for its compelling safety, performance and return on investment", said Dag Håvard Håvardsholm of Wärtsilä. "Based on the innovative approach of Orca and Corvus' industry leading experience, ship owner Eidesvik has complete trust in this solution." As the leading manufacturer of energy storage systems for maritime applications, Corvus designed and built the Orca ESS solutions portfolio based on the experience from 70+ vessels utilizing a Corvus ESS, totaling over 35MWh and 1 million operating hours. Rather than a single product, the Orca ESS product line delivers a range of products which are designed to meet the needs of various marine customers. *(Press Release)*

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Last week there have been new updates posted:

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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