Tugs Towing & Offshore Newsletter

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

Distribution twice a week 10,300+

TUGS & TOWING NEWS

RUSSIAN TUG PAK IN DEN HELDER

The Russian harbour tug **Pak** (Imo 9186039) was drydocked for repair and maintenance at Damen Shipyards Den Helder, the Netherlands. The **Pak** is a Damen Stan Tug 2909. The tug has a bollard pull of 63 tons and a power output of 4,525 bhp. The hull was built in 2004 by Brodogradiliste Brodotehnika Beograd - Beograd; Serbia and completed at the Scheepswerf Damen BV – Gorinchem; Netherlands under number 6609, which was later changed into 511603 and delivered to Tangra Oil and managed by Transcom Shipping Ltd – Murmansk; Russia. In 2005 sold to Dilonian Securities Ltd and managed by Northern Stevedoring Co LLC - Murmansk (RUS). In 2008 sold to Masco JSC and managed by the owners – Murmansk. She has a length of 29.16 mtrs a beam of 8.84 mtrs and a depth of 4.42 mtrs. The two engines are Caterpillar 3516B-TA-HD/A with a total output of 3,374 kW at 1,600 rpm. Her free sailing speed is 13.3 knots and is classed Russian Maritime Register of Shipping. The sitter of this tug is the **Pelb** *(Source and photo Paul Schaap)*

MOKU AHI OFFSHORE FIRE RESCUE VESSEL FOR SALE

Vogel Equipment LLC announces the sale of the Offshore Fire Rescue vessel **Moku Ahi**. Built by Moss Point Marine, Inc., Escatawpa, Miss., a member of the Trinity Marine Group. The vessel is equipped with four water monitors or nozzles with a collective capacity of up to 12,000 gallons per minute of water and foam. One of the fire monitors is located atop a telescoping tower which can rise 50 feet above the water to allow placement of a stream on the deck of a large ship in ballast. The **Moku Ahi** was designed by Guido Perla & Associates, Inc., Seattle, The resulting boat is 110 feet long, with a 22-foot beam, and 6.5- foot draft. Propulsion and pumping power is provided by two Detroit Diesel 16V92TA engines developing. 1,100 horsepower at 2,100 rpm. The Generators are 2 x Detroit 353 Generator @ 180 KW. They drive fixed-pitch propellers through two Twin Disc marine transmissions. 2 x 6,000-gpm fire pump is driven off of each propulsion engine through a front mounted pump with Fawick air clutch. Fire suppressant foam is supplied from stainless steel tanks located below decks. The **Moku Ahi**'s four fire monitors include one 5,000-gpm remote operated unit mounted on the foredeck, two 2,500-gpm manually operated water monitors on the bridge deck aft, and one 2,000-gpm remote operated foam/water monitor on top of the pilothouse. Starting, operating, and stopping of the propulsion, electrical, and firefighting systems is automated for control from the wheelhouse, and the vessel and all systems can be operated by a crew of two. This great vessel from Hawaii was made for rapid intervention response is a very special made vessel with towing capacities being boarded. The vessel books for $3.84 Million and an additional $328K spare parts package with new props and shafts. Asking price is $3,250,000 or Best offer at the end of June. 30th. Interesting buyers can contact Marc Vogel, Director Vogel Equipment LLC; 100 N Hill Drive, Suite 13; Brisbane, CA 94005 USA. Office: 415 576 9007; Cell: 415 828 2848; Web: www.VogelEquipment.com; London Office: +44 207 584 5690 London Cell: +44 790 414 6956. Watch the video HERE

KOTUG ASSISTS ALLSEAS WITH TRANSFER AND TRANSPORT OF SHELL'S BRENT DELTA TOPSIDES

Kotug International's offshore division has successfully assisted Allseas with the transfer and transport of Shell's Brent Delta topsides after the record-setting removal of the structure by **Pioneering Spirit**. Kotug was mainly involved in the assistance of the cargo barge Iron Lady during

the transfer of the topsides from the **Pioneering Spirit** to the **Iron Lady** and the ensuing tow of the barge to the Able UK decommissioning yard in Teesside, North East England. After the **Pioneering Spirit** safely lifted the Brent Delta platform, it was seafastened and sailed to a location offshore Hartlepool, UK, where the platform was transferred from the **Pioneering Spirit** to the Iron lady. This transfer was assisted by KOTUG, who operated and oversaw four harbour tugs which took over the **Iron Lady** in order to bring it under the Brent Delta platform in the slot of **Pioneering Spirit**. Subsequently, the same four harbour tugs towed the Iron Lady carrying the topsides out of the slot of the **Pioneering Spirit** into the river Tees, for the remaining part of the transport to the decommissioning yard. With the entrance channel to the Able UK decommissioning yard being narrow and tidal restricted, this final part of the journey required in-depth towage expertise and powerful, versatile tugs. Kotug and Allseas chose to deploy two Rotortugs and two ASD tugs in order to create maximum redundancy and manoeuvrability in the tug configuration. KOTUG Tow Master Bas van Hoorn commented: "We have worked for Allseas in previous offshore projects and we were honoured to be selected for this ground-breaking project as well. The towage operations were carefully prepared in close cooperation with Allseas, with extensive calculations and risk assessments to determine the safest and most efficient towage plan for the **Iron Lady**. Thanks to great collaboration with the tug crew, Tees pilots, Allseas team (on board and ashore) and Shell, we can look back on a job well done!" *(Press Release)*

WÄRTSILÄ LAUNCHES HY HYBRID POWER MODULE

First of its kind hybrid power module Wärtsilä HY makes its debut at Nor-Shipping; first order received from Rimorchiatori Riuniti. Leveraging its technical strengths in both engine design and electrical and automation (E&A) systems, Wärtsilä is launching a fully integrated hybrid power module combining engines, an energy storage system and power electronics optimized to work

together through a newly developed energy management system (EMS). The Wärtsilä HY is the marine sector's first hybrid power module of this type, officially launched at the Nor-Shipping conference and exhibition in Oslo, Norway from May 30 to June 2, 2017. There is a notable trend in the marine sector towards hybrid propulsion solutions, which are anticipated to represent a significant percentage of all contracted ships within the coming ten years, Wärtsilä said. The new EMS represents the latest generation integrated control system, and has been specifically designed for this application. It creates a means of interaction with the ship's onboard systems. According to the manufacturer, the Wärtsilä HY will provide a wide range of customer benefits through increased operational efficiency and flexibility, resulting in lower fuel consumption, reduced emissions and improved vessel performance. When operating in 'Green Mode' zero emissions can be achieved. Smokeless operation is also achievable at all load points and in all operating modes, thanks to a new patent pending automation procedure. Furthermore, the reduction in engine operating hours lowers maintenance requirements and extends the intervals between overhauls. The Wärtsilä HY ensures that the overall vessel performance is greatly improved compared to operating on conventional machinery solutions or hybrid solutions, while the higher level of redundancy promotes increased safety. Other benefits include instantaneous load acceptance with rapid response to step-load changes, entire system certification and guaranteed performance. Maritime classification society Lloyds Register (LR) has issued an Approval in Principle (AIP) certificate for the Wärtsilä HY. The certificate is based on technical material and safety analyses, concerning normal operation of the system and a presentation of risk scenarios. In effect it means that the system design as examined can be expected to be granted full approval by classes for actual projects. LR's Marine & Offshore Director, Nick Brown commented, "LR is proud to issue an Approval in Principle certificate to the Wärtsilä HY hybrid power module. LR, like Wärtsilä, is committed to tackling the big challenges facing the industry, especially those environmental challenges related to carbon emissions. LR is focused on supporting the safe and effective introduction of new technologies offering the potential solutions, and Hybrid technology is one of those. We have worked to support Wärtsilä in the realisation of this new product and are delighted to see it launched at Nor-Shipping." "Wärtsilä's unmatched product portfolio and broad range of in-house capabilities and expertise enables us to develop products such as the Wärtsilä HY, which combines technologies from different fields. This development opens the door to a new era of marine technology that would have been unimaginable until very recently," said Giulio Tirelli, Director, Marine Engineering, Wärtsilä Marine Solutions. The Wärtsilä HY will have dedicated versions for each category of vessels. While the first versions being made available will be designed for tugs and medium sized ferries. Wärtsilä also sees big potential in other types of vessels as well. This is the first launch of a new product of this type where each individual version is dedicated to a specific market to secure an optimal fit to the requirements of the specific application. *First Wärtsilä HY Order* The first order for the new Wärtsilä HY has been placed by Italy based Rimorchiatori Riuniti, the biggest owner and operator of tugs in the

Mediterranean Sea region, who signed the contract with Wärtsilä at the Norshipping exhibition on May 30, 2017. The company's fleet comprises some 100 vessels, a number of which with Wärtsilä solutions already installed. The Wärtsilä HY will be dedicated to a project for a new 80 TBP (tons bollard pull) harbor tug, making it the first ever project to feature propulsion based on this latest Wärtsilä innovation. The Wärtsilä equipment will be delivered during the second half of 2018, and the new tug is expected to be in service by the beginning of 2019. "This first ever Wärtsilä HY installation will mark the beginning of a new era in marine propulsion technology," said Giulio Tirelli, Director of Marine Engineering at Wärtsilä. "Our unmatched in-house expertise and capabilities in both engines and electrical and automation systems, together with our competences in digital developments, has enabled Wärtsilä to lead the way in taking marine propulsion to the next level. This is truly a giant step forward." "We are proud to be the first in the industry to embrace this exciting and highly advanced hybrid technology. Wärtsilä is a company we know well, and it is no surprise to us that they are the first to introduce this level of innovation. For us, the Wärtsilä HY will provide operational flexibility, added safety, and of course, environmental sustainability," said Raffaello Corradi, Group Technical Director at Rimorchiatori Riuniti. *(Source: MarineLink)*

JAWAR AL KHALEEJ SHIPPING TAKES DELIVERY OF TWO DAMEN VESSELS FOR OPERATIONS AT IRAQI OIL TERMINALS

Jawar Al Khaleej Shipping LLC (JAK), a leading provider of specialist services to the offshore oil and gas sector in the Arabian Gulf, has taken delivery of a Damen Fast Crew Supplier (FCS) 5009 and an ASD 3213 tug for operations at the Al Basra (ABOT) and Khor Al Amaya (KAAOT) oil terminals. Between them, these facilities handle more than 90% of Iraq's crude oil exports. The FCS 5009 is named the **Jawar Abu Dhabi**

and the ASD 3213 is the **Jawar Faw**. A second ASD 3213, the **Jawar Um Qasr,** is due for delivery shortly. With 85-tonnes of bollard pull, the ASD 3213 is one of the most powerful tugs in the Damen portfolio and examples are in operation with a number of leading operators. The contract for these vessels was signed in November 2016 and the first two have joined the extensive JAK fleet of support vessels that serve the offshore industry in the Middle East. These include anchor-handling tugs, support vessels jack up barges, emergency oil spill response vessel, crew boats, heavy lift crane vessel and flat top barges. The new acquisitions will also join two existing Damen tugs; the **Jawar Basra**, another ASD 3213, delivered in 2015, and the **Jawar Dubai**, a Stan Tug 2909 purchased in 2009. Built at Damen Shipyards Antalya, and with a capacity of up to 80 passengers, 240m² of deck space and a top speed of 25 knots, the **Jawar Abu Dhabi** will be used as high-speed transport for personnel and their equipment around the area. The **Jawar Faw** and its counterpart are products of the Damen Song Cam Shipyard in Vietnam. They will apply their 85 tonnes of bollard pull to manoeuvre the VLCCs that berth at the oil terminals, located on the Faw Peninsular. This part of the Arabian Gulf is known for its high winds and their mission is to ensure an uninterrupted service throughout the year. The two oil terminals are a vital part of Iraq's economic infrastructure and are currently expanding their facilities in expectation of increased exports on the years ahead. Eng. Baydaq Al Jazaeri, Chairman of Jawar Al Khaleej, commented: "I'd like to highlight the smoothness and professionalism that we noticed during the signing of the delivery and acceptance protocol for both vessels. On behalf of JAK management I express my deep thanks and appreciation to all the Damen personnel involved, and especially Mr. Bram Langeveld and Pascal Slingerland for their effective and essential role in achieving a successful project." *(Press Release)*

FAIRPLAY AND BUGSIER JOIN FORCES

The two traditional companies Fairplay and Bugsier have announced their intention to merge. The aim is to mutually further expand both these well-known strong names in shipping and to continue strengthening the presence in Germany and Europe. It is intended that Fairplay SchleppdampfschiffsReederei Richard Borchard GmbH will acquire the Bugsier-, Reederei- und Bergungs-Gesellschaft mbH & Co. KG in the second half of the year. Thus both parties have signed a "Letter of Intent" (Absichtserklärung). The Bugsier

Reederei will be completely taken up and continued as a brand in the corporate group of Fairplay-Towage. The timing for the merger is favourable for both parties. The market for harbour assistance in Northwest Europe is extremely competitive. An internationally well established network will be crucial for this market in the future. For the further development of such a Network it is important to have the strong presence of Bugsier in the German market to ideally complement the strong presence of Fairplay in other European countries. Consolidating the fleets of both companies will result in a flexible shipping partner, who is in a position to meet the requirements of clients and challenges brought by the future. Furthermore Bugsier will contribute new business areas and expertise to the Fairplay Group. A prime example hereof is the ocean towage for the oil and gas industry and the offshore wind energy industry. Both shipping companies have already cooperated successfully in the field of Emergency Towing Vessels (ETV's). For both companies and their employees this step is therefore a huge opportunity to position themselves firmly in the market and to expand their business activities.With more than 100 tugboats, this new company group will have a strong presence in the North European market. *(Press Release)*

GONDÁN SET TO DELIVER SECOND LNG-FUELLED TUG

Astilleros Gondán is preparing to deliver a second LNG-fuelled escort tug to Norwegian shipowner Østensjø Rederi after the first left the shipyard in May. Østensjø is mobilising new dual-fuel extreme escort tug **Dux** around Norway's west coast to the Melkoya LNG terminal near Hammerfest. The tug will support LNG carriers operating at Statoil's LNG production and export plant. According to Gondán commercial manager Daniel Scavuzzo, a second tug is due to be delivered in the first week of July once its sea trials are completed. A third LNG-fuelled escort tug is scheduled to be delivered in the second week of August, he told Tug Technology & Business at the Nor-Shipping exhibition. Statoil and Østensjø are planning to have a treble-tug naming ceremony in Hammerfest on 25 August. These are RAstar 4000-DF class tugs that are designed by Robert Allan Ltd for severe weather operations. These escort tugs will conduct around 300 LNG ship escorts per year. They will

assist with berthing operations and will be maintained in readiness for emergency services such as long line towing, fire-fighting, and oil spill response. Mr Scavuzzo said their construction was challenging because of the lack of rules and regulations concerning LNG tugs and especially venting systems and placement of LNG fuel. "It was a steep learning curve for us," he added. He said there had been interest from other tug operators for the construction of LNG-fuelled tugs, but no firm commitments as yet. *According to Robert Allan, Statoil's requirements for these vessels were challenging as they included:* - Extremely high escort performance; - High free running speed; - Low flash point oil recovery and storage; - Towing from both ends; - Compliance with IMO III emissions standards; - Operations under harsh environmental conditions. To satisfy these requirements within a 40m overall length required innovative thinking and close collaboration between owner, designer, classification society (Bureau Veritas), builder, and major equipment suppliers. *(Source: Tug Technology & Business)*

ACCIDENTS – SALVAGE NEWS

DRAMATIC RESCUE OF SINKING COASTER 5 CREW, BOHAI SEA

At around 10.00 Beijing time May 29 Chinese coastal freighter issued distress signal off Tianjin, in Caofeidian Oilfield, Bohai Sea, requesting evacuation. Two offshore supply ships **HAIYANGSHIYOU 654** (IMO 9332286) and **HAIYANGSHIYOU 253** (IMO 9592460) from Oilfield were sent to assist, on arrival they found coaster broke in two, sinking, with 5 crew on board. Rescue was complicated by fresh weather. Offshore tugs rescued three crew, helicopter airlifted remaining two, all are safe. The name of sank coaster is **XINGYUN 789**, MMSI 413767222, length 80 meters, flag China. Sank in position 38 40N 118 39E. *(Source: Maritime Bulletin)*

PRODUCT TANKER KIYOSATO MARU COLLIDED WITH BULK CARRIER JP COSMOS IN TOKYO BAY

The product tanker **Kiyosato Maru** collided with bulk carrier **JP Cosmos** in Tokyo Bay southeast off Minami, Japan. The both vessel were proceeding on crossing routes in the heavy traffic area, as the

tanker was en root from Nagoya, while dry cargo vessel was leaving the port of Yokohama. The circumstances around the collision are unknown and the responsibilities will be estimated during the further investigation. The bow of the product tanker **Kiyosato Maru** stuck into the port stern of the bulk carrier **JP Cosmos**. Following the collision, the both vessels were damages and breaches but without problems for seaworthiness and without reporting oil leaks. The local authorities initiated investigation for the root cause of the accident and ordered both ships to anchor near collision site. There were no reported injuries among the crew. The accident was immediate reported to Yokohama Maritime Security Division and at the scene were sent inspectors to assess the damages of the both vessels. The product tanker **Kiyosato Maru** (IMO: 9213181) was carrying 2,000 tons of naphta and had 12 crew on board. The ship has overall length of 104.50 m, moulded beam of 15.50 m and maximum draft of 5.70 m. The deadweight of the vessel is 4,999 DWT and the gross tonnage is 3,491 GRT. The tanker **Kiyosato Maru** was built in 1999 by Sasaki Shipbuilding in their yard in Osakikamijima in Japan. The bulk carrier **JP Cosmos** (IMO: 9392248) has overall length of 115.00 m, moulded beam of 20.00 m and maximum draft of 4.50 m. The deadweight of the vessel is 6,600 DWT and the gross tonnage is 7,288 GRT. The ship was built in 2008 by Miura Shipbuilding in Japan. During the accident, the bulk carrier **JP Cosmos** was carrying 6,220 tons of coal. The both vessels will be released to resume the voyage after inspection and repairs. *(Source: Maritime Herald)*

SEARCH CALLED OFF FOR MISSING 'CROSBY COMMANDER' CREW MEMBER

The U.S. Coast Guard on Thursday suspended its search for the missing crew member of the **Crosby Commander** tugboat, which sank Monday in the Gulf of Mexico off Marsh Island, Lousiana. The Coast Guard said the search covered 3,753 square nautical miles and lasted approximately 98 hours

before it was suspended. As we reported previously, Coast Guard Sector New Orleans received a report Monday at approximately 5:00 a.m. of the **Crosby Commander** taking on water with four people aboard. Three of the four people were able to evacuate to a life raft before the vessel sank. One crew member remained missing. The survivors were rescued by the motor vessel Andi Nicole and reported in good condition. 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. *(Source: gCaptain)*

TUG ASSISTED YACHT TAKING ON WATER

The "**Helene Marie**" assisted the sailing vessel "**Dream Catcher**" on May 30, 2017, which was taking on water 18 nautical miles east of Pensacola. The tug went alongside at 10:38 a.m. and provided a dewatering pump while waiting for Coast Guard assets to arrive. The Coast Guard Mobile had received a mayday from the sailing vessel stating that it was taking on water with one person aboard at 10:32 a.m. The Coast Guard Station Pensacola deployed a 45-foot boat which arrived on scene at 11:05 a.m. and began to escort the "**Dream Catcher**" to Pensacola Pass. At 11:30 a.m. the "Dream Catcher" reported an electrical fire. Two members of the Coast Guard boatcrew boarded the vessel and extinguished the fire. The Coast Guard crew escorted the "**Dream Catcher**" to TowBoatUS at Pensacola Pass and at 1:51 p.m. *(Source: Vesseltracker; Photo: John Lee)*

OFFSHORE NEWS

HARVEY BUCKING SPOT-WORK ONLY TREND WITH ANOTHER DEAL

U.S. offshore vessel owner Harvey Gulf International Marine has scored another long-term contract, after notching four charters for its previously stacked fast supply vessel. The company on Tuesday said it secured a charter extension for the multi-purpose support vessel **Harvey Deep-Sea** through December 31, 2018. To remind the company has recently announced four long-term vessel charters for the MPSV **Harvey Intervention**, 175′ FSV **Harvey Hustler**, 180′ FSV **Harvey Runner** and 220′ FSV **Harvey Express**. Boasting the latest contract awards, Harvey Gulf said it “continues to buck the

"spot-work" only trend that has been pervasive throughout the ongoing industry downturn for vessel operators." As for the latest contract award, the **Harvey Deep-Sea** is a Multi-Purpose Support Vessel equipped with a 165-ton NOV heave-compensated, knuckle boom crane, 15x18ft moon pool, S92 Helideck, and has capacity for 2 ROV's and 70 persons on board. It is also equipped with liquid mud and dry bulk tanks for traditional OSV operations and has Enviro+ and Green Passport certifications. Harvey Gulf CEO Shane Guidry said, "The extension of the DEEP-SEA's charter through December 2018 further reinforces Harvey Gulf's model of designing vessels for our customers' needs and demonstrating operational excellence through minimal downtime, continually achieving our "Goal Zero" safety record, and protecting the environment. The result is that our customers want to keep our vessels." *(Source: Offshore Energy Today)*

HISTORIC SUPPLY VESSELS – THE OLYMPIC HERCULES

One assumes that after the Ulstein organisation had sold the UT designs to Rolls-Royce they had pledged not to produce any further offshore vessels for a period. This is usually five years, but in 2002 they were back with a bang. Four anchor-handlers rolled off the stocks at Ulsteinvik, the **Normand Mariner**, the **Normand Master**, the **Olympic Hercules** and the **Olympic Pegasus**. The very first was the **Olympic Hercules** (Photographed by the author

in Bressay Sound in 2007) which was named at Ulsteinvik on 12th January 2002. They were designated the Ulstein A101 and don't forget the "Ulstein" they said. It is difficult to put a finger on it, but it could be that the "100" part of the "101" could be a celebration of the 100th year of the yard's existence. The Ulstein A101's Wartsila engines developed 23,330 bhp giving them a bollard pull of 280 tons. Their thrusters gave them plenty of sideways power and to keep everything under control they were provided with DP2. These were ships which seemed to have no limitations. They had what seemed to be unlimited power they could be fitted with an A-frame and they had enormous winches and storage drums, so that they were useful for the increasingly frequent task of inserting fibre rope into the moorings of semi-submersibles which were working at the extremes of their capabilities or else where the moorings were to pass over pipelines. In the first decade of the new century fibre rope was the new material for securing rigs to the seabed. The advantage was that it was buoyant and so could be of unlimited length in the mooring, but the disadvantage was that it was of extremely large diameter. When required to insert chain into moorings the captains of the A101s would be likely to put the ship into DP and then pay out the new chain onto the seabed, and when that was done run it out on the correct bearing. Importantly for charterers, the bridges were

extremely well appointed and I always felt that they gained some charters on the basis of how good the oil company representatives felt when they were sitting on the leather sofas at the edges of the wheelhouse (The luxurious bridge of the Hercules photographed in 2002). Their reliability has resulted in the four ships being almost continuously at work throughout their lives and the most recent information I can find about what they are up to indicates that they are still busy, and still in their original ownership. During 2016 the **Hercules** and the **Pegasus** went off to West Africa with others of the Olympic fleet and at the same time the **Normand Mariner** went to work on an extended contract for Technip. *(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.)*

MERMAID MARITIME WINS $26 MILLION IN SUBSEA CONTRACTS

Mermaid Maritime has recently been awarded subsea contracts in South East Asia and Middle East with a combined total value of $26 million. The subsea and offshore drilling services provider said on Tuesday that the contracts involve three DP2 dive support vessels (DSVs). The highlighted package of work involves the **Mermaid Commander** vessel with a Tiger Inspection Class ROV and hyperbaric reception facility carrying out a 42-day project involving saturation-diving and

ROV works for riser installation, pipeline tie-ins and MOPU decommissioning in the Malaysian Peninsular and Sarawak. After that, the vessel is bound for the Gulf of Thailand where it will perform a regular pipeline installation support services contract for another 60-day project for a different customer. Another contract involves the **Mermaid Nusantara** together with heavy duty work-class ROVs working on a 24-day project in the Madura Sea, East Java, Indonesia, carrying out installation of flexible risers and umbilical between wellhead platform and FSO for an international upstream oil and gas company. Finally, the **Mermaid Endurer** has been carrying out a 30 day project on a DSV – ROV – SAT & Air Diving services contract and a 56-day project on a DSV – Life Support – Spool & Skid Installation services contract for international EPCIC contractors offshore Qatar. *(Source: Offshore Energy Today)*

HAVILA SECURES WORK FOR PAIR OF PLATFORM SUPPLIERS

Offshore vessel operator Havila Shipping has secured work for two platform supply vessels. The first contract is with Maersk Oil for the platform supplier **Havila Clipper**. The contract is for a firm period of six months and one optional period of six months and it is in direct continuation of existing contract. The vessel has been working for the Danish oil company since 2014 when it was hired on a firm contract for three years starting June 1, 2014, with one optional period of one year from June 1, 2017. According to the latest AIS data, the vessel is currently in the UK sector of the North Sea. The **Havila Clipper**, of a Havyard 832 design, was built by Fjellstrand and delivered in 2011. The company has also secured work for the PSV vessel **Havila Borg** with Peterson Den Helder BV for a firm period of seven weeks with optional periods up to three weeks. The contracts is entered into on market terms. The vessel, currently moored in Aberdeen, has been in layup since the end of last year. The **Havila Borg** is also of a Havyard 832 design built by Havyard Tomrefjord and delivered in 2009. The owner of the vessels did not reveal any financial details of these two new contracts. *(Source: Offshore Energy Today)*

REDT DE SMIT-LLOYD 1

In 1965 werd de supplier **Smit-Lloyd 1** gebouwd en maakte deel uit van een serie zogenaamde type A suppliers. Na een dienstverband van ruim 20 jaar werd het schip verkocht naar het buitenland. Eerst naar Malta en uiteindelijk naar Turkije. Daar ligt het schip nu opgelegd en sloop dreigt. Een klein groepje enthousiastelingen wil haar graag kopen en terug naar Nederland halen om haar in oude luister te herstellen. Er kunnen dan ook vaartochten worden gehouden want het schip verkeert nog in topconditie. Omgerekend is de aanschafprijs 250.000 euro en daar komen dan nog brandstofkosten en proviandkosten bij voor de bemanning die haar gaat repatriëren. Hoop via deze weg gulle giften te ontvangen voor het behoud van dit prachtige schip. Alvast mijn dank. Doneer u gift HIER

CHARTER CONTRACTS FOR ALAM MARITIM ANCHOR HANDLING TRIO

Malaysian marine services provider Alam Maritim has been awarded charter contracts for three anchor handling tug & supply (AHTS) vessels. According to a Wednesday Bursa Malaysia filing by its parent company, Alam Maritim Resources, the charters are with unnamed "reputable oil and gas companies." The first anchor handler was chartered for a primary period of three months with an extension option of one month and a further extension option on weekly basis. The second unit was hired for a primary period of six months with an extension option of four months and a further extension option on weekly basis. The third and final vessel was awarded a charter contract for a primary period of two years with an extension option of one year. Alam Maritim Resources said that the total value of the charter contracts will be contingent upon the actual number of days the vessels are on-hire from time to time throughout the charter contracts period, estimated approximately at RM19.8 million ($4.6 million). *(Source: Offshore Energy Today)*

NKT VICTORIA CABLE LAYER GETS SHIP OF THE YEAR ACCOLADE

The **NKT Victoria** cable laying vessel has been awarded the 'Ship of the Year 2017' prize in Norway. Norway's Labour and Social minister Anniken Haugli presented the award, in the presence of HRH Crown Prince Haakon of Norway, during a ceremony at the NorShipping exhibition. The prize was presented to the vessel owner president and CEO of NKT Michael Lyng, shipbuilder Kleven's CEO

Ståle Rasmussen, design company Salt Ship Design's CEO Arne Stenersen and captain of the vessel, Svein Ole Sæter. "I am proud that NKT Victoria is awarded the Ship of the Year Prize. With this vessel, we are now able to offer our customers complete cable solutions, from design and manufacture to installation and service – as one of a very few cable providers in the world," said Michael Lyng, president and CEO of NKT. "As proud shipbuilders, it is a wonderful recognition that NKT Victoria has been proclaimed Ship of the Year. This project is a great example of the strength of Norwegian ship design and ship building in tough international competition," said Ståle Rasmussen, CEO of Kleven. "We are honored to see NKT Victoria being awarded the prize, and our ship designers have really enjoyed the great teamwork behind the successful vessel," added Arne Stenersen, CEO of Salt Ship Design. *(Source: Subsea World News)*

EMAR OFFSHORE SERVICES B.V. ACHIEVED ISO 9001:2015 CERTIFICATION FROM DNV-GL.

EMAR Offshore Services B.V. is proud to announce that we have achieved ISO 9001:2015 certification from DNV-GL. This ISO 9001:2015 certification is part of our mission to be the Maritime Service Provider of choice to our clients, by delivering the highest level of service in their need for maritime knowledge and equipment through a continuous focus on their absolute essentials and requirements with the end goal to ensure maximum results and the most (cost) effective solutions. We would like to thank Ger Quist of QUIST Maritime Services (http://quistmaritime.com) for the support, achieving this ISO 9001:2015 certification! EMAR Offshore Services is an independent, dedicated Maritime Service company, active in short and long term chartering, contracting and the sale & purchase of marine equipment. Our client base consists of Oil, Construction and Mining companies. Supported by our assets, large network of ship owners and

actual knowledge of vessel positions, we provide essential and cost effective solutions to our clients worldwide. The headquarters of EMAR Offshore Services is based in Raamsdonksveer, The Netherlands, a small village centrally located between the Sea Ports Rotterdam and Antwerp. To support and serve our international clients we have branch offices located in Willemstad, Curacao and Takoradi, Ghana. *Our range of services can be divided in 5 main categories:* · Harbour & Long Distance Towing; · Offshore Brokerage and Salvage Support; · Offshore Transhipment Support; · Heavy Lift & Semi-Submersible transportation; · Lay-Up Facility. *(Press Release)*

SIEM TO TAKE FULL OWNERSHIP IN PSV-OWNING UNIT

Offshore and subsea shipping company Siem Offshore will buy 49% ownership in Siem Meling Offshore DA (SMODA) from the shipowner O.H. Meling. Following the acquisition, Siem Offshore will own 100% of the company SMODA. As part of the transaction, the 2011-built MPSV vessel **Siddis Mariner** is sold from SMODA to a company owned by O.H. Meling with effect and delivery May 31, 2017. SMODA will continue its ownership in the 2010-built PSV **Siem Pilot** which will start a four-year firm contract for an unnamed customer offshore Canada during July 2017. According to data on O.H. Meling's website, SMODA also owns the 2007-built platform supplier **Siddis Sailor**. *(Source: Offshore Energy Today)*

WINDFARM NEWS - RENEWABLES

MHI VESTAS BOOKS BRIDGEMANS FLOATEL FOR BELGIAN CREW

Canadian floating accommodation services provider Bridgemans Services Group (BSG) has entered into an agreement to provide full-service floatel accommodation and CTV boat landing services for MHI Vestas Offshore Wind in Belgium. Having recently undergone a refurbishment, Bridgemans' 142-metre MV **Bluefort** went into service on 1 May to accommodate construction and maintenance workers at the project site in the North Sea off the coast of Belgium, BSG said. "We are very pleased

to reintroduce the **Bluefort** after an extensive refit into the offshore accommodations market," said BSG President, Brian Grange. "To have been selected by a global leader in wind energy represents a meaningful endorsement of our capabilities, our assets and all members of the Bridgemans team." The MV **Bluefort** features 210 single en suite cabins and can provide periods of up to 5 months of uninterrupted service, according to BSG. The refit, completed in 2016, included the renovation of all cabins, lounge, dining and common areas, along with upgrades to all mechanical, navigational, IT and operating systems, including enhanced Internet and TV service. The vessel has also been equipped with a CTV boat landing and a helicopter pad for crew transfers. The vessel will be based in Europe for charters upcoming, BSG said. *(Source: Offshore Wind)*

SEACAT SERVICES SIGNED TO SUPPORT SIEMENS GAMESA AT GALLOPER

Class-leading offshore energy service vessel operator agrees a 2-year charter contract with Siemens Gamesa Renewable Energy to provide support through early operations at 56-turbine offshore wind farm. Seacat Services, and Siemens Gamesa Renewable Energy (Siemens Gamesa), have signed a 2-year charter deal to support early Operations & Maintenance (O&M) activity at the 336MW Galloper Wind Farm. Seacat Services is a class-leading offshore energy support vessel (OESV) operator and Siemens Gamesa is a global offshore wind manufacturer and service provider. Having secured the 56-turbine supply deal for the multi-million pound project, currently under construction by innogy SE, Siemens Gamesa is now supporting the wind farm as it moves into the operational phase, under the terms of a 15-year service contract. With the first batch of turbines starting to come online, meeting maintenance plans will be important to ensuring a smooth transition into long-term operations. For the duration of the 24-month charter, Seacat Services will provide specialist logistical support to the Siemens Gamesa technical teams based out of Harwich, transporting technicians and equipment as they tackle both scheduled maintenance and technical

requirements. To fulfil its commitment to the project, Seacat Services will deploy two advanced catamarans from its class-certified fourteen-vessel fleet; **Seacat Vigilant** and **Seacat Liberty**, 24m and 23m respectively. The two vessels have been chosen specifically to support the variety and demands of the O&M activity that Siemens Gamesa technicians will be undertaking, 30km from shore. Seacat Services' newest vessel, **Seacat Liberty**, which will be first unveiled at this year's Seawork exhibition in June, has been chosen for its high pulling power, which will complement the versatility and reliability of the larger **Seacat Vigilant**, which is fresh from a five-year refit. "This long-term, large-scale, contract with Siemens Gamesa is testament to the reputation and quality of the service provided by Seacat Services' crew and shore-based teams, and the strength of the relationship we have built with Siemens over the past few years," said Ian Baylis, Managing Director, Seacat Services. "We've worked closely with Siemens Gamesa to ascertain which of our vessels are the best fit for this contract and will ultimately create long-term value by ensuring operations at Galloper get off to the strongest start possible. We're thrilled to be introducing Seacat Liberty and the newly-refitted **Seacat Vigilant** onto the contract." Due to be fully operational in 2018, the Galloper Wind Farm has created 700 UK jobs during construction and will lead to a further 90 long-term east coast jobs. Siemens Gamesa's choice of a UK supplier in Seacat Services – based out of Cowes, Isle of Wight - has further underlined its commitment to the local supply chain. Steve Myers, Implementation & Asset Manager, at Siemens Gamesa Renewable Energy said: "We chose Seacat Services because we value local expertise, and because it is imperative that the vessels we charter for our technicians provide the highest quality service - not just the lowest costs. When working on projects of this complexity it is critical that our offshore technicians are in the best position to do their jobs." "Our engineers and technicians will rely on vessel support through all stages of site operations, from completing planned maintenance, response through reactive maintenance, and troubleshooting. Siemens Gamesa can trust that Seacat Services crew are trained to the highest industry standards, operating the most versatile, reliable, and advanced vessels available to support our offshore workforce at Galloper." *(Press Release)*

YARD NEWS

ECO PILOTS FOR NEW TUGS ...

The ECO PILOT is an efficient, easy to install, inexpensive fuel consumption monitoring system. It is made by C-Sence, a supplier specialized in embedded electronics with a research and development team of highly skilled engineers. Up until now, more than 80 vessels of all kind are equipped with the Eco Pilot and all of these companies have made substantial savings since installing the Eco Pilot system to their vessels. TMS and Boluda, 2 major's players on the towing French market, saw a real advantage equipping their vessels with the ECO PILOT. French towage company TSM is building its

new vessels at the Padmos shipyard and all of these are being fitted with Eco Pilot systems to monitor fuel usage on board. 'The control of the vessel by the crew is the most important task,' said TSM owner Loïc Thomas. This follows a series of retrofit installations on board workboats operated by big companies including Bourbon. The two new tuna purses seiners for CFTO, built at Murueta in Spain, have also been fitted with Eco Pilot systems, as have several of their older vessels. "Even assuming the actual low price level of gasoil, we estimate a payback period of between 12 and 18 months", said Pierre-Alexis Dormegnies of C-Sense, commenting that the Eco Pilot allows users to measure fuel consumption in real time, providing options for very precise billing. 'There are many advantages to having this system to monitor fuel consumption and C-Sense offers a software application allowing the user to view and analyse the data collected, even making it possible to establish a Ship Efficiency & Energy Management Plan,' he said. C-Sense's Eco Pilot supports the provision of documentation certifying CO2 emission levels and this is a factor that is expected to become increasingly strict as new emissions regulations come into force. It also supports preventative maintenance by anticipating faults in propulsion systems and engine components, such as feed pump injectors, while also providing a number of safeguards for operators such as preventing fuel theft. The Eco Pilot is designed with a patented by-pass, with an integral algorithm that automatically switches to over-ride mode in the event of a flow meter malfunction. C-Sense has also developed a portable version of the Eco Pilot for use in shipyards, allowing shipbuilders to guarantee a precise fuel consumption when delivering a newbuilding. The trials of the B2M d'Entrecasteaux and the French Navy's Bougainville were carried out using the French Piriou Shipyard's Mobi-Pilot. The Eco Pilot is also gaining a growing reputation across Europe with key tugs operators, offshore companies and shipyards. C-SENSE made the ECO PILOT for the maritime industry, using their huge knowledge in safety automotive business. *(Press Release)*

ROLLS-ROYCE UNVEILS NEW UNIFIED SHIP DESIGNS

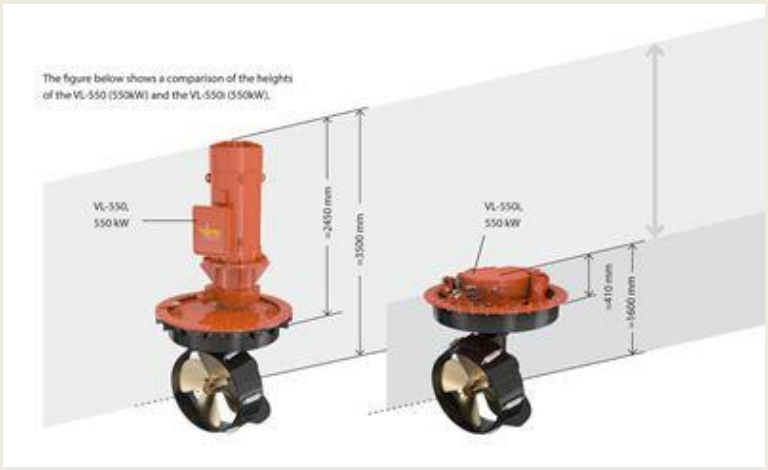
Ship designers at Rolls-Royce have unveiled what the company describes as a radical overhaul of its vessel design philosophy aiming to optimize vessel construction and operations without sacrificing space on board. In the process, the new unified designs will also ensure that a Rolls-Royce-designed vessel, whether it's an offshore support vessel or expedition cruise ship, will be instantly recognizable world-wide. "The new design incorporates four key features in each design," Rolls-Royce explains. "These are a knuckle line that slopes down towards the bow and links the new designs with older UT and NVC designs. A vertical side area and vertical upper stem which simplify the design and decouples the hull form from the superstructure. The vessels will also have a topside sheer line with a small convex curvature. These features will be present in all the designs in some form but can be modified depending on the ship type." Rolls-Royce noted that certain ship types may require more design modifications than others, and Rolls-Royce naval architects will have the freedom to adjust and apply certain designs to suit each particular vessel as long as they incorporate the four 'must use' elements. Martijn de Jongh, Rolls-Royce Chief Designer – Marine, said: "Less is often more in ship design and while the new elements have been devised to ensure every Rolls-Royce ship is built for optimum performance and functionality, they will be distinguished by their clear angles, clean shapes and faces. We have evaluated the profile of the vessels to omit any unnecessary aspects, like excessive large windage areas, for instance. They will be easier to build as well." A major feature of the approach is the decoupling of the hull design from the superstructure and other design elements, giving designers and naval architects significantly more flexibility, according to Rolls-Royce. This minimizes complex double curvature plating, common to many vessels, which is difficult and time-consuming to fabricate. The use of flat plate or single curvature plating will be increased, simplifying construction and reducing build time. Depending on the vessel type and operational and construction requirements, the forward topside will be based on five distinct hull forms, which will allow the designs to be applied across a range of vessels from offshore vessels involved in subsea work in harsh environments to expedition cruise ships. "All will have a canopied superstructure featuring a curved front with the bottom edge of the bridge wings and windows leaning down towards the bow to create a continuous line flowing into the bow," said Rolls-Royce. So far a number of vessels designed in accordance with the new guidelines have been ordered and are now under construction. In fact a UT 540 windfarm vessel due for delivery from Spain's Gondon shipyard in October is typical of how the new family of UT vessels will look, Rolls-Royce says. *(Source: gCaptain)*

MAN GEAR FOR DONG'S GERMAN WIND SERVICE OPERATION VESSEL

Cemre Marin Endüstri has ordered four MAN 8L21/31 variable-speed GenSets for a wind service operation vessel (WSOV) currently under construction at the Turkish shipyard for France's Louis Dreyfus Armateurs (LDA). The newbuilding will also feature MAN's EPROX (Energy Saving Electric Propulsion System) that is said to significantly reduce the vessel's CO2 emissions and fuel consumption. The new WSOV will be used for operations and maintenance work on DONG Energy's

German offshore wind farms, Borkum Riffgrund 1 and 2, as well as Gode Wind 1 and 2. Norway's Salt Ship Design is providing the full design and engineering package for the 83-metre vessel which is scheduled for delivery in the fourth quarter 2018. The MAN engines will be prepared for IMO Tier III and set up such that they can be retrofitted at a later time with MAN's SCR system. This is to cater for the possibility that IMO TIER III NOx emission limits are introduced without obligation within NOx emission-control areas (NECAs) in the North and Baltic Seas before 2021. "This new order confirms our solid foothold within the segment for small-bore, medium-speed engines powering specialized vessels. I welcome this new reference and feel that it highlights the diversity of our product portfolio," Lex Nijsen, Head of Four-Stroke Marine at MAN Diesel & Turbo, said. *(Source: Offshore Wind)*

VETH INTEGRATED L-DRIVE - THE MOST COMPACT PROPULSION SYSTEM



Revolutionary concept Increasing numbers of ships are being fitted with the Veth Z-drive azimuth thruster because of the 360-degree full thrust, the optimal manoeuvrability and the simple and compact installation method. Now, Veth Propulsion is presenting a revolutionary concept in the field of electric propulsion: the Veth Integrated L-drive. This innovation offers the following benefits: - Compact design: extremely low mounting space requirements; - High efficiency; - Quiet; minimal noise production; - Low weight; - Built using proven Veth Propulsion technology; - Outstanding manoeuvrability thanks to

the 360-degree thrust; - Electric motor inside the ship; few vulnerable components underwater; - Simple to install; - Slip ring cabinet unnecessary; - Optimal flow of water thanks to 'Shark Tail' on counter-rotating propeller. *Electric propulsion* Veth Propulsion designs and manufactures different types of azimuth thrusters. Azimuth thrusters are capable of 360-degree propulsion. Which azimuth thruster suits you best depends on the type of ship, the type of drive and associated requirements. A diesel-electric driven propulsion is a commonly chosen solution. We also see a trend developing in the use of alternative fuels, such as LNG and, in future, hydrogen (for fuel cells) in order to reduce CO2 emissions. These motors often run at a constant RPM: in this case, electric drive is an ideal solution. The constant speeds can be converted to variable speeds by means of a frequency drive. An additional benefit of electric propulsion is redundancy. For electric propulsion, you can choose between a Veth Z-drive and a Veth L-drive. A Z-drive has 2 gears, whereas an L-drive has 1. Each gear transmission results in a 1% efficiency loss. In addition to higher efficiency, an L-drive is also less expensive to install. That is why an L-drive is preferable, provided there is enough space for the electric motor. Until now, asynchronous short-circuit anchor motors have been widely used. Veth Propulsion has developed the Veth Integrated L-drive with a permanent magnet (PM) motor. The PM motor was designed in collaboration with Visedo and allows for a much lower mounting height. While designing this innovation, a conscious choice was made to house this PM motor inside the ship. The major advantage of this choice is that the PM motor is much less vulnerable than if it were located underwater. The Veth Integrated L-drive is available with power ranging from 300 kW to 1,325 kW. Larger units are still being developed and will eventually also be available. The Integrated L-drive can be fitted to various types of ships, ranging from huge luxury yachts to work boats. The Veth Integrated L-drive is constructed using technology that we are familiar with. For example, Veth Propulsion has already made 1,500 of the underwater housings that are used for this new concept. *Space* The patented and innovative Veth Integrated L-drive is constructed using proven mechanical components. The PM motor is integrated into the thruster. When designing this thruster, no concessions were made with regards to the hydrodynamic design of the submerged section. The thruster is optimally streamlined thanks to the small diameter of the underwater gearbox. *40-60% more compact* The design makes use of every millimetre, without compromising quality. On average, a PM motor is 40% to 60% more compact than an asynchronous motor. This PM motor, when combined with the special mounting method, the alignment of the headsets and the adjustments to the control box, makes for a very compact thruster. This minimal mounting height allows the thruster to be fitted below deck height, so that few vulnerable capital assets are underwater. In addition, this means that the thruster is easily accessible for periodic servicing. In addition to the compact design, on average a PM motor is 30%-60% lighter than an asynchronous

motor. *Efficiency* A PM motor is more efficient than an asynchronous motor. In particular, the part load efficiency is higher. In the diagram below, a PM motor with an output of 375 kW is compared with an asynchronous motor of the same output. At 100% load, the efficiency of an asynchronous motor is 95,7%, and that of the PM motor is 97,2%: an improvement in efficiency of 1.5%. At 25% load, the efficiency of an asynchronous motor is 91.6%, and that of the PM motor is 96.4%. This means an improvement in efficiency of 5.2%. *Noise Reduction* The Veth Integrated L-drive does not have a gear transmission in the ship, which means that it generates less noise. The PM motor is water-cooled, which produces less noise than the air-cooling of an asynchronous motor. In addition, the Veth Integrated L-drive is electrically controlled, which further reduces noise production. *The Integrated L-drive is simple to install*. It can also be mounted flexibly. The mounting box is fitted with a clamping edge, which is hung between two rubber rings. *Benefits*: • Very quiet when in use due to flexible suspension; • Easy to remove thanks to mounting via the underside of the ship. All of these benefits ensure that this thruster is a very quiet propulsion device, which make it ideally suited for luxury yachts, for example. *Fairing plates* The Integrated L-drive is fitted with streamlined fairing plates, which reduce resistance. The fairing plates are flow caps which are affixed around the stationary parts of the thruster. They are shaped according to the surface of the ship, and help to reduce drag. Depending on the application, the thruster can be fitted with an open propeller, a nozzle or counter-rotating propellers. *Patented Shark Tail* For fast ships with shallow drafts or when low noise production is paramount, a counter-rotating propeller is an attractive choice. A patented Shark Tail is used for this tail. The tail has been further optimised using CFD calculations and as a result it is shaped asymmetrically (see image). This shape ensures an optimal flow of water toward the second propeller. This innovation was developed in collaboration with Promarin and leads to a reduction in drag and noise production. *(Press Release)*

FIRST STEEL CUT FOR AUSTRALIAN ANTARCTIC SUPPLY RESEARCH VESSEL

Marking the commencement of construction of the Damen Antarctic Supply Research Vessel (ASRV), a steel cutting ceremony has been held at Damen Shipyards Galati, Romania. Damen is constructing the ASRV for Serco Defence, a wholly owned subsidiary of Serco Australia who, in turn, signed a contract with the Australian Government last year for the delivery, operation and maintenance of the vessel. “Cutting the first steel for any vessel is always significant. However, the fact that the ASRV is such a ground-breaker makes this a very exciting moment,” says Damen Project Director Joop Noordijk. “The whole team are looking forward to building what is actually an icebreaker, survey vessel and resupply vessel all rolled into one.” *Increased capacity* The 160-metre ASRV will perform numerous tasks for the Australian Antarctic Division (AAD). “The new vessel is a multi-mission ship

designed to sustain our geographically dispersed stations, support helicopter operations, sustain shore parties on remote islands, map the seafloor and undertake a variety of scientific activities across the Southern Ocean," says AAD Modernisation Program Manager Rob Bryson. To fulfil these diverse roles, the ASRV boasts considerable cargo capacity: up to 96 TEU below decks and 14 TEU and six 10-foot containers on the aft deck, as well as more above the helicopter hanger and in front of the helideck. This represents a substantial increase in container carrying capacity from the AAD's current vessel, the **Aurora Australis**, which can transport a total 19 containers. In practical terms, this means that the ice-breaking ASRV will be able to resupply two stations in one voyage. *Research potential* In addition to supplying Australia's three permanent research stations on the Antarctic continent as well as its research station on the sub-Antarctic Macquarie Island with cargo, equipment and personnel, the ASRV will be able to carry out comprehensive scientific research activities. To this end, the vessel will be equipped with a 500 m2 on-board laboratory that will serve as workspace for up to 116 AAD scientific staff. In terms of research possibilities, the ASRV will serve as a valuable asset towards the advance of scientific knowledge and understanding of the Southern Ocean. The vessel will feature a 13-metre deep wide moon-pool for deployment of conductivity, temperature, acoustic and depth measurements. The ASRV design also incorporates a 'wet well' sampling space, a scientifically pioneering installation that consists of a watertight room below the water line that can be used for biological sampling. Further activities such as seismic mapping, AUV operation and net deployment can be performed on the sizeable aft deck. *Future proof science* A key part of the vessel design lies in the fact that the ASRV is expected to be in service – and therefore to continue to perform cutting edge research – for 30 years. "What this means is that we went for a more modularised approach to the science spaces with a preference for containerised laboratory spaces rather than fixed labs. This allows us to adapt the ship for the science questions that need to be answered in the future," states Mr Bryson. Serco Australia Chief Executive Officer Mark Irwin said, "Serco has again been able to provide the skills and support required to enable the continued development of this exciting and unique vessel delivery project, and will continue to work closely with our customer, the AAD, and our design and build partner, Damen, to progress to final delivery in 2020. Congratulations to the project team for meeting this significant milestone and as we now start to turn our attentions to the build stage we should look forward to further successes in the very near future." Construction and outfitting of the vessel will be carried out at Damen Shipyards Galati, with engineering and project management being provided by Damen Schelde Naval Shipbuilding in the Netherlands. *(Press Release)*

VARD TO UPGRADE FARSTAD'S PLATFORM SUPPLIER

Shipbuilding and repair company Vard will upgrade Farstad Shipping's platform supply vessel **Far Sun**. The PSV was delivered from Vard to Farstad Shipping in 2014 for immediate beginning of its long-term charter contract with Statoil out of Stavanger. Now, the vessel will be equipped with

batteries for energy storage and increase its environmentally friendly operation, Vard said on Wednesday. The company further added that the environmental impact of the diesel electric PSV will now be further reduced, in particular when loading and offloading during offshore operations but also in all operating modes. According to the company, its SeaQ Energy Storage System will ensure further reductions in environmental impact and operating costs. In addition, increased security is achieved in terms of spinning reserve, response time as well as increased redundancy. Christian Søvik, VP Global Services of Vard Electro, said: "The system enables the ship to utilize excess energy in all operating conditions, as well as simplifying the use of shore power. This will substantially reduce consumption and emissions. Another effect is less noise from ships in port. The system will be installed during the second half of 2017. Vard Electro is responsible for the entire project, which includes engineering, steel prefabrication, installation, integration, testing and commissioning. The ship will be awarded class notation "Battery Power" by DNV-GL. The battery supplier will be Corvus in Bergen. *(Source: Offshore Energy Today)*

MARAD FUNDS SMALL SHIPYARD GRANT PROGRAM FOR 2017

The U.S. Department of Transportation's Maritime Administration (Marad) today announced the availability of $9.8 million in federal funding to support capital improvements and employee training at small U.S. shipyards. The grants, provided through the Small Shipyard Grant Program, help eligible shipyards modernize operations, improve efficiency and reap the benefits of increased productivity by investing in emerging technologies and a highly skilled workforce. Even though most U.S. shipyards are located in coastal areas, the economic ripple effects of U.S. shipyards reach all 50 states. In 2013, U.S. shipbuilders directly employed 110,000 workers and produced $37.3

billion in gross domestic product. Applications for the grants are due by 5 p.m. EST on July 5, 2017. Marad intends to award grants no later than Sept. 5, 2017. Additional information is available on line or by contacting David M. Heller (David.Heller@dot.gov), director, Office of Shipyards and Marine Engineering, Maritime Administration, 1200 New Jersey Ave., S.E., Washington, D.C. 20590. Eligible projects under the program include capital and related improvement projects that foster efficiency, competitive operations, and quality ship construction, repair, and reconfiguration. In addition, training projects that foster employee skills and enhance productivity will also be considered. "Waterways and small shipyards are a critical component of our economic infrastructure and support thousands of jobs while helping us maintain our competitiveness as a nation," U.S. Transportation Secretary Elaine L. Chao said in a statement announcing the re-investment in the programming. "As trade and exports grow, our shipyards and other waterway systems must be able to keep pace." "When it comes to American infrastructure, our shipyards are leading the way and currently producing some of the most modern and advanced vessels in the world," said Marad's executive director Joel Szabat. "They also provide quality jobs and support economic growth in local communities." *(Source: Workboat.com)*

WEBSITE NEWS

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

   - Fairplay and Bugsier join forces
   - Moku Ahi Offshore Fire Rescue vessel for sale
   - 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

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