

TUGS & TOWING NEWS

RARE LAUNCH OF PUSHER TUG FOR CASPIAN SEA



The Pusher Tug “**Wenna**” will be put to water tomorrow, Friday 23 June, at the Thecla Bodewes Shipyards in Kampen. Since its inception in 2015 this will be the Kampen shipyard’s first athwartship launch. Regardless of all the construction work carried out in the last year all the ships were launched into the water via the shiplift. The “**Wenna**”

will be released with the assistance of a unique system called the ‘Frieze Hellingsysteem’ where the ship glides freely into the water once the cross-skewed wedges are dismantled. This will be a spectacular sight to witness. It is the first of a series of three Pusher Tugs. In November 2016 the keel laying of this Pusher Tug took place in the presence of the client Silverburn. The ships will be utilised on the Caspian Sea for offshore support activities, seagoing towing and inland push-and-tow undertakings. *Delivery of the first tug in the series* The “**Wenna**” will be delivered in August. The construction of the two additional tugs are currently in full swing. The tug is equipped with a set of towing pins, a stern roller and a 35 ton towing winch with 750 metre capacity for towing and anchor handling. The tug is versatile because of the combination of pushing, towing, anchor handling and the crane capacity. The crane can handle 3150 kg and has a reach of 16.54 metres. The rear deck has a loading scope of up to 9 x 10ft containers. The client, Silverburn Shipping Group is the first company with a hoisting wheelhouse that sails the Caspian Sea. *(Source: SWZ Maritime)*

Advertisement



LESS WEIGHT, MORE STRENGTH IN NEW SYNTHETIC TOWING LINES

Samson Rope recently introduced a couple of new synthetic towing lines, Fusion-12 and Quantum-X. Fusion-12 is a 12-strand rope that's a combination of Dyneema and polyester. "It allows to downsize line compared to 100 percent polyester," said John Glaser, general



sales manager at Samson Rope Technologies Inc., Ferndale, Wash. While the line might be downsized, the same load can still be pulled. Quantum-X is a spin-off of Samson's Quantum-12. Quantum-X uses a new Dyneema base fiber, SK78, and Samson's DPX yarn. The DPX is on the outer strands where it offers "a much higher coefficient of friction or grip," said Glaser. Quantum-X also has a higher snag resistance. The line primarily is designed for bitts, capstans, and windlasses, though it can be used on a winch. Both Quantum-X and Fusion-12 have a black stripe running down the rope's axis. "That helps identify twist, something operators want to avoid," said Glaser. If the line is parallel to the length of the rope, there's no twist. A corkscrewing or spiraling line means there's twist. That indicates some of the strands are doing most of the work. "It's a significant strength loss," noted Glaser. Another company to come out with new towing ropes is India-based Garware-Wall Ropes Ltd. The X2 and the X2 Ultra were introduced first in Europe and Asia, and are now available in the U.S. The basic difference between the two is X2 Ultra is a sinking line, whereas the X2 is a floating line. The X2 is also used as a mooring line. Both the X2 and the X2 Ultra are billed as lighter and stronger than existing ropes. "The key advantage for the X2 and X2 Ultra is it has the strongest weight-to-strength ratio," said Garware-Wall's Gopakumar Menon, who is based out of the company's U.S. office in Tacoma, Wash. In a thousand-cycle load limit (TCLL) test, Garware-Wall tested the X2 against Maxima, a line of blended polymers, and a polypropylene line. The polypropylene line failed after 1,267 cycles at 80% load, the Maxima after 1,251 cycles at 80%, and the X2 after 2,430 cycles at 80%. "It's almost like 100 percent more cycle loading," said Menon. "That's an important parameter for towing. The line will last longer."



Replacing Wire Companies such as Sampson and Garware-Wall are making inroads into the wire towing market. But towlines that have been around a while have had success too. One is Yale Cordage and its Ultrex, a 12-strand ultra-high molecular-weight polyethylene that's been in use for the past 17 years. "We are seeing a lot of river business growth replacing wire" with Ultrex line, said Jamie Goddard with Yale Cordage, Saco, Maine. "We are selling a lot of one-inch to one-and-a-half inch diameter." A lot comes down to "weight savings and flexibility of synthetic over steel cable." There can be weight savings of "at least eight times the weight of steel cable," said Goddard, and line strength is not sacrificed. Plus synthetic line is much more flexible

and easier to work with and it doesn't rust or kink. Yale also helps customers develop chafe protection plans or come up with specific covers on the rope to make it abrasion resistant. When compared to wire, synthetic line is soft, so it needs to be protected when passing across the hard surfaces of a chock or a tug's bull nose. A chafe guard material that's spliced or braided into the line protects the line from abrasion and wear. It's installed by rope manufacturers and you often have to purchase a longer length than is needed, say 100' instead of 20'. But if you have some remnants of chafing material lying around, it's possible that it could be put to use. That's where the Viking Cuff from Fjord Inc.'s Chafe-Pro comes in. With the Viking Cuff at the ends of the chafe guard, it grips the line and holds the chafe guard in place so it doesn't move, said Michael Ratigan president of Fjord. Send a 10', 20' or any length of chafe guard material to Fjord and Viking Cuffs will be added to it and "now you have a position able [chafe guard]for towing and assist operations," said Ratigan. If that 10- or 20-foot length of chafe guard was spliced into a rope, it's only good for that section of line, but when used with Viking Cuffs, the chafe guard can be slid up and down the line to wherever it's needed. *(Source: Workboat.com)*

Advertisement



Cintranaval-Defcar
CND DESIGN

Design of Tugboats & Offshore Vessels



www.cintranaval-defcar.com
+34 944 631 600
info@cintranaval-defcar.com

DIVERSIFIED DELIVERS FULL CAT-POWERED TUG

Diversified Marine, Portland, Ore., has delivered the 80'x36'x13'7" tug **Dr Hank Kaplan** to Harley Marine Services, Seattle. The new boat is a sister class vessel to the **Michelle Sloan** and **Lela Franco**, but it is different in that it is the first vessel in North America to feature a complete Caterpillar



Marine propulsion system with both Cat power and Cat azimuth drives. Designed by Robert Allen Limited, Vancouver, British Columbia, the **Dr Hank Kaplan** is equipped with two 3516C marine propulsion engines, each delivering 2,675 hp to a pair of Cat MTA 524-T azimuth thrusters specifically designed for high performance applications. "Caterpillar is proud to power a vast number of vessels in the Harley Marine fleet," Tom Frake, vice president of Caterpillar's Global Power Solutions Division, said in a prepared statement. "With the christening of **Dr Hank Kaplan**, Harley Marine will be the first North American customer to feature our fully integrated propulsion system as well as our legendary power products. Our ability to offer a complete solution to the tug industry

simplifies design and build as well as product support for customers, while showing our commitment to the marine industry.” The new Cat MTA 524-T azimuth thruster is the latest iteration of Caterpillar Propulsion’s proven thruster line, specifically designed for the profile of a tug. Based on the standard MTA design, this updated version includes features to maximize bollard pull, simplify installation and maintenance, and increase maneuverability, Cat officials said. “We’ve taken pride in helping Harley Marine continue to expand their fleet over the last twenty years,” Rob Coon, managing director of Caterpillar Financial Products Division, said in the Cat release. “The christening of this vessel signifies a successful team effort between Cat Financial, Cat Marine, Peterson Power, and Harley Marine. It’s exciting to see the culmination of our close relationships now result in Harley Marine christening the very first vessel in North America with a complete Caterpillar solution.” Cat dealer Peterson Power, Portland, Ore., led the efforts on the project, helping refine the spec and eventually supporting the installation and service of these systems. Further enhancing the total Cat Solution, Cat Financial provided construction and term financing for the entire vessel. The vessel was named after the Chief of Medical Oncology at the Swedish Cancer Institute, [Dr. Hank Kaplan](#), as a tribute to his tireless dedication to cancer treatment and research. Harley and Lela Franco along with the entire Harley Marine organization have been instrumental in supporting Dr. Kaplan’s fundraising efforts. Over the past five years alone, their annual fundraising event has contributed \$2.5 million in funding to the Swedish Cancer Institute that has made a tremendous impact on the lives of cancer patients and their families. (*Source: Workboat.com*)

SCHIP TE WATER BIJ THECLA BODEWES SHIPYARDS IN KAMPEN



Bij Thecla Bodewes Shipyards is vrijdag de Pusher Tug ‘**Wenna**’ te water gelaten. Het is de eerste uit een reeks van drie van dit soort duw- en sleepboten. Voor de Kamper werf is het de eerste dwarsscheepse tewaterlating sinds de heropstart van de werf twee jaar geleden. Ondanks de vele werkzaamheden die in het afgelopen jaren zijn

uitgevoerd en opgeleverd zijn tot nu toe alle schepen nog via de schepenlift te water gelaten. In aanwezigheid van de opdrachtgever Silverburn vond in november 2016 de kiellegging van de Pusher Tug plaats. De schepen worden ingezet op de Kaspische Zee, voor zowel offshore supportactiviteiten, zeegaande sleeptransporten als ook binnenlandse duw- en sleeptransporten. De zeegaande Pusher Tug is voorzien van een set towing pins, een hekrol en een 35 tons waterval sleeplier met 750 meter capaciteit geschikt voor slepen en ankerbehandeling. De combinatie van duwen, slepen, anker-handling en de scheepskraan maakt de Pusher Tug ruim inzetbaar. De kraan heeft een capaciteit van 3.150 kilo en een reikwijdte van 1654 meter. Op het achterdek is een laadvermogen van 9 x 10ft containers mogelijk. De klant, Silverburn Shipping Group, is het eerste bedrijf met een ‘hefbaar stuurhuis’, dat vaart op de Kaspische Zee. De ‘**Wenna**’ ging te water door middel van het zogenaamde ‘Friese Hellingsysteem’ waarbij het schip na het losslaan van de keggen

dwarsschip, in een vrije loop, het water in glijdt. *(Source: de Stads Koerier; Photo: Tennekes (See also the announcement on top of this newsletter))*

Advertisement



IMS
Global ship delivery
Always delivering.

Phone +61 8 9331 2566
Email commercial@inationalmaritime.com
inationalmaritime.com

Always delivering.

From port to port, across the globe, IMS stake our reputation each day on a lifetime of maritime delivery, management and training experience against a backdrop of consistent results. **We're always delivering.**

AUSTRALIA - EUROPE - WORLDWIDE

ANOTHER STEP TOWARDS SELF-RELIANCE: KEEL LAYING CEREMONY OF PAK NAVY'S 32 TONS TUG HELD

Keel Laying ceremony of 32 Tons Bollard Pull (BP) Tug being built for Pakistan Navy was held at Karachi Shipyard & Engineering Works (KS&EW). Lt Gen (Rtd) Syed Muhammad Owais, Secretary, Ministry of Defence Production attended the ceremony. Speaking on the occasion, the Chief Guest said that construction of 32 Tons BP Tug is in pursuance of the mission of



MoDP towards self-reliance and indigenisation in shipbuilding. He appreciated the efforts of PN and KS&EW in playing a significant role in turning this vision into reality. He also praised the KS&EW management and workforce which have consistently shown remarkable performance by executing all the projects on time. Earlier MD KS&EW, R/Adm Syed Hasan Nasir Shah in his welcome address said that today marks the keel lying of second 32 Tons BP Tug, which is part of the contract awarded by PN for the construction of two similar Tugs. While presenting brief overview of ongoing



construction projects being executed simultaneously at KS&EW, R/Adm Syed Hasan Nasir Shah added that new contracts for the construction of Offshore Patrol Vessel and Hydrographic Survey Vessel for PN, and Surveillance Boats for Pakistan Customs have also been signed during the month of June. He also expressed his profound gratitude for Ministry of Defence Production and Pakistan Navy for their contribution in the revival of this national asset. He assured that KS&EW will leave

no stone unturned in meeting the expectations of nation and Pakistan Navy. This 32 Tons BP Tug is third of the series being built at Karachi Shipyard & Engineering Works. The ceremony was attended by high ranking officials from GoP, Pakistan Navy, corporate sector and KS&EW. *(Source: The News)*

BALTIC SEA TUG AGENCY PERFORMED ITS FIRST OPERATION ON TOWING AND MOORING OF OIL TANKER AT UST-LUGA PORT

Baltic Sea Tug Agency LLC (BSTA) has performed its first towing of oil tanker at the port of Ust-Luga (Leningrad Region). As BSTA told IAA PortNews, operations with NAVIG8 GRACE (length - 250 m, breadth - 44 m, displacement – 64,000 t) were conducted by the company's two new 5,200 - h.p. tugboats, **Kizhuch** and **Chernaya Barabulka**, as well as by the Navaga tugboat. To facilitate the operations, BSTA deploys the most powerful and state-of-the-art



tugboats. BSTA has obtained all the approvals and permits required for escorting of tankers. Baltic Sea Tug Agency offers round-the-year services on deep-sea and port-to-port towing, rescue operations, delivery of pilots to/from vessels, support of diving operations and underwater engineering works. In summer period, the company's fleet can be involved in hydrographic activities, comprehensive servicing of dredgers including security services. In winter, BSTA ships can be deployed for ice cutting along the berths and for ice escorts. BSTA fleets consists of ice-class azimuth tugboats of 3,600 to 5,200 h.p. as well as small tugs and engineering ships to support underwater and hydraulic engineering, dredging and hydrographical operations. BSTA operates at key ports in the Gulf of Finland with its base at the commercial sea port of Ust-Luga. *(Source: PortNews)*

THE MOORING TRIALS OF THE KALAS SALVAGE TUG ARE STARTED



On June 21, 2017 mooring trials of systems, equipment and practical items on the Multipurpose shallow-draft tug-salvage vessel "**Kalas**" with a capacity of 2.5-3 MW of the MPSV12 project, building number 1202 began at the Nevsky Shipyard. The launching of the Multipurpose shallow-draft tug-salvage vessel project MPSV12 "**Kalas**", the

construction of which is carried out for the FGM “Directorate of State Contracting Authority for Marine Transport Development Programmes ” was held in November last year. The project was developed by Marine Engineering Bureau-Design-SPb CJSC. The MPSV12 Multipurpose shallow-draft tug-salvage vessel (MPSV) is a shallow-draft vessel with an Arctic ice class Arc 5, an inclined stem, with a two-tier extended tank superstructure, an engine compartment in the middle part, with a diesel power plant, two adjustable pitch propellers, two bow thrusters and one stern thruster. *(Source: Nevsky Shipyard)*

Advertisement



**Tug & Workboat company
Herman Senior b.v.**

Multiple high quality shoalbusters and multicat available for charter worldwide:

- Anchor handling
- Dredging support
- Offshore oil & gas support
- Offshore renewable support
- Ploughing
- Diving support
- Towing
- Surveying

info@hermansr.com - +31(0)78 619 25 07 **www.hermansr.com**

TRIESTE HOSTED ANOTHER SUCCESSFUL ANNUAL MEETING OF THE EUROPEAN TUGOWNERS ASSOCIATION

ETA 54th Annual Meeting was another milestone for the Association. More than 160 delegates and guests attended the annual event, which this year took place in Trieste, making this session one of the largest in the history of the European Tugowners Association. This great success is a testimony of the vitality of the European towage sector, the host and ETA’s Secretariat hard work and the



Association’s full and associate members commitment. As every year, the Annual Meeting represented a great opportunity for its attendants to deliberate on the latest developments in the sector and strengthen the links between the ETA’s members. During the three days, both the Executive Committee and the Annual General Meeting delegates discussed crucial issues for the Association. It also saw the end of the tenure of Mario Mizzi as Chairman of ETA and Leendert Muller being elected to take up the Chairmanship. Mr. Muller will be the head of the Association for the next 2 years; he shall have the assistance of Kimmo Lehto as ETA’s new Deputy Chairman. The new ETA Chairman, Leendert Muller has spent over 30 years working in the towage and salvage industry as he is a certified master and acting senior Salvage Master. He has been part of Multraship management for more than 23 years, first as Deputy Director from 1994 until 1999 and since 2002 as the company’s Managing Director. What is more, Mr. Muller is a past-president of the

International Salvage Union (ISU) and a member of the ISU Executive Committee. The Annual General Meeting attendants could also welcome the new ETA member delegates representing Adria Tow, Rimorchiatori Laziali, Vassiliko Terminal Services and Dublin Port which have made the ETA membership reach the record number of 84 full members in 24 countries. Moreover, 9 new associated members joined ETA (Robert Allan, Wartsila, Pikasoma, ACL, Caterpillar Marine, Logic Vision, Lankhorst Ropes, DMT and Pont Cat). These new additions expand the membership not only in numbers but also in sectors including shipyards, marine supplies and shipbrokers. The Annual General Meeting was followed by the ETA Conference "Safety is our Business" which brought together EU policy makers, a representative of the Italian Coast Guard and some of ETA's associate members who presented the newest technical developments in the towage sector. The Conference opened with a snapshot of the towage industry in 2016, by Ben Harris Head of Claims, London Branch at the Shipowners' Club and Adrian Munding, Secretary General of the British Tugowners Association. Both speakers highlighted last year's incidents increase and the initiatives to prevent these losses. Remi Mayet, Deputy Head of Unit, Ports and Inland Navigation, EU Commission presented the last EU-led initiatives affecting the maritime transport sector. Among these, Mr. Mayet focused on the decarbonization efforts implemented by the Union in cooperation with IMO and the EU actions to help the shipping sector to adapt to the digital technologies. Finally, he invited ETA to join the new European Ports Forum expert group, which shall assist the Member States and the EU Commission in the implementation of the Ports Services Regulation. Captain Vittorio Pagotto, Head of Operations Office, Italian Coast Guard, described the heroic efforts carried out by the Guardia Costiera to improve maritime safety in the Central Mediterranean and to save the lives of the hundreds of migrants who try to cross it every day. Markku Mylly, EMSA Director General gave a keynote speech on the different actions and projects developed at the EU level to improve maritime safety. Among other issues, he focused on the Agency's project to set up a common EU coast guard. This presentation was complemented by his EMSA colleague, Frédéric Hébert – Head of Unit, Pollution Response Services. Mr. Hébert depicted the Agency's services to Member States in case of environmental catastrophe at sea. During the afternoon, speakers from our associate members took the floor to illustrate the latest developments on tugboat design and towage operations. **Carlos Arias**, Senior Specialist at Lloyds Register analysed the last IMO approved rules on tugboat stability. **Robert Allan** representing Robert Allan Ltd. outlined the main risks affecting tugboats and described the company's efforts to design tugs with the highest safety standards in the market. Dirk Degroote **Dirk Degroote** (Product Manager, Damen Shipyards Group) explained how the increasing size of ships is affecting tug designing and what it implies in terms of towage operations safety. **Christian Strahberger**, Schottel's Managing Director, presented the work developed by his company in order to increase the safety of boats in the most efficient and effective way. Finally, **Stefan Mueller**, MTU Friedrichshafen, illustrated the latest innovations to tackle noise and vibration onboard and how these issues are affecting tugboats crews' safety and health. (*Press Release*)

HEEREMA COMPLETES VESTFLANKEN 2 PLATFORM CONSTRUCTION. SENDS TOPSIDE, JACKET TO NORWAY

Heerema Fabrication Group has completed the construction of the topside for the Oseberg Vestflanken 2 Unmanned Wellhead Platform with the sail away ceremony held on Sunday, June 25. The jacket followed on Monday, June 26. Statoil awarded Heerema the contract for the engineering, construction, transport, and installation of the platform in February 2016. Fabrication started in June that year, at the Zwijndrecht yard, in the Netherlands. Within a year, the company completed the construction of the 25 meters long, 900 tonnes heavy topside, and a 138 meters tall jacket with a foot



print of 36 x 36 meters, weighing 4,400 tonnes. Heerema Marine Contractors (HMC) is responsible for the execution of the transportation to the offshore location and will also perform the installation with HMC's SSCV Hermod in the Oseberg area in the Norwegian part of the North Sea, about 130 kilometers north-west

of Bergen. "We are proud of what we have accomplished for Statoil," said Koos-Jan van Brouwershaven, CEO of HFG. "Our design of an unmanned wellhead platform with no facilities, helicopter deck or lifeboats represents a new solution with great possibilities. It meets the challenges of lower investment costs and higher efficiency requirements." Final destination of the Oseberg Vestflanken 2 Unmanned Wellhead Platform is the Norwegian part of the North Sea, approximately 8 kilometers northwest of the Oseberg Field Centre. It is the first of three planned phases for developing the remaining reserves in the Oseberg area. The Oseberg Vestflanken Development consists of an unmanned wellhead platform with 10 well slots. Two existing subsea wells will also be reused. The well stream will be routed to the Oseberg Field Centre via a new pipeline, and the wells will be remote-controlled from the Field Centre. The field development will provide 110 million barrels of oil equivalent. Production start is scheduled for the second quarter of 2018. (*Source: Offshore Energy Today; Photo: Marijn van Hoorn*)

Advertisement



www.sener.es

FORAN 70

"Experience, Flexibility & Commitment in Ship Design"

Quality of services is one of the best values that SENER offers. Ranging from conventional services to the most innovative solutions, SENER develops customized solutions for the marine industry, including ship design, engineering and consultancy to a wide range of shipyards, design offices and ship-owners.



SENER
The way to see the future

ALGERIA • ARGENTINA • BRAZIL • CHILE • CHINA • COLOMBIA • INDIA • JAPAN • MEXICO • POLAND • PORTUGAL • SOUTH KOREA • SPAIN • UAE • USA

PACIFIC WARRIOR WITH US ARMY TUG DESERT STORM (ST 916) IN TOW

On the 5th of June the **Pacific Warrior** enters Oakland – California with in tow the US Army tug **Desert Storm ST916** being delivered to the ship repair facility in Oakland. The **Pacific Warrior** was built in 1975, by Halter Marine Services, Incorporated of New Orleans, Louisiana under yard number 467 as the **Robbyn J.** for the Jackson Marine Corporation of Houston, Texas. The Jackson

Marine Corporation was owned by the Halliburton Corporation of Houston, Texas. The company owned a total of ninety vessels. Consisting mainly of offshore tugs, and supply vessels. With some chemical transport and well stimulation vessels. The Jackson Marine Corporation later merged with the Zapata Gulf Marine Company of Houston, Texas and the Gulf Fleet Marine Company of Houston, Texas. The company became the largest shipping company in the world with a total



of four hundred fifteen vessels. In the fall of 1986, Seahorse Marine Incorporated of Lockport, Louisiana merged into the Zapata Gulf Marine Company adding an additional ninety vessels to the fleet. The Seahorse Marine Company had been founded by the Arthur Levey family as Arthur Levey Boat Company after World War II. The company was later acquired by Petrolane Natural Gas of Belding, Mississippi. Where the company was renamed Seahorse Marine. In 1985, Petrolane was acquired by the Texas Eastern Company of Houston, Texas. Which was a larger natural gas



company. However in the fall of 1986, the Texas Eastern Company traded the company to the Zapata Gulf Marine Company for an exchange of stock. In 1991, the tug was acquired by the Sause Brothers Ocean Towing Company of Portland, Oregon. Where she was renamed as the **Powhatan**. In 2016, she was acquired by Westar Marine Services Incorporated of San Francisco, California. Where the tug was renamed as the **Pacific Warrior**. Powered by two, Cummins KTA 50 diesel engines.

Turning two, fixed pitch, propellers, mounted in kort nozzles. For a rated 3,200 horsepower. The tug's capacities are 50,000 gallons fuel. Her towing equipment consists of a towing machine. Outfitted with 2,200(ft) of 2(in) towing wire. *(Source: Tugboat Information.com; Photo: John Regan. Photo: Robbyn J –Towingline archive)*

Q2 2017 TSAVLIRIS ACTIVITIES


MOTOR REEFER “SCANDINAVIAN REEFER”

On 25 March 2017, Tsavliris dispatched the AHT “**Dutch Power**” (3,200 BHP – 45 TBP) from Rotterdam to the assistance of the motor vessel “**Scandinavian Reefer**” (GT 7,944 – DWT 11,054), laden with refrigerated products. The vessel had anchored in North Sea, 45 miles from Flushing,


following a mechanical breakdown. On the same day, the “**Dutch Power**” arrived at the casualty’s position, towline was connected and towage commenced to Rotterdam/Damen shipyard. On 26 March, the convoy arrived safely at the destination, the casualty was delivered to port tugs and berthed at “Opticool Berth Rotterdam”. The “**Dutch Power**” was released and moored at Lekhaven. *(Press Release)*




Advertisement



www.cheoylee.com



The world’s busiest
builder of Robert Allan Tugs



LPG TANKER “GEMINI GAS”



On 1 April 2017, the LPG Tanker “**Gemini Gas**” (GT 7,082 – DWT 9,490) experienced fire in the engine room about 132 miles south-east of Salalah, Oman. During the incident the vessel was on passage from Khorfakkan, UAE to Port Sudan, laden with 4,400 tonnes of LPG mixed. The vessel sustained severe damages due to fire and

sadly a seaman (electrician) lost his life. On 2 April, Tsavliris dispatched the S/T “**Gladiator**” (BHP 8,000 - TBP 120) from Djibouti and on 6 April towage commenced. A salvage team was mobilised from Greece arriving in Salalah on 7 April. On 8 April the convoy arrived at Salalah anchorage and remained under tow at slow speed off Salalah port. On 10 April, the body of the deceased crewmember was transferred ashore to the hospital/morgue. The cargo’s stable condition was maintained by retention of the required tank pressure/freezing level. On 11 April, the “**Gemini Gas**”

proceeded under tow to Salalah port and berthed with the assistance of port tugs. Electrical repairs were carried out by the salvage team by portable diesel generators and power was restored. On 17 April, the salvage team and a team of four armed guards boarded the vessel for the onward voyage to Duqm. On 20 April, the convoy safely arrived at Duqm and the tug was released. The salvage team completed all necessary works in the engine room and the casualty was redelivered on 21 April. *(Press Release)*



BULK CARRIER "ANASTASIA K"



On 3 April 2017, the Bulk Carrier "**Anastasia K**" (GT 42,868 – DWT 79,500) grounded off Rosario, Rio Parana at KM 420. During the incident the vessel was on passage from Rosario to Saudi Arabia (via Bahia Blanca) laden with 46,500 tonnes of grain (28,500 tonnes of corn and 18,000 tonnes of soya beans). On 4 April, Tsavlis' local salvage master boarded the vessel while the tugs "**Cooper Estibador**" (5,000 BHP - 65 TBP) and "**Ranquel**" (4,500 BHP - 76 TBP)

were mobilised from San Lorenzo and Rosario respectively. Both tugs arrived on the same day and connected to stern. Upon receipt of the Coast Guard's permission, refloating attempts commenced under the directions of the salvage master. The vessel refloated successfully and proceeded to anchorage area, escorted by the tugs. The casualty was safely anchored by both anchors and the two tugs were released. *(Press Release)*

ACCIDENTS – SALVAGE NEWS

JAPANESE AUTHORITIES OBTAINED VDR

Japanese authorities have obtained a data recording device from the "**ACX Crystal**" to help determine why it collided with the **USS "Fitzgerald"**. Japanese transport safety officials said on June 22 they have obtained the voyage data recorder from the vessel which remained docked in Yokohama near Tokyo. Investigators were examining the ship's movements, including its location, direction, speed and other data to determine the cause of the collision off the Izu Peninsula, west of Tokyo. There was suspicion that the "**ACX Crystal**" bridge was unmanned and the ship was sailing on autopilot. The unusual ship movements suggested there was no crew member on the bridge

leading up to the crash. The double U-turn of the ship track also suggested that when a crew member did return to the bridge, possibly the officer of the watch, he may not have been able to reconfigure the autopilot. Another suggestion was the container ship crashed into the **USS "Fitzgerald"** earlier than 1.30 a.m. and the crew changed course to investigate what it had struck. The U.S. Navy and Coast



Guard officials meanwhile were investigating the destroyer at its home port, Yokosuka naval base.

(Source: Vesseltracker)

Advertisement

SCHOTTEL

YOUR PROPULSION EXPERTS

THE DRIVE YOU DESERVE

USS FITZGERALD: DESTROYER IGNORED WARNINGS FROM CONTAINERSHIP BEFORE COLLISION -REUTERS



A U.S. warship struck by a container vessel in Japanese waters failed to respond to warning signals or take evasive action before a collision that killed seven of its crew, according to a report of the incident by the Philippine cargo ship's captain. Multiple U.S. and Japanese investigations are under way into how the guided missile destroyer USS Fitzgerald and the much larger **ACX Crystal**

container ship collided in clear weather south of Tokyo Bay in the early hours of June 17. In the first detailed account from one of those directly involved, the cargo ship's captain said the **ACX Crystal** had signaled with flashing lights after the **Fitzgerald** "suddenly" steamed on to a course to cross its path. The container ship steered hard to starboard (right) to avoid the warship, but hit the Fitzgerald

10 minutes later at 1:30 a.m., according to a copy of Captain Ronald Advincula's report to Japanese ship owner Dainichi Investment Corporation that was seen by Reuters. The U.S. Navy declined to comment and Reuters was not able to independently verify the account. The collision tore a gash below the **Fitzgerald's** waterline, killing seven sailors in what was the greatest loss of life on a U.S. Navy vessel since the USS Cole was bombed in Yemen's Aden harbor in 2000. Those who died were in their berthing compartments, while the **Fitzgerald's** commander was injured in his cabin, suggesting that no alarm warning of an imminent collision was sounded. A spokesman for the U.S. Navy's Seventh Fleet in Yokosuka, the **Fitzgerald's** home port, said he was unable to comment on an ongoing investigation. The incident has spurred six investigations, including two internal hearings by the U.S. Navy and a probe by the United States Coast Guard (USCG) on behalf of the National Transportation Safety Board. The Japan Transport Safety Board, the JCG and the Philippines government are also conducting separate investigations. Spokesmen from the Japan Coast Guard (JCG), U.S. Coast Guard and ship owner, Dainichi Invest, also declined to comment. Reuters was not able to contact Advincula, who was no longer in Japan. The investigations will examine witness testimony and electronic data to determine how a naval destroyer fitted with sophisticated radar could be struck by a vessel more than three times its size. Another focus of the probes has been the length of time it took the **ACX Crystal** to report the collision. The JCG says it was first notified at 2:25 a.m., nearly an hour after the accident. In his report, the **ACX Crystal's** captain said there was "confusion" on his ship's bridge, and that it turned around and returned to the collision site after continuing for 6 nautical miles (11 km). Shipping data in Thomson Reuters Eikon shows that the **ACX Crystal**, chartered by Japan's Nippon Yusen KK, made a complete U-turn between 12:58 a.m. and 2:46 a.m. *(Source: gCaptain; Reporting by Tim Kelly; Additional reporting by Nobuhiro Kubo; Editing by Alex Richardson - (c) Copyright Thomson Reuters 2017; Toru Hanai/File Photo)*

FORMER MIGRANT CARRIER AGROUND IN CATANIA

The "**Tiss**" is actually lying aground and partially flooded in Catania with her name painted out. She was used to transport migrants and asking asylum people some months before she stranded in port. *(Source: SeaNews; Photo: Dicker05)*



FLEVOBORG DISABLED, GROUNDED, TOWED TO QUEBEC AFTER REFOATING

General cargo vessel **Flevoborg** ran aground at around 0800 UTC June 21 in front of Sainte-Croix, St. Lawrence river, while proceeding downstream en route from Montreal Canada to Warrenpoint UK, with cargo of maize. Grounding was caused by engine failure. Vessel was refloated in the evening June 21 after ballasting, with the help of tugs, and had to be towed to Quebec for repairs, because



according to available information, crew can't fix engine by own means. At 2330 LT June 21 vessel was at Quebec, maneuvering to dock with two tugs at her side. General cargo vessel **Flevoborg**, IMO 9419292, dwt 14595, built 2010, flag Netherlands, manager Wagenborg Shipping BV.

(Source: *FleetMon*; Photo:

Radio-Canada/Marc-Antoine Lavoie)

Advertisement




L-Bow Offshore Access Solutions. Walk to work.

TEL +31 (0) 10 313 4779 EMAIL info@L-bow.nl WEB www.L-bow.nl

BALTIC SEA TUG AGENCY LLC ASSISTED FLOATING CRANE INVOLVED IN LIFTING OF SUNKEN BARGE

On June 20-24 Baltic Sea Tug Agency LLC (BSTA) provided services on escorting the floating crane **Chernoorets-31** (Gals LLC) from the port of Ust-Luga (Leningrad Region) to the Dalnaya Bay (Vysotsk, Leningrad Region), its operation at the site of lifting the sunken ship and return to the port of Saint-



Petersburg. As the company told IAA PortNews, archeologists assisted by tugboat **Felix** found and lifted the fragments of an ancient wooden barge. Baltic Sea Tug Agency offers round-the-year services on deep-sea and port-to-port towing, rescue operations, delivery of pilots to/from vessels, support of diving operations and underwater engineering works. In summer period, the company's fleet can be involved in hydrographic activities, comprehensive servicing of dredgers including security services. In winter, BSTA ships can be deployed for ice cutting along the berths and for ice escorts. BSTA fleets consists of ice-class azimuth tugboats of 3,600 to 5,200 h.p. as well as small tugs

and engineering ships to support underwater and hydraulic engineering, dredging and hydrographical operations. BSTA operates at key ports in the Gulf of Finland with its base at the commercial sea port of Ust-Luga. *(Source: PortNews)*

OFFSHORE NEWS

DIVING SUPPORT VESSEL OFFSHORE BEAVER TURNS TO AQUACULTURE



Ship manager and project developer Workships Contractors has sold the four-point mooring diving support vessel (DSV), the **Offshore Beaver**, to Seisund AS in Norway. The company has managed the vessel since 2014, obtaining contracts in nearshore projects in the UK, the Netherlands, Germany, and Denmark doing diving, salvage, and ROV support. Workships Contractors said that the vessel would now transfer from its normal

role of diving support to working in the Norwegian aquaculture industry. Edvard Bakke of Seisund said: “With regulatory changes coming into the farmed salmon industry, we were looking for a suitable vessel to allow us to respond to the changes and maintain our position in the industry. “We contacted Arthur van Loon of Van Loon Maritime Services BV, to start sourcing a suitable vessel and within a few short weeks we have taken ownership and the vessel is repainted into our house colors. The vessel will be renamed ‘**Seisund**’ and will join the eight other vessels in our fleet.” *(Source: Offshore Energy Today)*

OCEAN INSTALLER WRAPS UP EQUATORIAL GUINEA JOB

Norway’s subsea installation specialist Ocean Installer has completed a job in Equatorial Guinea under a master service agreement (MSA) with an undisclosed energy company. Ocean Installer said on Monday that the project was awarded as the first call off under the newly signed MSA. The work scope included the installation of subsea equipment and offshore operations during June 2017



using Forland's multi-purpose offshore vessel **Lewek Inspector**. The project was managed from Ocean Installer's Houston office. Mike Newbury, president of Ocean Installer in the USA, said: "We are delighted with the completion of yet another successful job in West Africa. This entails a strengthening of our foothold in the region, where Ocean Installer has already completed projects in Nigeria and Congo." In related news, the company was last week awarded a SURF (subsea, umbilicals, risers, flowlines) project at the Al Jurf oil field in the Mediterranean. Also, at the beginning of the year, Ocean Installer was awarded its maiden contract in Australia and completed installation work on Statoil's Johan Sverdrup. *(Source: Offshore Energy Today)*

Advertisement



-Dutch quality since 1927-
Kraaijeveld
WINCHES

Towing winches
Anchor handling
Winches
Escort Winches
SafeWinches

www.winches.nl

DOF SUBSEA IN TRANSMEDITERRANEAN PIPELINE SURVEY



DOF Subsea, a provider of integrated subsea services, has recently inked a new contract in the Mediterranean with Transmediterranean Pipeline Company Limited (TMPC) to undertake the pipeline inspection on the TMPC's Pipeline System. The inspection will take place in the third quarter of this year. The scope involves inspection of five submarine pipelines between Sicily and Tunisia and during the

scope, DOF Subsea will survey over 750 km of pipeline. DOF Subsea will deploy the survey vessel MV **Geosund** to complete the inspection work scope and pipeline intervention. The company previously completed a similar scope for TMPC in 2014. Managing Director, Robert Gillespie, said "We are delighted to win this work with TMPC. We have a good relationship with the company, having successfully completed this inspection scope for them in the past, and we are looking forward to delivering on this scope again later this year. Transmed is jointly-owned by Eni and Sonatrach. Transmed is active in leasing, managing and marketing of transport capacity of the gas pipelines owned by TMPC. These gas pipelines link Cap Bon's compression station in Tunisia to the Italian gas pipeline network entry point at Mazara del Vallo, Sicily. *(Source: Offshore Energy Today)*

POLARCUS IN 3D PROJECT AWARD OFF W. AFRICA

Marine seismic acquisition company Polarcus has received an award for a 3D project offshore West

Africa. The project, with an undisclosed client, is expected to begin in the early fourth quarter 2017 with a scheduled duration of one month. The Polarcus XArray methodology will be utilized to optimize both data quality and acquisition efficiency. Richard Price, Senior Vice President, Western Hemisphere Polarcus, said: “We are pleased to have secured this project for our Q4



backlog, especially as the timing aligns very well with completion of the North Sea season. With only a short transit, this enables us to optimize vessel utilization and strategically position a vessel in West Africa for follow on work.” The company did not reveal the financial details nor the name of the vessel it will be using for the project. *(Source: Offshore Energy Today)*

DREIFA BUYS BLUE BETRIA FOR LNG FRU CONVERSION



Dreifa Energy has bought the 1983-built Blue Star Line platform supply vessel **Blue Betria**, aiming to convert it into an LNG floating regasification unit (FRU). The company is developing a floating regasification concept for midscale LNG imports. The **Blue Betria** acquisition is speculative. Dreifa is working to secure a firm charter contract, aiming to reach a final investment decision on this first FRU conversion by year-end. Blue

Betria will be converted into an FRU, to work in tandem with a conventional LNG carrier that provides floating storage. Dreifa plans to build, own and operate an FRU fleet, fixed against import projects around the world. “We plan to move forward with the ordering of long-lead items and the placement of yard conversion contract without a firm charter contract in place,” Dreifa co-founder Jostein Ueland told LNG World Shipping. “We are in dialogue with several potential yards in Europe and Asia.” In December, Dreifa signed an operational partnership agreement with Bernhard Schulte Shipmanagement (BSM) to develop floating storage and regasification unit (FSRU)/FRU projects. Dreifa says it is working “on several LNG-import projects” with various partners. Dreifa said in a statement: “The large deck space and excellent condition make **Blue Betria** an ideal candidate for conversion to an FRU, consistent with Dreifa Energy’s strategy of providing prompt, flexible and cost-efficient solutions for prospective LNG importers, targeting initial throughput of up to 1.5 million tonnes a year (mta)... “Since its incorporation in 2016, Dreifa Energy has reached several key milestones towards a final investment decision for the first FRU conversion by the end of 2017.” *(Source: Offshore Support Journal; Photo; J.Smit)*

Advertisement




Contact us:
+31 10 436 62 93
www.tos.nl

Global
Ship Delivery

TOS CELEBRATES 25-YEAR ANNIVERSARY

Today we celebrate our 25-year jubilee. We are TOS. A family business. Loyal and authentic. Founded in 1992 in Rotterdam. Today, twenty-five years later, a reliable maritime services provider. Connecting people from around the world, supporting and empowering them to find pleasure in their work. *Kees Wagenaar*: 'I would like to take this opportunity to thank our employees, our clients and all of you who took



part in making our company such a success. TOS is looking ahead to a promising future.' *Marleen Stuurman*: 'Our clients of back then are our clients today. Many of the TOS employees that were with us at the start are still 'on board' as well ... We have grown from a local employment agency for the shipping industry into an international service provider for the maritime, offshore and wind energy sector. I'm proud of our roots and even more proud of the TOS of today!' *Marlena Holdermans*: 'Very happy to have been part of the TOS 'family' for more than 12 years now. It has been a pleasure to see the company develop and grow without losing her personal touch. Our goal is to continue to add value to our customers and our crew. I look forward to our future with positivity and confidence!' *Ivan Wagenaar*: 'Our company has evolved by solving problems for its clients. As the market changes, we stand strong by our values. Driven by quality. Honest, loyal, fair and flexible. Not only towards our clients, but to our own people as well. A pleasant working environment with respect for everyone. What else can you wish for the next 25 years?' (*Press Release*)

ACTIVITY INCREASES

The seasonal peak in North Sea activities in the offshore industry has arrived and the increase in activity can be felt at ESVAGT. The UK sector in particular is busy, and ESVAGT has entered into new contracts in the UK sector. '*Esvagt Champion*' will provide standby services at the drilling rig, the TO Spitsbergen, for well drilling for Statoil UK. '*Esvagt Celina*' has started working at West



Phoenix for Nexen off the west coast of the Shetland Islands. The job includes support and standby duties until around November. **'Esvagt Capella'** has also been hired by Nexen for support and standby work for the Maersk Gallant in the UK Central North Sea. The job starts at the beginning of June and is expected to last

four to five months. Apache has extended its contract with the **'Esvagt Cassiopeia'** in the Beryl Field in the UK sector. The task consists primarily of support for the WilPhoenix. The contract has been extended to February 2018 with an option for a further three months. **'Esvagt Don'** is to provide ERRV and first line oil spill response in the Irish sector for Providence. The drilling programme with IceStenaMax is expected to run from July to September. *(Press Release)*

ENERGY SCOUT STAYS WITH TOTAL IN NIGERIA

Total E&P Nigeria has awarded Golden Energy Offshore, a Norway-based shipowner and operator of offshore service vessels, a three-month contract for one of its platform supply vessels (PSVs). Golden Energy said on Monday that the contract for the **Energy Scout** PSV also has option periods of three months each. The company did not specify how many optional periods are included in the contract. The new contract is in direct



continuation of a present contract awarded by Total in late-August last year. The initial contract was for six months with six-month extension options each. The several last contracts for the vessel were for Total in Africa, with the charters coming from Total E&P Nigeria, Total E&P Angola, and Total E&P Congo for general supply duties. The vessel is a UT 755-L design and is a mechanically driven supply ship built by Brevik Construction and delivered in 2005. The vessel is designed for field supply & ROV duties, equipped with four thrusters and DP 2 class dynamic positioning system and is meant for all kind of offshore services. The vessel is built with an integrated system of two passive stabilizing tanks below the main deck to minimize roll. This allows it to remain along the platforms in heavier weather. *(Source: Offshore Energy Today)*

Advertisement

EDDY TUG

“DYNAMIC SIMPLICITY”

WWW.EDDYTUG.COM



<http://www.youtube.com/watch?v=CJsJrZc1BNM&feature=youtu.be>

SEABIRD TO SOURCE SEISMIC VESSEL FOR SURVEY IN SOUTH AMERICA



SeaBird Exploration, a provider of marine acquisition for 2D/3D and 4D seismic data, has signed an agreement to provide a source vessel for an upcoming survey in South America. According to SeaBird's Oslo Stock Exchange filing on Tuesday, the project is anticipated to start during the third quarter and will have a duration of approximately 60 days. The company will be

using the [Osprey Explorer](#) for the project. No further details were revealed about the project. The 1985-built [Osprey Explorer](#) joined SeaBird's fleet in August 2006 after being converted to 2D long offset/source vessel in Poland. Back in late May, SeaBird signed a letter of award for some additional work in West Africa with the Osprey Explorer vessel. *(Source: Offshore Energy Today)*

AHTS NOS ARIES

The 2014 built Italian registered with call sign IBGQ offshore tug/supply ship [NOS Aries](#) (Imo 9693616) was seen berthed at Pozzallo Port, Sicily on Thursday 22nd June, 2017. The AHTS is owned and managed by the Neri Group – Livorno; Italy. She has a grt of 1,936 tons and a dwt of 1,391 tons and is classed Bureau Veritas. She was



built by Yuexin Shipbuilding Co. Ltd. – China. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

EX-VIKING POSEIDON NOW ARIADNE ENTERING VALLETTA



The 2009 built Cyprus registered with call sign 5BSE4 Multi Purpose Offshore Vessel **Ariadne** (Imo 9413535) was seen entering Valletta, Malta for the first time bound to Palumbo Malta Shipyard Ltd on Friday 23rd June, 2017. She's the former **Viking Poseidon**. The vessel has a grt of 11,719 tons and a dwt of 8,700

tons and is classed Det Norske Veritas & Germanischer Lloyd. She is owned by Universal Faith Shipping Co. – Elefsina; Greece and managed by S&O Ship Management Ltd. – Elefsina; Greece. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

HARTMANN IN TALKS TO RESTRUCTURE ITS ANCHOR HANDLING DIVISION

One of Germany's largest shipowners is pushing ahead with dramatic changes to its business in the wake of slumping revenues. Leer-based Hartmann Group is looking to restructure its offshore division while banks have also just put a fleet of seven 2,500 teu KGboxships managed by Hartmann up for sale. Brokers report several buyers have expressed an interest in the box fleet. The



boxships were all built between 2004 and 2006 – and according to shipping database Equasis each one is owned by a single shipowning KG company, managed by Hartmann Dry Cargo. Brokers reckon Hartmann will have to offer very attractive prices to offload them. “They’re good, solid ships, but a little thirsty and long in the tooth which makes financing them tricky,” one broker told Splash today, adding that with the flood of German boxships on the market at the moment the distinguishing feature needed to finalise any sale will come down the price. A spokesperson for the German owner tried to distance her company from the sales, telling Splash: “The 2,500 teu container vessels are not owned by Hartmann, but in management with the company only. Although I cannot

speak for the owners of course, it's correct that these vessels are up for sale on initiative of the bank." A year ago Harmann sold a multipurpose fleet, Feederlines, to a new Dutch outfit. Meanwhile, Splash understands that Hartmann is looking at a financial restructuring of its offshore division with its fleet of 11 anchor handlers, all built in 2009 and 2010, running into financially tricky times. "Please note that for the offshore segment a restructuring process is currently (being) discussed," the same spokesperson told Splash. The German shipping line was founded by Captain Alfred Hartmann in 1981. With a fleet of more than 150 vessels it is one of the biggest names in German shipping today. The diversified fleet comprises gas tankers, product tankers, bulk carriers, container vessels, multipurpose ships, offshore support vessels and cement carriers. *(Source: Splash24/7)*

Advertisement

THE BEST CREW FOR THE JOB!

CONTACT US

personnel.services@mariteam.nl
+31(0)102 58 11 33
www.mariteam.nl



DIVING SUPPORT VESSEL REDSBORG DEPARTED TO ST. EUSTATIUS



Today the diving-support vessel 'Redsborg' from the Wagenborg Offshore set direction to St. Eustatius. Under a ten-year contract the vessel will have a crucial role in subsea maintenance and diving activities. The voyage will take about 3 weeks and

measures over 5.000 miles. **Redsborg**, formerly known as **Serkeborg**, was converted into a diving support vessel at the Royal Niestern Sander shipyard in Delfzijl. The major conversion of this shallow draught icebreaking support vessel into a diving support vessel comprises the following items: - converting the vessel into a DP2 vessel; - expanding the accommodation facilities with 12 people to a total of 24 (including 11 crew); - installation of a fire-fighting unit; - installation of a four point mooring system; - installation of a diving decompression chamber; - installation of a moon pool; - upgrade of the crane to a capacity of 25 tonnes at 10 metres outreach. *(Press Release)*

WINDFARM NEWS - RENEWABLES

MHI VESTAS SOV HITS THE WATER

Cemre Shipyard in Turkey has organised a launching ceremony for a service operation vessel (SOV) ordered by Esvagt and chartered by MHI Vestas Offshore Wind. Once delivered later this year, the

Havyard-designed SOV will service Nobelwind and Belwind offshore wind farms in Belgium under a 10-year charter deal. Due to the distance of the wind farms from shore, the technicians will work and live on the vessel for two-week periods. The vessel will also function as a floating warehouse, storing spare parts and tools for servicing wind turbines offshore. MHI Vestas explained that using the service



vessel means more focus on ensuring maximum availability of the wind turbines, since less time is spent in transition. The new vessel is 58.5m long, with a beam of 16.6m and will be able to accommodate up to 22 technicians, all in single cabins. It will be equipped with dynamic positioning technology, and two safe transfer boats to transfer technicians, tools and spare parts to the turbines. Watch the video [HERE](#) (Source: *Offshore Wind*)

ALLONSCALE DELIVERS ITS FIRST 100% 3D-PRINTED SCALE MODEL



Royal IHC Hi-Traq M1600 Power Cable Trencher - scale 1:40. The award-winning Hi-Traq power cable trencher from Royal IHC is a unique self-leveling suspension system for the installation and burial of offshore power cables. The highly innovative and versatile four-track tooling platform provides unequaled steering and traction performance which facilitates trenching operations in the challenging subsea environments found at offshore renewables

locations. In May 2017 Royal IHC approached AllOnScale to create a scale model of the Hi-raq to be used at fairs and customer visits. Due to the high complexity of the model it would be extremely difficult and time consuming to produce this manually, however since this year AllOnScale has added an impressive capability to its range. The large volume 3D-printer from market leading 3D-systems delivers models that rival hand built models. AllOnScale received the CAD model of the Hi-raq and started to break it up into printable and to be painted parts. The separate files were made printable, some by hand, some using specialized software. All CAD work, printing, and finishing were done in house in the Netherlands. After printing, the parts were placed in an oven to remove the support wax used while printing and then washed. The quality of the printed parts is so high that sanding is not necessary and paint can be applied immediately. As the parts originate from a CAD file the assembly is easy and all fits together snugly. All our models are delivered with a baseplate, nameplate and acrylic cover. In this case we simulated the ocean floor with some real sand. This model was created in 4 weeks and contains each and every detail from the CAD file right down to the nuts and bolts. If handcrafted this would take 10-15 weeks to complete. AllOnScale's ability to deliver fully handcrafted, fully printed or combination of the two gives us unlimited potential. Watch the video [HERE](#) More info @ allonscale.com (*Press Release*)

YARD NEWS

Advertisement



900 FIRE EXTINGUISHING SYSTEM DELIVERED FOR 400 SHIPS BY 2016

AKSIS FIRE

**DESIGNER AND SUPPLIER OF MARINE
FIRE FIGHTING SYSTEMS**

www.aksisfire.com

SCHOTTEL WITH NEW UNDERWATER MOUNTABLE THRUSTER UP TO 5.5 MW

SCHOTTEL has further expanded its portfolio with the successful tests of the 5.5 MW SRP 800 U. This Rudderpropeller can be installed afloat and is ideal for vessels that cannot be docked easily due to their size or area of operation. Besides application in larger offshore vessels or rigs, the new and powerful SCHOTTEL thruster is the ideal choice for cable laying vessels, offshore construction vessels and crane ships. *Strongest market advantages combined*



“As a result of customer requests, SCHOTTEL decided to further develop the robust, well-proven rudderpropeller technology in the power range up to 5.5 MW”, says Roland Schwandt, Sales Director Tug & Offshore Energy. Calculations for increasing the power went hand in hand with developments for greater installation flexibility and higher safety factors that exceed the strict requirements of the classification society. This includes, for example, the full load gear test for checking the gearing of the bevel gear set that has now been carried out in the German test facilities successfully. *Tested superlative for heavy-duty operation* The full load gear test was preceded by model tests at Potsdam Shipbuilding Research Establishment (SVA Potsdam), Germany, and CFD simulations. The thruster sets superlative standards in real dimensions. Tests were carried out with a rated torque of 80,000 Nm at the power input of the underwater gearbox. This corresponds to continuous heavy-duty operation on the open sea using a propeller with a diameter of 4,100 mm. Two large hydraulic motors with working pressures of up to 300 bar provided the drive and braking power. *Ideal transmission of the torque* The results of the evaluation show that the position and extent of the contact pattern exactly match the simulation. In the contact pattern, it can be proven that even with the high operating loads and the resulting displacements of the teeth, the torque is always transmitted ideally from tooth to tooth. *Safety factors increased again* With a view to safety, customers benefit not only from the rolling-contact bearings, but also from the double-checked seals with a longer service life than required by the classification society. The certified LEACON propeller shaft seal was successfully tested. The endurance test under real operating conditions

simulated water pressure and temperature fluctuations, for example. The key design feature of the system is an intermediate chamber between the propeller gearbox and the water. Multiple special seals on the propeller shaft and the connecting shaft separate lubricants from the seawater. *Precision concept for retrofit* The SRP 800 U has been optimized with a focus on maximum market coverage in terms of fit variability. The design of the interface to the vessel corresponds to that of models commonly available on the market and is thus ideal both for new installation and as a replacement unit. Using a 3-way roller bearing as the slewing ring, it was possible to reduce the required installation space and increase the compactness of the drive. Furthermore, the number and size of the protective caps was minimized for underwater installation. *Flow-optimized design reduces intake losses*



Two stem variants open up a broad application spectrum. In addition to the standard version with a 90° gearbox, SCHOTTEL also offers a variant with a propeller shaft inclined by 8 degrees. This reduces detrimental effects on the thrust of adjacent drives and interaction with the hull. In terms of flow characteristics, the azimuthing SRP 800 U thus adapts itself optimally to its area of operation, be it as a main propulsion unit in a drill ship or construction vessel, or as a positioning

aid in a semi-submersible rig. The optimal flow contour was the result of CFD calculations as well as cavitation and manoeuvring trials at the SVA Potsdam, Germany. Freedom from cavitation has been demonstrated at speeds of up to 16 kn. Following the successful testing, the SRP 800 U is now available for newbuildings or as a replacement unit in a wide range of applications. *(Press Release)*

AUSTRALIAN NAVY MATV ARRIVES IN HOME PORT OF SYDNEY, AUSTRALIA

26 June 2017: Completing her maiden voyage, the Damen Multi-role Aviation Training Vessel (MATV) **MV Sycamore** arrived in Sydney harbour early on Monday morning. The 94-metre long vessel is now less than a month away from deployment as a versatile multi-role vessel and helicopter training platform for the Royal Australian Navy. “It is definitely an impressive sight to see the Sycamore enter



Sydney harbour,” states Damen Sales Director Asia Pacific Roland Briene. “The MATV project really highlights what can be achieved with this joint team effort. We have accomplished the on-time and on-budget construction of a complex vessel that will provide an efficient, functional and comfortable training platform for the Royal Australian Navy.” The **MV Sycamore** is a special purpose ship that has been designed and constructed to combine both commercial and military characteristics. Although the vessel will be commercially operated, she will integrate numerous

strategic features. These include, for example, a helicopter deck with associated training facilities, dedicated aviation operational spaces, multifunctional mission deck and workshops as installed on the latest Royal Australian Navy ships – all meeting SOLAS Regulations. Not limited to helicopter-related operations, the MATV will also enable the Royal Australian Navy to carry out navigation and air traffic control training, officer familiarisation, target towing, torpedo and mine recovery operations, and dive and unmanned aerial vehicle support. *Cooperative success* The 14-day maiden voyage has brought some relevant points to light, Mr Briene goes on to say. “So far the **MV Sycamore** has proved to be very fuel efficient, with a range exceeding the contracted requirements. What’s more, she has encountered some rough weather, causing significant movement, which she handled very well.” “Achieving this milestone has involved close collaboration with all parties; the Commonwealth of Australia’s MATV project team, Serco’s defence engineering team, who have overseen the design and verification process, Lloyd’s Register, as well as the Damen project and production team.” The official handover of the **MV Sycamore** is scheduled for 28 July 2017.

Advertisement



**GLOBAL
RENEWABLES
SHIPBROKERS**

FIND US ON
GRS-OFFSHORE.COM

ANY CONSTRUCTION VESSEL ANYTIME



TODAY FOR EXAMPLE:
A multifunctional Construction Vessel for your offshore operations!

Your benefits:

- AHC Crane
- ROV Hangar
- DP 2 or DP 3

WIND | WAVE | TIDAL ENERGY

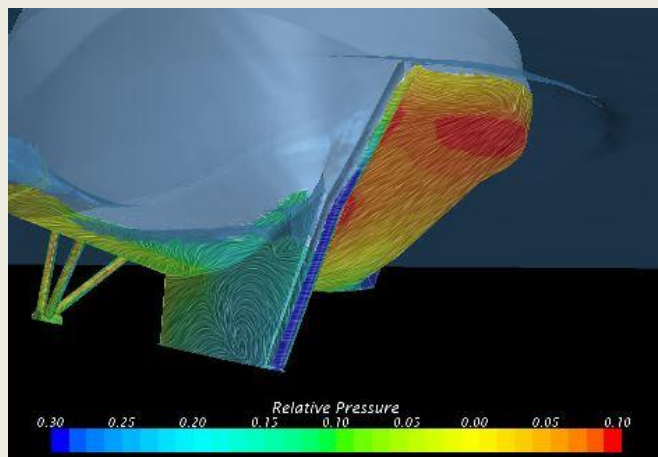
T +49 40 411 60 68 0

A NEW ERA FOR Z-TECH® TUGS



In late May 2017, Houston Texas based Bay-Houston Towing Co. and Suderman & Young Towing Company awarded construction contracts to Gulf Island Shipyards, LLC for four Z-Tech® 30-80 class terminal/escort tugboats for each company. Robert Allan Ltd. of

Vancouver, BC was retained to provide the design. Under a separate contract with Gulf Island Shipyards, LLC, Robert Allan Ltd. will be carrying out the production design that includes steel parts, nesting, outfitting, piping arrangement and spools, etc. The newly developed Z-Tech® 30-80 class introduces characteristics from the high-performance RAsar series, expanding the operational duties from its established role as primarily a port/terminal ship-handling design to include escort duties. With sponsons designed to suit the Z-Tech® hull form, CFD simulations demonstrate escort capability of the Z-Tech®



30-80 will increase by 15% comparison to the original Z-Tech® design that has already proven its excellent escort performance in harbour areas worldwide. Tug design and construction will satisfy all applicable rules and regulations of ABS for escort service tug and USCG Subchapter M with the first two tugs in the series also having ABS Fire Fighting Vessel Class 1 notation. The powerful Caterpillar 3516E (EPA Tier4) engines married with Schottel SRP 510 Z-drive units will allow the tug to generate bollard pull of 80 metric tonnes and a minimum speed of 13 knots. Suderman & Young Towing Company, Bay-Houston Towing Co., and Robert Allan Ltd. have enjoyed a fruitful working cooperation for more than 10 years bringing ten Z-Tech® 24-60 and eight Z-Tech® 30-75 tugboats into operation in the US. Six other Z-Tech's® are also in service with the US Navy. (*Press Release*)

WEBSITE NEWS

[HTTP://WWW.TOWINGLINE.COM](http://www.towingline.com)

ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER. PLEASE VISIT THE WEBSITE [WWW.TOWINGLINE.COM](http://www.towingline.com) AND SUBSCRIBE YOURSELF FOR FREE

Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - Diversified delivers full Cat-powered tug
 - Two new Damen tugs for Rimorchiatori Riuniti
 - Vane Brothers 4,200-HP tugBoat New York christened at St. Johns ship Building in Florida
 - Combi Lift calls on Damen with 19 vessel order
 - KOTUG Group expands fleet with 5th infield support vessel

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

<mailto:jvds@towingline.com>

This site is intended to be collective exchange of information. Information on this site has been pulled from many sources; we have attempted to credit these sources. But due to the multitude of sources sometimes we are unable to note all the sources. If you feel that material that is posted here is of your authorship and you have not been credited properly please alert us and I will correct the credit or remove it in accordance to the author's wishes.

DISCLAIMER

The compiler of the Tugs Towing & Offshore Newsletter disclaim all liability for any loss, damage or expense howsoever caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. For more information about advertising, subscription, preferences and un-subscription visit the website: <http://www.towingline.com> The Tugs Towing & Offshore Newsletter is a ::JVDS-MARCOL:: Archive Production.
