

TUGS & TOWING NEWS

GULF ISLAND GETS CONTRACT FOR FOUR SUDERMAN & YOUNG TUGS



Gulf Island Fabrication Inc., through its subsidiary Gulf Island Shipyards LLC, it has been awarded a contract with Suderman & Young Towing Co. for the construction of **four Z-Tech 30-80** class terminal/escort tugs. Revenue and man-hour backlog associated with this award will be included in the second quarter 2017 results. “We are excited to have the opportunity to build these vessels and are pleased with the confidence Suderman & Young

Towing Co. has placed with our company. These vessels will be built at our Jennings, La., location,” said Kirk J. Meche, president and CEO of Gulf Island Fabrication. Gulf Island Fabrication Inc. is a leading fabricator of complex steel structures and marine vessels used in energy extraction and production, petrochemical and industrial facilities, power generation, alternative energy projects, research, and shipping and marine transportation operations. The company also provides related installation, hookup, commissioning, repair and maintenance services with specialized crews and integrated project management capabilities. Corporate headquarters is located in Houston, Texas, with fabrication facilities located in Houma, Jennings and Lake Charles, La., and Aransas Pass and Ingleside, Texas. *(Source: Professional Mariner)*

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MERGER OR ACQUISITION

In the Mergers and Acquisitions (M+A) world the distinction between a merger and an acquisition is often what the parties want to call it. The second Hamburg based acquisition in recent months is being termed a merger, and unlike the earlier one in which the Spanish company Boluda took over URAG and L+R, this one involves two well-known Hamburg companies. It is one is



certainly an acquisition but may look like a merger because both parties (for now at least) will continue to operate under their own names. Fairplay (Fairplay, Schleppdampfschiffs-Reederei Richard Borchard GmbH) has purchased Bugsier (Bugsier, Reederei-und Bergungs Gesellschaft mbH + Co KG). Not as well known on the world stage as they once were, the companies are a strong presence in North Europe, and with more than 100 tugs at their joint disposal, can be expected to grow and strengthen. Their company histories are well known, so I will not repeat them here, but it is a sign of the times as both companies retreated from the world market over the years, they became smaller and smaller players. Now perhaps rejuvenated, we may see more of them outside of Europe. Bugsier and Fairplay have worked together in Hamburg for many years as members of the harbour tug pool, and co-operate on ETV



operation. They operate a variety of modern tugs, in addition to the older ballet tugs pictured above. *(Source & Photo's: Mac Mackay-Tugfax)*

LNG SHIP OPERATOR TO TRAIN TUG MASTERS

Norway-based Höegh LNG has agreed with Regional Maritime University (RMU) and Quantum Power of Ghana to train seafarers, tug masters and pilots to operate and manoeuvre gas carriers. Höegh LNG intends to increase the competence of Ghanaian pilots and tug masters, seafarers from the African country and, RMU lecturers. This is to build Ghanaian ability to safely and efficiently operate and handle advanced gas carriers that will be unloading cargo at a new offshore terminal. Höegh has chartered one of its 170,000m³ floating storage and regasification unit (FSRU) newbuildings to Quantum Power, to be based at the port of Tema for 20 years. It landed the contract in December last year and expects the contract to generate an average annual EBITDA of some US\$36 million. Hyundai Heavy Industries (HHI)-built Hull 2552 will start to import the first LNG

cargoes to Ghana from second-quarter 2018. Hull 2552 is set to become the first FSRU moored in sub-Saharan Africa, importing up to 3.4 million tonnes a year (mta) of LNG through Tema LNG. Höegh said in a statement: “LNG is set to become an ever-more important part of Ghana’s energy mix and it is important that Ghana develops its own capacity to handle LNG installations.



(Source: *Tug Technology & Business*)

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FIREBIRD FOR SALE



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The Royal Canadian Navy's Halifax based fireboat **Firebird YTR 561** has now been put up for sale by GCSurplus. Built in 1975, and commissioned in 1978 the boat was one of two built for the RCN (Firebird is based in Esquimalt) by Vancouver Shipyard, North Vancouver, BC. It arrived in Halifax in August 1978, nested in a barge of traprock, and towed by the tug Ocean Crown. Originally classified as a Yard Fire Boat

(YFB) it later became a Yard Tug Rescue (YTR), but was rarely if ever used as a tug. However it has tug-like propulsion of two azimuthing stern drives, powered by a pair of 385 bhp Cats and bow thruster, giving a 7.5 ton bollard pull. It also has a pair of 365 bhp Cats driving two fire pumps of 2500 igpm capacity @ 150 psi. These serve three 3" manual monitors and a variety of deck connections. It also carries 500 igals of AFF. The 76ft x 20.5 ft x 8'-10" (draft) vessel carried a crew of 7 which included operators and firefighters. In addition to firefighting, the tug also carried out rescue work and security calls at various port installations. However, faced with cutbacks the night

shift eliminated January 29, 2014. The tug was finally retired December 4, 2014. HMC Dockyard firefighting was then left to shore crews or the harbour tugs. Closing date for the sale is August 13, 2017 and the minimum bid is \$5,000. It is expected to fetch far more than that however. (*Source & Photo: Mac Mackay-Tugfax*)

NICHOLS BROTHERS DELIVERS FIRST U.S. TUG FOR AMMONIA ATB

The newly delivered **Abundance** is the first of two 139'x44'x19' articulated tugboat-barge (ATB) tugboats that Nichols Brothers Boat Builders, Freeland, Wash., have built to push the first ammonia ATB carriers in U.S. waters. Nichols delivered the **Abundance** on June 30 to support operations of Tampa Port Services LLC, a subsidiary of The Mosaic Company, the world's leading



marketer of concentrated phosphate and potash. The **Abundance** will be operated by a subsidiary of Savage Companies, pushing a 508' x 96' anhydrous ammonia barge on the Gulf of Mexico and Mississippi River. The scheduled startup in summer 2017 will make it the first U.S.-built ammonia ATB unit. The tugs are designed by Ocean Tug/Barge Engineering, Milford, Mass., with production engineering by BMT Nigel Gee, of Southampton in the United Kingdom, and engineering support by Nichols Brothers. The vessels are ABS-classed, including Maltese Cross A1-Towing service, AMS/ACCU/UWILD SOLAS compliant and meet the Coast Guard's subchapter I requirements. They are U.S. flagged and registered to meet all rules and regulations for unrestricted ocean pushing and towing services. The twin-screw tugs utilize Rolls Royce propellers in Rolls Royce high efficiency nozzles, and are equipped with Rolls Royce Promas FMP flap rudders. The power comes from a pair of EMD 16-710T13 engines running 4,000 hp at 900 rpm, transmitted through two Lufkin RHS 3200 reduction gears. Ship's power is supplied by two Caterpillar C7.1 200 kW Tier 3 generators, plus one Cat C9.3 200 kW Tier 3 generator mounted fire pump and one Cat C7.1 128W Tier 3 emergency generator system. The hulls are double-bottomed, and outfitted for long-range ocean pushing/towing, firefighting and general-purpose vessel requirements. The barge connection system is a hydraulic connecting pin system from Articouple. The Nichols Brothers' engineering team put a great deal of effort into the tug's complex mechanical and electrical systems. "New innovative concepts ascended during the design and construction of this ATB, which Nichols will continue to develop and implement into future new build projects," company officials said in announcing the delivery. The **Abundance** marks a significant milestone in Nichols' history. At more than 1,400 long tons weight, it is the heaviest and deepest draft vessel the company has launched over its 50-plus years, and required substantial planning and equipment development. Nichols launch rig underwent upgrades, including replacement of all hydraulic motors and planetary gears, and was outfitted with a 1,200 hp hydraulic power unit. Center-Lift provided and installed ten buoyancy bags to the vessels hull that provided nearly 200 tons of buoyancy. General Construction Co., Seattle, supplied a 700-ton crane barge to lift the vessel and guide to deeper water. The vessel was moored in Holmes Harbor of Freeland, Washington before being towed to Nichols Brothers' Langley facility for final

outfitting, dock and sea trials. After its June 30 delivery the **Abundance** went to Portland, Ore., where it was mated to its barge for unit sea trials. Nichols Brothers has begun construction on the second ATB tug, scheduled for delivery in spring 2018. (*Source: Workboat.com*)

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COASTAL BOXER LEAVING TERNEUZEN



The **Coastal Boxer** with a tow was seen leaving the Lock of Terneuzen, enroute Zelzate last week. The **Coastal Boxer** is a Multicat Eurocarrier 2209 with a 50 tonnes winch and a 140 TM crane. Acta Marine owns five of these vessels with a shallow water character and twin screw. Multicat Eurocarrier 2209 - 1520 hp, 50 ton winch, 140 tm crane. Dimensions: 21,60 x 9,04 m Draft: 1,80 - 2,37 m Power output: 1520 hp / 1118 kW Propulsion: Twin fixed pitch propellers in nozzles Bollard Pull: 18,5 ton (*Photo: B. de Ruiter*)

PORT DEVELOPMENTS DRIVE CHINESE TUG FLEET GROWTH

Chinese port and terminal developments and tug fleet expansion demands has led to Jiangsu Zhenjiang Shipyard launching or lifting six more tugs for domestic operators in the last two months. The latest of these tug newbuildings was launched for the new owner on 12 July. The Chinese shipyard launched



Ninggang 26, an 4400PS design azimuthing stern drive (ASD) harbour tug for its client Nanjing Port Group Co on 12 July. This followed the lifting of another tug, a 2,942 kW ASD vessel, for launching on 7 July. In a series of new construction orders, Jiangsu Zhenjiang Shipyard delivered a batch of tugboats, to its own designs, for Chinese port operators in June. This included the delivery of

Zhougang Tuo 31, a 6,800hp tug, and 5,000hp, **Gangxing Tuo 233**, for Ningbo Zhoushan Port Co. Also in June, Jiangsu Zhenjiang Shipyard launched a 5000PS design ASD tugboat and a 3,676kW ASD tug for domestic shipowners. *(Source: Tug Technology & Business)*

TOWING CONTRACT CASPIAN EXPLORER ON REPEAT



Recently Wagenborg performed a project involving the 'Caspian Explorer', a drilling rig registered in Kazakhstan, in close cooperation with her partner Caspian Sea Support (CSS). This rig had to be towed from her homeport Aktau to open waters in the Caspian Sea and positioned at the Satpayev project. Wagenborg was awarded this job multiple times before, but this time the project was executed with a 100% Wagenborg fleet. With

the help of our multipurpose support vessel 'Antarcticaborg' and the shallow draught tugs 'Kaynarborg', 'Kulanborg' and 'Kasymborg', the 'Caspian Explorer' left Aktau safely and according plan. *(Press Release)*

HEEDFULLY HANDLING A COLOSSAL CRUDE CARRIER

When the largest oil tanker ever to call on your port arrives, you need a confident team of tugboat crews and equipment to handle that ship safely. In May of this year, the VLCC tanker (Very Large Crude Carrier) **Anne** arrived at Port Corpus Christi, Texas U.S.A., looking to add a prospective significant boost to the export of U.S. crude oil to markets in Asia and Europe. The mammoth 1,093-foot tanker boasts an astonishing



2.2 million barrel capacity with a registered deadweight over 299,533 tons. When called to action, Signet Maritime Corporation, the 41 year old marine services company based in Ingleside, Texas sent in a fleet of Robert Allan Ltd. designed tugboats for the formidable task. All very capable, high-performance ship handling and escort tugs, the vessels comprise a pair of RAmports 3200s, a pair of RAstar 3100s, and a RAport 2400 MkII, totaling over 388 metric tonnes of bollard pull. Their mission included escorting **Anne** from the Gulf of Mexico through the network of barrier islands into

Corpus Christi bay, handling her at the terminal, then undocking and escorting her to the seabuoy. Signet and Robert Allan Ltd. are proud of this competent fleet and their talented crews, tasked with keeping the coastline safe. *(Press Release)*

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RAMBIZ WITH THAMES AR JACKET



On Monday 17th July was seen the arrival of the **Multratug 14** with in tow the **Rambiz** returned from the Thames field with in the tackles the 870 tons weight **Thames AR** with destination the Hoondert location in Vlissingen for further demolition. *(Photo: Wim Kosten-maritimephoto)*

SEASPAN ROGUE TOWING A LOG BARGE

The new Seaspan tug **Seaspan Rogue** (Imo: 9412127) was seen towing a log barge named Seaspan Survivor outbound in Vancouver harbour on July 13, 2017. The **Seaspan Rogue** was built in 2007 by Berjaya Dockyard – Serawak; Malaysia. She has a length of 31.47 mtrs a beam of 10.60 mtrs and a depth of 4.96 mtrs. She has a grt of 444 tons and a dwt of 420 tons. She is a sister of the **Seaspan Raider**. Both tug were purchased late 2016



by Seaspan. She is classed American Bureau of Shipping (*Photo: Robert Etchell*)

EARL W REDD TOWING AN OIL BARGE



The Harley Marine Services 2017 built tug **Earl W. Redd** was seen towing an oil barge inbound Vancouver Harbour on the 15th July 2017. Built at Diversified Marine of Portland, Oregon, the **Earl W. Redd** measures 120 feet by 35 feet, with a loaded draft of 19 feet 3 inches. The tug features twin Cat 3516 Tier 4 Final main engines that will each produce 2,675 horsepower at 1,600 rpm. Each of the engines is paired with a selective catalytic

reduction (SCR) after treatment system. SCR uses a urea-based solution to reduce NO_x contained in diesel exhaust down to nitrogen and water vapor. The main engines will be paired with Rolls Royce US 255-P30-FP azimuth thrusters delivering an expected bollard pull capability of 75 tons. (*Photo: Robert Etchell*)

NP 289, SIL JESKE-B, BEVER AND HARMONIE

After 6 days of intense cooperation between VBMS, Landfall and Neptune personnel, the mobilization at the Neptune Repair yard of the latest addition to the fleet was finalized. The multipurpose pontoon NP 289 was converted into a cable repair barge. This brand new addition to the fleet of pontoons is chartered for an offshore cable jointing project in the UK. Landfall and VBMS elected tugs AHT “**BEVER**” and AHT “**SIL JESKE-B**” to become part of the convoy which



departed Saturday the 15th of July from Rotterdam to the job site. After the mobilization of the barge and prior the final touch in Rotterdam the **NP289** was transported through inland waters from the Neptune Repair Yard in Hardinxveld to Rotterdam by Lanfall’s “**HARMONIE**” and the “**SIL JESKE-B**”. This 24 meter wide barge + anchor catcher racks on both sides needed some extra attention passing the narrow bridge openings. At the end of the day, this results in some impressive videos and photo’s. We like to thank all for the job’s well done during mobilization and transport. See the link for the video and photo impression. [HERE](#) (*Press Release*)

ACCIDENTS – SALVAGE NEWS

CONTAINER SHIP STRIKES PACIFIC REEF



Salvors from Ardent Salvage Oceania are on the scene to refloat a new Lomar Shipping container ship that crashed into a reef in the Pacific region. Recently delivered 2,194 teu boxship **Kea Trader** grounded on the Durand Reef, 50 miles southeast of New Caledonia in the Pacific Ocean. The Malta-

flagged ship was delivered to the owner by Guangzhou Wenchong Shipyard, China, in January this year. The 25,293 dwt ship was en route from Papeete in Tahiti to Noumea when it ran hard aground into the reef, off the island of Maré in the Loyalty Islands. Lomar Shipping told Riviera Maritime Media that there were no injuries or reports of any oil pollution from **Kea Trader**. A spokesman said the vessel was stable and a salvage team was already on site providing support. He said Lomar had activated its emergency response centre and was co-ordinating with all the relevant authorities and organisations. The ship operator was working with technical experts to discuss when and how the vessel should be refloated. As soon as news of the grounding reached officials, an assessment and response team was transferred to **Kea Trader** by a Puma helicopter of the Armed Forces of New Caledonia. Investigations are underway to determine why and how a container ship that is less than a year old could have struck the reef. There are reminders of the **Rena** container ship disaster that occurred in New Zealand in 2011 and became one of the world's most costly salvage projects. In May this year, a court in New Zealand determined that the **Rena** wreck would remain unsalvaged on a reef to protect further damage to the environment. Tug provision in that part of the Pacific is designed for local port requirements, so not for emergency salvage response. There is a drive to upgrade tugs in the region with more bollard pull and emergency response equipment. This month, Tug Technology & Business reported that Damen Shipyard gained a contract to deliver a new harbour tug for Tahiti ports. *(Source: Tug Technology & Business)*

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MAERSK BOXSHIP NARROWLY AVOIDS GROUNDING OFF AKUTAN

On Friday night, the container ship **Laura Maersk** lost power off Akutan in the Aleutian Islands and

began to drift towards shore. She contacted the U.S. Coast Guard Sector Anchorage command center and requested assistance. By 0030 hours Saturday she was less than ten nm off the coast, and according to Alaska's Department of Environmental

Conservation, she was in danger of going aground by daybreak. Three tugs were



dispatched, and they successfully took the container ship in tow and brought her to Dutch Harbor. No pollution or injuries were reported, and initial reports of an engine room fire turned out to be unfounded. The Coast Guard did not immediately disclose the nature of her difficulties. "The thing that made this one very high profile, high risk was how close it was to land," on-scene DEC coordinator Geoff Merrell told local NBC affiliate KTUU. "We had to get tugs and assets very quickly because we did not have a lot of time to stop the drift of the ship before it was in danger of running aground." The **Laura Maersk** sails on Maersk Line's east-west route to and from Vancouver, B.C. She last made the news in 2016, when authorities in Manzanillo, Mexico found 228 kilos of cocaine hidden in her cargo. (Source: *Marex*)

DRAMA & TRAGEDY NEAR ST. FRANCIS BAY AS CHOKKA BOAT CAPSIZES

The National Sea Rescue Institute (NSRI) reports on the drama that took place in the early hours of yesterday (Sunday) near St Francis Bay in the Southern Cape, where a chokka (squid) boat capsized in the surf. The NSRI said that the NSRI St Francis Bay duty crew was activated at 03h30 yesterday morning by the MRCC (Maritime Rescue Coordination Centre) following reports of... red distress flares seen by Chokka fishing vessels at sea off-shore of Thyspoint. The Chokka fishing vessel **Silver Eagle** had witnessed the red distress flares at around 03h00 and raised the alarm calling Telkom Maritime Radio Services and MRCC. An EPIRB (Emergency Position-Indicating Radio Beacon had then also been intercepted by MRCC and additional flare sightings were reported. Two chokka fishing vessels, **Silver Eagle** and **Megalodon**, diverted to investigate and were able to confirm that the chokka fishing vessel **Maredon** had capsized. **Silver Eagle** came upon a life-raft and then reported that the life-raft had drifted too close into towards the rocks and could not be reached in safety. **Megalodon** reported to have recovered one survivor from the water. NSRI St Francis Bay launched the sea rescue craft **Spirit of St Francis II** into rough sea conditions with 6 metre swells and a gusting to 50 knots Westerly wind and rain and a search commenced for survivors of the chokka fishing boat **Maredon** confirmed to have 16 crew onboard. The SA Police Services, Private Care ambulance services, local security company members, NSRI Jeffreys Bay and NSRI Oyster Bay, EC Government Health EMS, a Police Dive Unit and an NSRI Port Elizabeth NSRI ASR team aboard an SA Air Force 15 Squadron Charlie Flight BK-117 helicopter all responded. Meanwhile, shore patrols and a sea and air search continued. The survivor plucked from the sea by the **Megalodon** was transferred onto the NSRI's **Spirit of St Francis II** and he was taken to shore from where he was transported to hospital by Private Care ambulance services in a stable condition. During the continued search members of the public, including the owner of other Chokka fishing boats, and NSRI rescuers, recovered the body of



one of the fishermen on the shore in the vicinity of Sunset Rocks. Five survivors were also found on the beach at Sunset Rocks. The deceased man has been taken into the care of the Forensic Pathology Services. The **Maredon** was found capsized and hard aground at Sunset Rocks where surf conditions did not allow rescuers to get close to the stricken vessel during the high tide. As high tide approached waves caused the stricken vessel to roll

over a few times and one survivor was witnessed climbing out of the vessel. NSRI rescue swimmers waded out towards the casualty boat and rescued the survivor who has been airlifted to hospital by the SAAF helicopter in a stable condition. Yesterday at about midday the NSRO reported that seven survivors had been confirmed rescued, of which six have been hospitalised. One body was recovered and another eight men remained missing. While the search for survivors continued, efforts were underway to breach the hull of the chokka boat as the tide receded to conduct a search within the vessel. An inquest docket has been opened by the SA Police Services and the South African Maritime Safety Authority (SMASA) is launching an investigation. *UPDATE* In an update issued in the early evening yesterday NSRI said that despite an extensive search by sea, from the air and along the shoreline, no sign of the missing eight crewmen had been found. Police divers were able to breach the hull of the boat using cutting tools but no crew were found inside the hull. SAMSA said last night that the search would continue from first light today (Monday). *(Source: Port & Ships; Picture: NSRI St Francis Bay)*

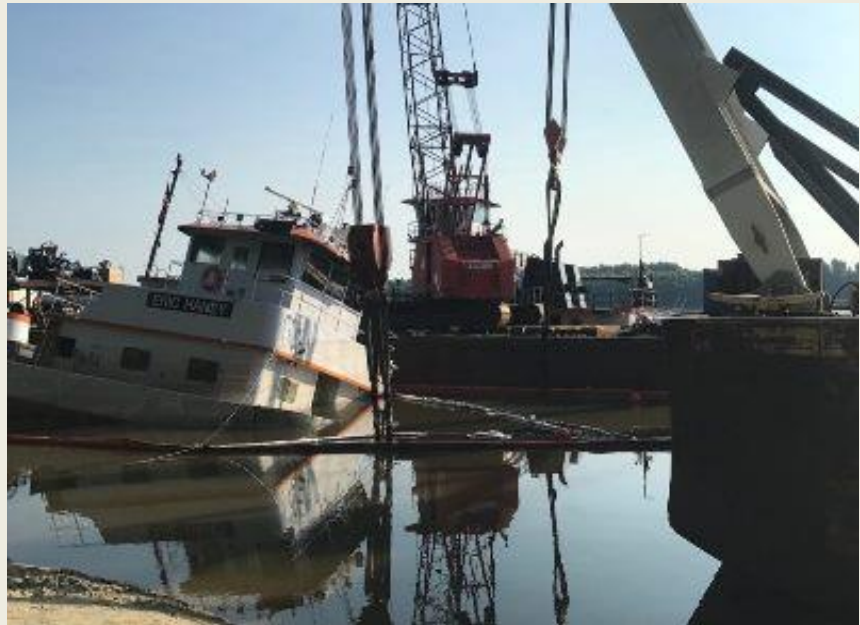
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SALVAGE OF SUNKEN TOWING VESSEL CONTINUES ON UPPER MISSISSIPPI RIVER

The Unified Command convened in response to a sunken towboat loaded with fuel on the Upper Mississippi River near Cairo, Illinois was set to lift the vessel from the water on Monday as salvage efforts continue more than a week after the incident. The Coast Guard was notified at approximately midnight on July 9, 2017 that the towing vessel **Eric Haney** was sinking on the right descending

bank of the Upper Mississippi River at mile marker 9.7. The vessel reportedly carrying approximately 79,000 gallons of diesel fuel and 1,600 gallons of lube oil onboard. There were nine people aboard the towing vessel who evacuated the vessel before it sank, with no reports of injuries. During Monday's lifting operation, a total of 1,700 feet of hard boom was deployed around the vessel and the oil spill response organization had



replaced sorbent boom as necessary to mitigate pollution. Water and shoreline assessments showed no signs of pollution, the Unified Command reported. There were no restrictions on commercial or recreational vessel traffic due to the incident or salvage. The Unified Command consists of the Coast Guard, Missouri Department of Natural Resources, and Tennessee Valley Towing, which owns the towing vessel. The cause of the incident is under investigation. *(Source: gCaptain; Photo: USCG)*

COAST GUARD RESCUES FOUR AILING CREW MEMBERS FROM OFFSHORE CASINO



The four onboard casino vessel 'MV **Lucky Seven**' owned by former Haryana home minister Gopal Kanda were rescued following a helicopter-borne rescue operation. An Indian Coast Guard team rescued four ailing crew members early on Sunday from an offshore casino vessel anchored in the Aguada bay off Panaji after the vessel, drifting in choppy waters, hit a sandbar. The four onboard

casino vessel 'MV **Lucky Seven**' owned by former Haryana home minister Gopal Kanda were rescued following a helicopter-borne rescue operation, a spokesperson for the Coast Guard told reporters. "We have rescued four crew members trapped onboard the vessel. They had minor injuries," the spokesperson said. *(Source: Hindustan Times; Photo: NDTV)*

THREE DEAD, THREE MISSING AFTER CARGO SHIP SINKS OFF VIETNAM

General cargo ship **VTB 26**, carrying 4,700 tons of coal and 13 crew members on board capsized and sank on Monday, July 17 in Cua Lo anchorage, Gulf of Tonkin, amid relentless waves caused by

typhoon Talas. According to the latest update from Vietnam's Ministry of Transport, 7 people have been rescued, while three seafarers were found dead and three more are still missing. The search for the missing crew members is underway. Ships passing in the vicinity of the incident have been informed to be



on the lookout for potential survivors. The ill-fated freighter was reportedly on its way from Quang Ninh to Cua Lo in the Gulf of Tonkin when it had to anchor amid bad weather. The contact with the ship had been lost shortly after midnight after the ship's master managed to send out a distress signal. The Vietnam-flagged cargo ship, with a deadweight of 5,198 tons was built in 2013. *(Source: World Maritime News; Photo: Vietnam's Transport Ministry)*

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ADVANCED MARINE TECHNOLOGY DRIVES SALVAGE TO NEW DEPTHS



John Witte, president of the International Salvage Union thinks that various technology developments in the last decade has helps drive salvors to greater depths and tackling more challenging wreck removal projects. He highlighted these key technologies as contributing to the improvements: - Robotics and remotely-operated vehicles; - Tugs with higher bollard pull and shallower draughts; -

Hydraulic pulling systems and hydraulic rams; - Hyperbaric diving technologies; - Higher rated portable lifting equipment; - Drones that can be flown to survey casualties; - Better weather prediction; - Underwater mapping – multibeam surveys with 3D panning to visualise the layout of a

wreck; - Advanced anchoring; - Communications within project teams. To tackle the greater technical risks in salvage projects, there will require further investment by the salvage industry in equipment, tugs and people. *(Source: Tug Technology & Business)*

SALVORS PLAN REFLOAT OF STUCK CONTAINER SHIP - UPDATE

Salvors reacting to the crashed modern container ship, **Kea Trader**, in the Pacific are preparing a refloating plan for the authorities. Ship operator Lomar Shipping told Tug Technology & Business that Ardent was on the scene within hours of the 2,194 teu boxship grounding on the Durand Reef,



90 nautical miles from French New Caledonia in the Pacific Ocean. A specialist salvage team from Ardent Oceania Salvage has been steadily assembling an increasing number of personnel and support vessels, including tugs, on the crash site. Further resources are due to be transported to the site later this week. Lomar Shipping said this includes around 25 tonnes of equipment that arrived by cargo aircraft in New Caledonia from Sydney, Australia, and the Netherlands. This is being transported to the **Kea Trader** salvage site by helicopter and barge. The 25,293 dwt, and Malta-flagged, ship was delivered to Lomar Shipping in January from the Guangzhou Wenchong Shipyard in China. It was sailing from Papeete, in French Polynesia, to Nourmea, the capital of New Caledonia, loaded with 750 container units, when it smashed into the reef. Lomar Shipping said there were no visible trace of pollution and no injuries. However, oil spill prevention measures and equipment were on site in case of a spillage. A detailed plan for removing the fuel and lubricating oil from the vessel has been approved by the authorities in New Caledonia. “Whilst this will be a lengthy process, this all forms part of the initial phase of the full salvage operation that Ardent is formulating for the vessel and the cargo,” Lomar told Tug Technology & Business. Ardent’s work is also being supported by naval architects, marine environment and other salvage expertise, “with a final plan for re-floating **Kea Trader** due to be put forward to the authorities in the coming days”. The shipowner added: “Over the past six days we have assembled a growing team of experts to support this salvage operation – to safely refloat the vessel and at the same time protect the local marine environment.” It is not yet known the cause of the accident, but investigations are underway. There are reports that 750 tonnes of heavy fuel oil are to be pumped from the fuel tanks. Some of the vessels on site include Reviso’s tug Marcel-Viratelle, Pacific ODE Group’s survey ship Louis-Hénin and multipurpose vessel, D’Entrecasteaux. *(Source: Tug Technology & Business)*

OFFSHORE NEWS

MMT AND REACH BOLSTER ROV SURVEY SERVICES PORTFOLIO

Swedish survey specialist MMT and Norwegian contractor Reach Subsea have secured the DP2 subsea vessel M/V **Olympic Delta**, with two ROVs mobilised onboard, for execution of the project announced earlier this year. The project has been postponed from June 2017 until August same year, the Oslo-listed Reach Subsea said on Thursday, with further details to be released when the LOI has been converted into a final contract. MMT has chartered the **Olympic Delta** on a long-term contract



with the Norwegian ship owner Olympic Subsea. At the same time, Reach Subsea has entered into an agreement with Delta Subsea, Houston, for hiring two WROVs already mobilized on board the vessel. This subsea spread is already at work on its first project in the Bay of Biscay, where Reach provides the ROV services. Following completion of the Bay of Biscay project, the Olympic Delta subsea spread will mobilise for start up of the

four-month LOI project. Reach Subsea and MMT will now co-operate on providing ROV survey services on four subsea spreads (vessel, ROVs, and survey equipment). This includes the vessels **Edda Fonn** and **Havila Subsea**, chartered-in by Reach Subsea, and **Stril Explorer** and **Olympic Delta**, which are chartered-in by MMT. In addition, Reach and MMT will later take delivery of a second Surveyor Interceptor survey ROV. Jostein Alendal, CEO of Reach Subsea, says: “The combination of Reach Subsea’s ROV competence and MMT’s Survey competence has proven to be powerful, and much appreciated by our clients. We are now expanding our combined service offering to our clients in a cost effective way through MMT’s charter-in of the M/V **Olympic Delta**, and Reach’ charter-in of the ROVs onboard. First class ROV Survey services can now be offered from four subsea spreads, with two revolutionary Surveyor Interceptors readily available on whichever of the four subsea spreads our clients prefer.” MMT’s CEO, Stefan Eliasson, said: “This is an important milestone for MMT. With these new platforms we will maintain our position as the technical forefront marine survey company for the offshore industry.” (Source: *Subsea World News*)

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ULTRA DEEP'S NEW DIVING VESSEL SET FOR JULY LAUNCH

Ultra Deep Solutions (UDS) is progressing with the construction of its new DP2 multipurpose diving support vessel (DSCV) Van Gogh at the China Merchants Heavy Industry (CMHI) yard. According to the company’s latest update, the launching of the ship is planned for the end of July 2017. The vessel will be equipped with 18-men single bell saturation system for depth down to 300 meter. Van Gogh has its own moonpool, an air diving system, and is fitted with one work-class and one observation remotely operated vehicle (ROV) with LARS. The vessel is also equipped with diesel

electric frequency controlled propulsion, highly efficient azimuth thrusters, dynamic positioning system and 150t offshore cranes. According to the UDS website, Van Gogh will be capable to provide wellhead servicing, inspection and construction diving and ROV support. The vessel can accommodate up to 120 personnel.

(Source: Subsea World News)



AKASTOR CUTS LOSS AND SOME 470 EMPLOYEES



Oilfield services investment company Akastor recorded loss of NOK 321 million (\$39 million) for the second-quarter 2017 compared to loss off NOK 832 million (\$101.6 million) same time last year. The Oslo-listed company as a group generated some 34 per cent lower revenue (NOK 873 million) in the second quarter from the same quarter one year earlier (NOK 1.3 billion). Revenues in the first half of

2017 were NOK 1.8 billion, compared to NOK 2.5 billion in 2016. EBITDA was NOK 18 million for the second quarter, versus NOK -135 million in 2016 second quarter. AKOFS Offshore, a provider of vessel based subsea well construction and intervention services to the oil and gas industry, had revenue of NOK 190 million in the quarter, compared to NOK 142 million a year earlier. The company had 113 employees at the end of Q2 2017. Akastor reported order intake in the quarter of NOK 746 million, resulting in an aggregate backlog of NOK 7.1 billion. The group had 2,067 employees at the end of Q2, compared to 2,539 in the corresponding period. *(Source: Subsea World News)*

TIDEWATER REORGANIZATION GETS COURT'S OKAY

Tidewater, one of the world's largest offshore vessel owners, said that a court in Delaware approved the company's plans for a restructuring has, which would eliminate \$1.6B in debt. The US-based owner of one of the world's largest fleets of OSVs will be able to recapitalize and refinance debt on its balance sheet. "We are very pleased that the court has confirmed our Plan within a relatively short time frame," said Jeffrey M. Platt, Tidewater's President and Chief Executive Officer. "The substantial deleveraging of our balance sheet through the recapitalization contemplated by the Plan, as well as our strong liquidity position, should reassure our customer and vendor base of our ongoing ability to perform our contracts and meet our obligations while we weather the continuing headwinds in the offshore energy industry." Jeffrey added: "Additionally, this restructuring will

position us to consider possible targeted acquisition opportunities in an industry where consolidation is to be expected. We are working hard to complete the remaining steps necessary to emerge from bankruptcy by the end of this month. Tidewater is thankful for the continued support of our many



stakeholders, including our lenders, noteholders, stockholders, employees, customers, vendors and trade creditors." "Their support has been integral to the successful outcome of the chapter 11 process, and we look forward to emerging in the coming weeks as a strong, well-capitalized company, poised to continue providing our customers with the same safe, compliant and efficient services which have been the hallmark of our Company throughout our history," he concluded.

(Source: MarineLink)

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STANDARD DRILLING'S PLATFORM SUPPLIER STARTS PETERSON GIG



One of three large S.D. Standard Drilling's (SDSD) platform supply vessels (PSVs) has begun a one-year term charter with energy logistics provider Peterson. The vessel owner said on Monday that the vessel in question was the PSV **Standard Viking**. According to SDSD, Peterson has the option to extend the term charter by two one-year deals at increased rates. The two companies agreed to keep the charter private and

confidential. AIS data currently pinpoints the vessel in the port of Aberdeen where it arrived on

Sunday from Triton. The vessel was formerly known as the **Volstad Viking**, and bought by SDSD as a part of an acquisition of three ST-216L CD PSVs **Volstad Viking**, **Volstad Supplier** and **Volstad Princess** from Volstad Shipping in January. All three vessels are large PSVs built at Aker Brattvaag in Norway with 1,060 square meters of deck space and equipped with ice class (ICE- 1B) capabilities. The vessels were acquired for a total en-bloc consideration of \$40 million. *(Source: Offshore Energy Today)*

SANABORG SOLD AND DELIVERED

As of July 13th, the ice-breaking-multipurpose support vessel **Sanaborg** has been sold and delivered to her new owner. The **Sanaborg** has thus disappeared from Wagenborg's fleetlist. This offshore vessel, measuring 68.20 meters in length and 14.30 meters in width, was built at shipyard Royal Niestern Sander in 2012. *(Press Release)*



FUGRO TO SET UP NEW POWER CABLE LINK FOR KANGAROO ISLAND



Fugro has been awarded a contract to install a subsea power cable for South Australia's distribution network management company, SA Power Networks. The new 20,000 kVA/33,000 Volt cable will replace the existing 10,000 kVA/33,000 Volt undersea cable, which is reaching the end of its life. The subsea asset is a continuous 15-

kilometre-long cable, weighing 600 tonnes and connects Kangaroo Island to the distribution network on the southern Fleurieu Peninsula, south of Adelaide. Fugro will design and supply the power cable and will use its multi role support vessel, **Rem Etive**, to install it across Backstairs Passage, from Fishery Beach on the mainland to Cuttlefish Bay on Kangaroo Island. "As a multi-disciplinary project delivery and subsea services provider, we operate high specification vessels and remotely operated technology, enabling Fugro to deliver turnkey solutions like this one," said Marcus Hemsted, business development manager at Fugro. "After installation of the cable our specialist team will also carry out commissioning and associated termination and connection works." Commenting on project operations, Paul Roberts of SA Power Networks, said: "They are scheduled to commence during the last quarter of 2017 and we expect operations to take a couple of weeks. The new cable is expected to be operational by the middle of 2018." *(Source: Subsea World News)*

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BLUESTREAM SETS TO WORK UNDER SUBSEA INSPECTION DEAL

Bluestream Offshore has started work under a five-year contract with ONEgas, the combined business unit of Shell UK and the Nederlandse Aardolie Maatschappij (NAM). The remotely operated vehicle (ROV) structural inspection services contract includes 69 of ONEgas's offshore platforms and



subsea completions in the southern North Sea, UK and Dutch sectors. Work has already commenced. Bluestream teamed up with Vroon Offshore Services in Den Helder, the Netherlands, to undertake the contract. The shipowner is providing the offshore support vessel for the contract. For the 2017 campaign Bluestream is using the dynamic positioning class 2 vessel **VOS Sugar** fitted with its inspection system and inspection-class Seaeeye Tiger ROV and a compact work-class Seaeeye Cougar XT ROV. Each yearly campaign will last around 45 days and will be executed by a team of 20 people, on shore as well as offshore. *(Source: Offshore Support Journal)*

GC RIEBER SECURES MORE WORK FOR 'POLAR ONYX'



Norwegian offshore shipowner GC Rieber Shipping has secured a four-month charter extension for its **Polar Onyx** SURF vessel. GC Rieber won the initial contract for the vessel in early March. At the time, the company said that the charter would see the vessel continue operating in West Africa. The initial time charter was for four months and included a two-month extension option which the unnamed client opted to

exercise. The company said on Tuesday that the **Polar Onyx** would remain under contract until

August 2017. Before this latest charter, the vessel worked with Marine Platforms Limited (MPL) for end client Chevron, also in West Africa. As far as the vessel is concerned, the **Polar Onyx** is an SX121 designed offshore construction vessel delivered in March 2014 from Ulstein Verft. The vessel is designed to operate in the SURF/Construction/IRM markets, with a high capacity for flexible pipe loads. *(Source: Offshore Energy Today)*

R-R INKS SERVICE AGREEMENT WITH SIEM OFFSHORE AND SUBSEA 7

Siem Offshore and Subsea 7 have signed a joint three-year service agreement with Rolls-Royce. The agreement covers a total of 74 offshore vessels. This is the first agreement the two Siem-owned companies have signed with the same service provider. Under the agreement, Rolls-Royce will maintain and service all of the equipment it has delivered to the two companies' offshore vessels. Steinar Sandberg, Siem Group, Head of Group Procurement, said: "Naturally, we believe we can save money



by jointly entering into this kind of service agreement. We have a modern and technically advanced fleet that requires good follow-up throughout the vessels' working lives." Knut Hovland, Rolls-Royce, Director, Marine Services, said: "We have delivered equipment to around a quarter of the world's registered fleet. As a result, we also have service assignments and long-term agreements with a large number of shipowners globally. We also have a network of service stations at 34 locations world-wide, so we can be close by whenever equipment needs servicing or repair." Currently, aftermarket services account for roughly 40 per cent of Rolls-Royce Marine's revenues. Long-term agreements account for around a quarter of this. The company is now exploring digital opportunities to provide shi owners with a growing range of new and more effective service solutions. These include new types of services based on surveillance of ships' operations and equipment from control centers located on shore. Rolls-Royce recently signed its first "power-by-the-hour" agreement with the Norwegian logistics and cargo company Nor Lines. "We are particularly pleased to sign new service agreements in these current times. We have obviously been affected by the fact that many vessels in the offshore market are still laid up, and it will be interesting to see what impact this will have on the service market going forward," said Mr. Hovland. *(Source: MarineLog)*

WINDFARM NEWS - RENEWABLES

SMST SUCCESSFULLY INSTALLS TAB-M ON VAN OORD AEOLUS

SMST's Telescopic Access Bridge M Serie including flattrack and telescopic pedestal elevator system is successfully installed on Van Oord's offshore installation vessel, **Aeolus**. The installation vessel Aeolus is working at the Walney Extension offshore wind farm in the UK. The first landing took



place on Saturday 24th June, after a short installation period of 3.5 days. From the start, the vessels crane operators and lifting supervisors have been operating the gangway after being prepared by theoretical and practical training sessions given by onboard SMST personnel. According to one operator: “Great system, practice makes perfect”. During the first connections to the transfer pieces there was a significant wave height of approx. one meter with wind

speeds up to 20 m/s. The use of a compensated gangway is necessary since most of the Transition Piece installations will be done floating in DP2 mode. The high tide differences on the Walney Extension project required a telescopic pedestal to be added to the set-up. This enables height compensation of 6 meters. *(Press Release)*

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CREW TRANSFER VESSEL DELIVERED TO TARGE TOWING

Welsh workboat builder Mainstay Marine said it has delivered a newly built 15-meter crew transfer vessel to Scottish tug operator and owner Targe Towing. The **Camarc** designed vessel is constructed with a steel hull and aluminum superstructure. It sails at speeds in excess of 15 knots and has a bollard pull of 6 metric tons. Compliment is for two crew and 12



passengers. Targe Towing provides dedicated towage for north east Scotland ports including BP's Hound Point Marine terminal on the Firth of Forth. Its new vessel has been operating for two months alongside oil terminal platforms on the east coast of Scotland in swell conditions of up to 2 meters in wave height. "After being awarded an extension to our contract with BP, we went to the market for a new crew vessel," said Tom Woolley, Managing Director at Targe Towing. "We looked at facilities in Turkey and Holland, but Mainstay's base in Pembroke Dock were outstanding." The contract is the latest win for Mainstay, which now employs 80, with 10 percent of the direct workforce consisting of apprentices. The firm said its turnover has increased from just under £4 million (\$5.2 million) to more than £5 million (\$6.5 million) during the last 12 months. (*Source: MarineLink*)

DREDGING NEWS

MORE FACTS ABOUT ROYAL IHC BEAGLE SERIES



The launching ceremony of Adani's 8,000m³ IHC Beagle trailing suction hopper dredger (TSHD) **Shanti Sagar 18** took place last week at Royal IHC's shipyard in Krimpen aan den IJssel, the Netherlands. Today, we are bringing you more details about this impressive vessel. The TSHD will be mainly utilized for maintenance dredging, IHC said in its announcement. The previous TSHD launched

for Adani, **Shanti Sagar 17**, will be deployed for capital dredging in challenging soils. Therefore, it was equipped with a heavier draghead. Due to the modular design of the Beagle 8 series, the vessels can be adapted for specific dredging tasks. *Beagle series* The Beagle 8 dredger has a total length of 104.5 meters and a width of 24.2 meters. The vessel is designed to have a loaded speed of 13.7 knots. In addition, it has two suction pipes with a diameter of 800mm and can reach a dredging depth of 26 meters. Each Beagle 8 is equipped with IHC's Trailspeed Controller (TSC) and Eco Pump Controller (EPC). Developed in-house, the TSC ensures a constant speed while dredging, which leads to higher average production results and greater levels of consistency. The EPC reduces excessive cavitation as well as wear and tear, and fuel consumption. (*Source: Dredging Today*)

YARD NEWS

OSU GETS GRANT FOR RESEARCH VESSEL CONSTRUCTION

Oregon State University has just received a grant of \$121.88 million from the National Science Foundation to spearhead the construction of a new class of research vessels for the United States

Academic Research Fleet. This grant will fund the construction of the first of three planned vessels approved by Congress for research in coastal regions of the continental United States and Alaska. When funding for the next two vessels is authorized, the total grant to OSU could increase to as much as \$365 million. The first



vessel is slated to be operated by OSU for research missions focusing on the U.S. West Coast. The NSF will begin the competitive selection of operating institutions for the second and third vessels later this year. “Oregon State University is extremely proud to lead this effort to create the next generation of regional ocean-going research vessels funded by NSF,” said OSU president Edward J. Ray. “Our exceptional marine science programs are uniquely positioned to advance knowledge of the oceans and to seek solutions to the threats facing healthy coastal communities – and more broadly, global ecological well-being – through their teaching and research.” OSU was selected by the National Science Foundation in 2013 to lead the initial design phase for the new vessels, and to develop and execute a competitive selection for a shipyard in the United States to do the construction. Gulf Island Shipyards, in Louisiana was chosen and will conduct the detailed design verification over the next year. Officials hope to have a keel-laying ceremony for the first vessel in the spring of 2018, with the ship delivered to OSU for a year of extensive testing in 2020. The ships will be equipped to conduct detailed seafloor mapping, to reveal geologic structures important to understanding processes such as subduction zone earthquakes that may trigger tsunamis. The Pacific The new ships will also be equipped with sensors that will be used to detect and characterize harmful algal blooms, changing ocean chemistry, and the interactions between the sea and atmosphere. “This class of ships will enable researchers to work much more safely and efficiently at sea because of better handling and stability, more capacity for instrumentation and less noise,” said Clare Reimers, a professor in the College of Earth, Ocean, and Atmospheric Sciences and project co-leader. “Oregon State is expected to begin operating the first of the new ships in the fall of 2021, after a year of testing and then official Academic-Fleet designation by the University-National Oceanographic Laboratory System (UNOLS), according to Demian Bailey, also a project co-leader for OSU. *(Source: Subsea World News)*

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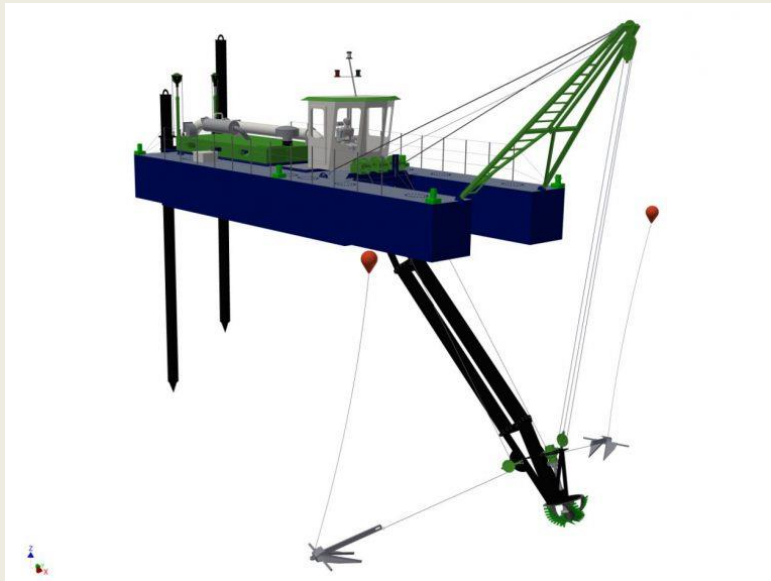
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ECTMARINE, TIMBLO WIN CSD DEAL IN INDIA



ECTMarine, a Dutch supplier of dredging components, services and design, has won a tender in combination with Goa based Timblo Shipyards, India, for the delivery of a cutter suction dredger (CSD) for an Indian government agency. Under the agreement, ECTMarine will supply the D&E Package (Design and Equipment) for this project. The D&E package consists of the design and critical dredge components such as dredge control and monitoring systems, cutter ladder front part, pump drive and hydraulic system. The design is based on the ECTMarine Core Dredge 40 design and has been customized to the requirements of the tender. *(Source: Dredging Today)*

The design is based on the ECTMarine Core Dredge 40 design and has been customized to the requirements of the tender. *(Source: Dredging Today)*

YAROSLAVSKY SHIPYARD TO DELIVER YAROSLAVETS-M BOAT OF PROJECT 02220 TO RUSSIA'S FSB

On 14 July 2017 Yaroslavy Shipbuilding Plant OJSC signed a state contract for the delivery of a multi-purpose boat of project 02220, **Yaroslavets – M**, to Russian Federal Security Service (FSB). The shipyard says it has been awarded with the contract as the winner of the online auction. Project 02220, **Yaroslavets – M**, was developed in 2015 by specialists of PJSC Yaroslavy Shipbuilding Plant as a modification of the famous **Yaroslavets** boat. Key performance characteristics of the boat have been improved with the ability to transport the boat by railway preserved as an advantage. The new boat meets current comfort and habitability standards. PJSC Yaroslavy Shipbuilding Plant (Yaroslavy Shipyard, managed by JSC FINSUDPROM) is located in the central part of Russia on the Volga River. The shipyard was incorporated in 1993. The company specializes in the construction of civil and naval ships. Yaroslavy Shipyard has been for many years one of the major suppliers of sea / ocean-going tugs for Russian law enforcement agencies. The company has built so far 76 ocean-going tugs, mainly of Projects 745 and 1454, and modifications. The shipyard's current backlog of orders includes 5 seagoing tugs of project 23470 for RF Defence Ministry, 1 patrol boat of Project 10410 for Patrol Service of Russia's FSB and 6 boom-laying launches of Project A40-2B for Federal Marine and River Transport Agency. *(Source: PortNews)*



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NOBEL BROTHERS SHIPYARD LAUNCHES SECOND OIL BARGE OF PROJECT ROB07 FOR JSC LENA UNITED RIVER SHIPPING COMPANY



On 6 July 2017, Nobel Brothers Shipyard launched the second vessel in a series of two oil barges of **Project ROB07** for JSC Lena United River Shipping Company, the shipyard's press release said. The Project ROB07 satisfies the dimensions of Lena basin waterway and the Volga-Don, Volga-Baltic channels. General characteristics: overall length - 95.23 m, overall breadth - 16.8 m, depth - 5.0 m, 3.50/3.60 m draft deadweight - 4,244/4,403 tons. Capacity of twelve

cargo tanks and two slop tanks - 4670 m to carry two types of liquid bulk cargo. Diesel generator rated power - 350 kW, of harbor generator - 6.4 kW. Pump performance - 5 x 150 m³. RS class notation - KE R3-RSN Oil tanker (ESP). Nobel Brothers Shipyard LLC based in Rybinsk of Russia was founded in 1907. Today, this is the largest shipbuilding firm in the Upper Volga: the yard encompasses 214,000 sq. km, the company's workforce is 500 employees. The shipyard specializes in the construction, maintenance, repair and refitting of sea-going and river multipurpose vessels with 6500DWT, a length of 140 m, beam of 17 m and launching weight of 2700 tonnes. The range includes dry bulk carriers, tankers, barges, container ships, timber carriers, diving support and hydrographic vessels, harbour vessels, workboats, oil boom-laying boats; hulls of various types and modern comfortable yachts. *(Source: PortNews)*

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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

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