Tugs Towing & Offshore Newsletter

LEKKO All about tugs

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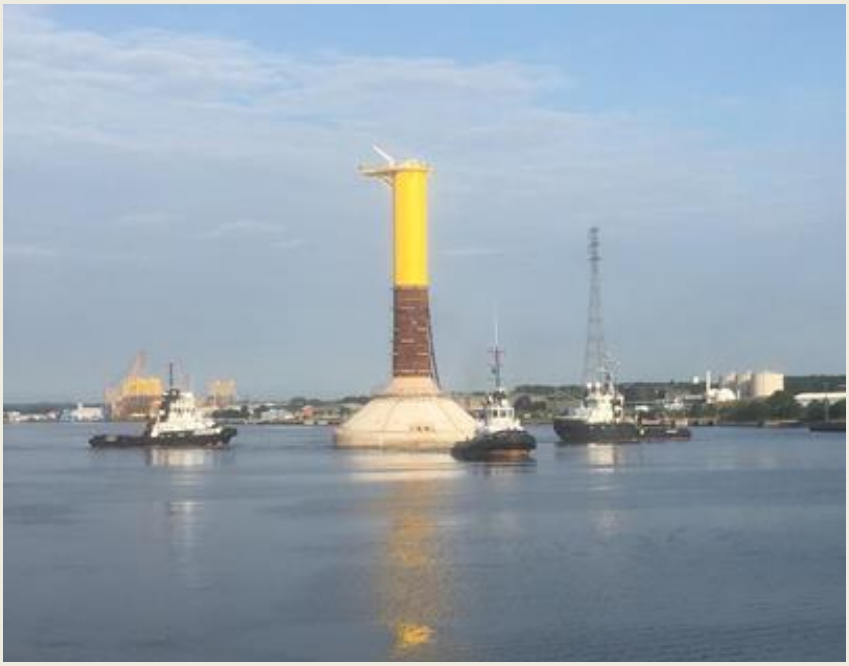
Buying, Sales, New building, Renaming and other Tugs Towing & Offshore Industry News

Distribution twice a week 10,600+

MIDWEEK–EDITION

TUGS & TOWING NEWS

MULLER DORDRECHT TUGS EN AVANT 1, 10 AND 20 IN THE TYNE



Three of Muller-Dordrecht tugs the **En Avant 1**, **En Avant 10** and **En Avant 20** was seen towing a Gravity Base foundation for the Blyth Offshore Demonstration Windfarm, from Wallsend Dry dock down the River Tyne to the Port of Tyne Riverside Quay on 13 July 2017. There are 5 of the bases in all, 3 have now been successfully floated out and moored in South shields for ballasting down prior to towing out to the site which is 3.5 miles off the coast at Blyth, Northumberland. *(Source & Photo: Stuart Wainwright)*

SVITZER TUGS BY BERNARD MCCALL

In June 2017 Coastal Shipping Publications published **Svitzer Tugs** written by Bernard McCall. The story of Em. Z. Svitzers Bjergningsentreprise (Svitzer) begins in 1833 when Emil Zeuthen Svitzer, a Danish entrepreneur, established a salvage business after noticing many losses occurring on trade

routes to and from Denmark. Its business extended to harbour towage in due course. The company has expanded considerably over the past two decades and claims to have 430 vessels working in about 100 different locations throughout the world. Because of the huge size of the Svitzer fleet, we are covering it in two volumes. This first volume looks at the company's tugs working in the UK and it will be followed by the second volume which will cover tugs working outside the UK. The album is organised in chronological order according to year of construction, the exception being at the end of the book where the latest Milford Haven tugs are grouped together. "Svitzer Tugs (UK)" (ISBN 978-1-902953-85-4) is a paperback book, A5 size, of 88 pages, lavishly illustrated. The price is £9.95 plus £1.75 European postage. Ordering via the bookshop, or directly via the publisher, Coastal Shipping, 400 Nore Road, Portishead, Bristol BS20 8EZ, UK. Tel/Fax: +44(0)1275.846178, www.coastalshipping.co.uk , e-mail: Bernard@coastalshipping.co.uk. Paperback, landscape, 234x156, 88 pages. The book can be ordered HERE

LAST ARRIVAL OF THE HERMOD IN ROTTERDAM

On Saturday 22nd July the tug **Bylgia** arrived with the SSCV **Hermod** in Rotterdam-Caland canal after her final assignment. This is the last arrival of the SSCV **Hermod**, as she is sold to be broken up. The **Hermod** will leave the port of Rotterdam in a few weeks for the last time heading for the breakers. Upon arrival the **Bylgia** with the **Hermod** were assisted by the tugs **Fairplay-21** and the Kotug-Smit Towage tugs **Smit Panther**, **Smit Schelde** and **Smit Hudson**. Linesman made preparations for the mooring and the gangway. *(Photo: Jan Oosterboer)*

TEMPEST BLOWS IN TO SUPPORT AIRCRAFT CARRIER TOWAGE

Serco's latest new tug sets new standards for power and operational capabilities in the UK towage sector. One of the most notable tug arrivals in the UK for many years, Serco's **SD Tempest** is a RotorTug ART 80-32 design, which was delivered in February this year by Damen Shipyards. The tug was acquired to support the arrival of the Royal Navy's two aircraft carriers, HMS Queen

Elizabeth and HMS Prince of Wales. After a series of sea trials, training and familiarisation sessions for crew the tug was officially named on 31 May and entered service shortly afterwards. When **HMS Queen Elizabeth** left the Rosyth shipyard on 26 June for sea trials, **SD Tempest** was deployed at the huge vessel's bow, escorting the carrier into open seas. SD Tempest, the first UK registered, owned and operated RotorTug type, has been built to a Robert Allan design. This in itself makes the vessel relatively unusual, as most Damen supplied tugs are constructed to its in-house designs. Two RotorTug ART 80-32 type tugs, **RT Endeavour** and **RT Leader**, are already in service with Kotug, but **SD Tempest** differs from the earlier pair in a number of significant respects. This tug features three azimuthing thrusters, which give the RotorTug its omnidirectional capabilities, enhancing manoeuvrability and power. SD Tempest has a maximum bollard pull ahead of 81.7 tonnes, and a top bollard pull astern of 83.4 tonnes, making it the most powerful tug in the Serco fleet and one of the highest performing in the UK. Crew were involved in the 495gt tug's construction from the outset and were trained with Admiralty pilots and members of the aircraft carrier's company to ensure preparedness for the initial entry of the carrier into its home port, Portsmouth, which is expected later this year. SD Tempest is classed by Lloyd's Register and is the 31st vessel to be supplied by Damen to Serco. It was built under subcontract at the Safe Co Engineering Services shipyard in Gdansk, Poland. "SD Tempest is such an important part of the UK's aircraft carrier development programme" Damen UK sales manager Arjen Van Elk said the feedback from Serco for **SD Tempest** has been very positive, with the maiden tow out of Rosyth going smoothly. He added: "**SD Tempest** is such an important part of the UK's aircraft carrier development programme. We look forward to continuing to work with Serco over the months to come as the vessel enters a more intensive operational phase." *(Source: Tug Technology & Business)*

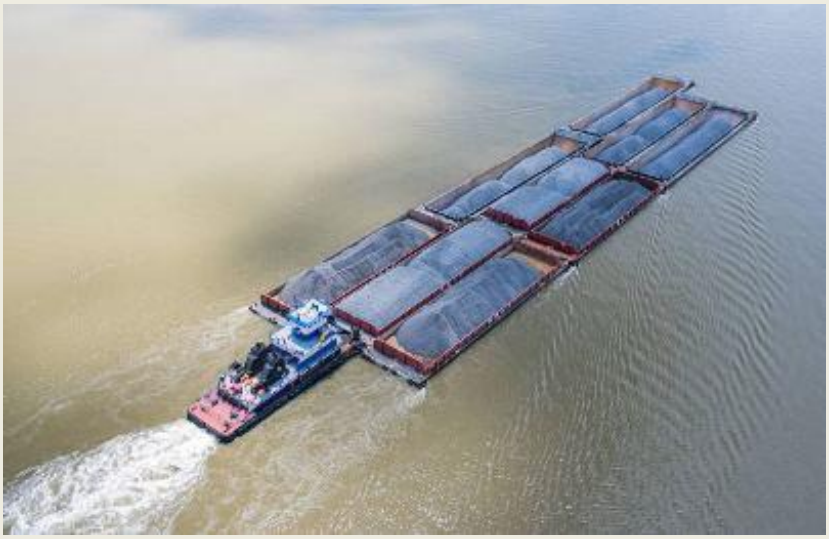
NEXT GEN WORKSHOPS ADDRESS BURNING ISSUES IN A CHANGING WORLD SOUTHAMPTON UK - 24 25 26 OCTOBER 2017

A series of one day NEXT GENERATION Workshops are being held 'back to back' at the Grand

Harbour Southampton on 24 25 26 October 2017. The NEXT GEN programme combines a group of dynamic international presenters with panel discussions. Opening sessions for each Workshop feature expertise from heads of UK Border Force and UK Ministry of Defence, along with the Design and Engineering team from UK search and rescue provider the RNLI. Workshop Lead, John Haynes, said, 'In recent years less people are expected to do more work and time is becoming scarce for everyone in the marine industry. Our focused one day Workshops are designed to deliver a unique mix of sessions that are highly relevant to all sectors. The feedback from recent NEXT GEN Workshops has highlighted hot topics for further discussion. In recent weeks, I have personally asked a number of organisations what are their most current and burning issues. These suggestions have been used to develop the October Workshop programme.' The Shock Mitigation Solutions Workshop theme considers 'How Shock Mitigation By All Means Improves Efficiency.' Topics look beyond simply complying with vibration directives or unrealistic health and safety objectives that are hard to apply in the maritime workplace. The RIB and High Speed Craft Workshop theme looks at 'Boat and Equipment Procurement in a Changing World.' Topics include Commercial Off the Shelf (COTS) solutions, through life support of fleets and balancing the need for speed with reliability and durability. The Systems Safety and Equipment Workshop focuses on 'Identifying and Avoiding Single Points of Failure at Sea.' Improving situational awareness is an emerging theme. Design led redundancy is essential for critical tasks including power, navigation and communications. The fast moving Workshop style programme brings together an international group of experts armed with the latest knowledge to identify problems that affect the sub IMO / sub 24 metre maritime sector worldwide and highlight potential solutions. The unique knowledge gained from NEXT GEN presentations and panel discussions helps to shape decisions that lead to improvements for in-service equipment and procurement. John Haynes added, 'Having trained over 100 organisations we know that when groups of maritime professionals get together their shared knowledge and experiences can improve both the performance of their organisations and the seafarer workplace. For example, recent activity has been driven by a need to identify which European laws will still apply in the UK with or without Brexit. Our objective is to look beyond this and identify genuine best practice across all maritime sectors without being stifled by bureaucracy.' NEXT GEN Workshop days are relevant to workboats, pilot boats, patrol boats, search & rescue, survey vessels, wind farm support, superyacht tenders and training vessels. Attendees include professional and military organisations, boat builders, equipment manufacturers, service providers, classification and

standards organisations. Supporters of the event include British Marine, Shipbuilders & Shiprepairers Association, UK Maritime Pilots Association, Southampton Marine & Maritime Institute, University of Southampton. Feedback from a recent NEXT GEN Workshop attendee sums up the objectives, 'Whilst I was there I was bombarded with new and interesting ideas, facts and outlooks. Your infectious enthusiasm for these subjects is clearly rubbing off on all those who were present!' Workshops Information www.shockmitigation.com Workshops Event Manager – Julie Arthur julie@shockmitigation.com

STUDY EXAMINES ECONOMIC IMPACT OF US WATERWAYS



A study unveiled today documents the contribution of the American tugboat, towboat and barge industry to the U.S. economy. The study, developed through a cooperative agreement between the American Waterways Operators (AWO) and the Maritime Administration (MARAD) and conducted by PricewaterhouseCoopers, explores the industry's economic contributions to employment, gross domestic product and taxes at the national and state levels; details the types and quantities of vital commodities transported on American waterways; and compares waterborne transport to other modes of freight transport in terms of efficiency, environmental impact and public safety. The study found that the U.S. tugboat, towboat and barge industry supports more than 300,000 jobs nationwide, including 50,000 in the industry itself, 38,000 of which are on board vessels, and has a total annual impact on GDP of $33.8 billion. The industry annually moves more than 760 million tons of cargo that fuels the American economy, including critical commodities like petroleum, agricultural products, chemicals, coal and manufactured goods. One inland dry cargo barge can haul 1,750 tons of dry cargo, the equivalent of 16 bulk rail cars or 70 tractor trailers, with greater fuel efficiency and fewer greenhouse gas emissions. AWO President & CEO, Tom Allegretti, commented, "AWO could not be prouder to unveil this PricewaterhouseCoopers study thoroughly quantifying what the dedicated men and women who make up the tugboat, towboat and barge

industry have long known, from decades of first-hand experience – the extent to which maritime freight transport serves as a critical pillar of the American economy. We are especially pleased to have partnered with MARAD to produce this invaluable resource, and we look forward to using it to educate policymakers, the media, and the public about the role this industry plays in fueling our nation's prosperity." MARAD Executive Director, Joel Szabat, commented, "The maritime industry enables the movement of goods and cargo quickly, efficiently and at low cost between producers and markets along our nation's waterways. Waterborne commerce opened up our nation to trade and helped transform a fledgling democracy into the economic superpower it is today. Energy efficient water transport continues to play a pivotal part in our nation's transportation system and helps make America's economy more competitive." *(Source: MarineLink)*

MITAGS UPGRADES TUG TRAINING SIMULATORS

A key US east coast maritime training facility has upgraded its tug-based simulator facilities to enable training of multi-vessel operations. The Maritime Institute of Technology and Graduate Studies (MITAGS) and the Pacific Maritime Institute (PMI) has enhanced its tractor-tug simulation facilities at its Baltimore campus by adding new systems supplied by Transas. The training academy now has the capability of integrating up to four assist tugs and two bridge simulators in one exercise, said MITAGS-PMI executive director Glen Paine. This uses a simulator for azimuthing stern drive (ASD) tugs linked to full mission bridge simulators. The simulation suite includes Transas' NT Pro 5000 module with improved hydrodynamic modelling and interaction capabilities. These can be used for training offshore operations, ship assist, high-speed escort work, anchor equipment operation, platform moves, and tug master and pilot training. "The ASD tug integrated with the full-mission simulators allow pilots, ship masters and tug operators to train in the same scenario," said Mr Paine. "This greatly enhances the realism and training related to tug placement, control, communications, and operational techniques." He added: "The use of two tug bridges, integrated with the full-mission bridge, has become a regular feature of operational research projects." The two additional tug bridges also benefit the Navigation Skills Assessment Programme (NSAP), tanker escorts, tug and barge operations, automatic radar plotting aid and ECDIS training programmes. Earlier in July, Transas Academy vice president Ralf Lehnert explained how linking several training simulators together helps with team training for tug operations in all weather conditions. He told Tug Technology & Business that training teams should include the ship's officers, pilots, the local vessel traffic management system and tug masters. *(Source: Tug Technology & Business)*

ACCIDENTS – SALVAGE NEWS

CHINESE CARGO SHIP SINKS, 12 CREW RESCUED

Chinese-flagged cargo ship **Nan Hui 68** sank on July 23 near Huidong of Guangdong Province, east of Hong Kong taking its twelve crew members into the water. The cause of the sinking is believed to be shifting of the ship's ore cargo amid high waves and gushing winds prompted by the Typhoon

Roke, local media reported. Once the ship started tilting the crew managed to send out a distress signal to the local authorities, only to capsize shortly after. Two helicopters were dispatched to the scene along with rescue patrol ships from South China'a rescue bureau. All 12 crew members of the ship are reported to have been rescued, with the majority of them winched into a helicopter from the sea. The ship was bound for Fujian, Quanzhou when the incident occurred. *(Source: World Maritime News*

ANNOUNCING SALVAGE & WRECK ASIA, THE EASTERN HEMISPHERE'S PREMIER PLATFORM FOR THE SALVAGE & WRECK REMOVAL INDUSTRIES

Understanding the challenges Improving technology is generally seen as a boon to industry. For the salvage and wreck removal industries, however, the picture is more uncertain. On the one hand, drones, reliable communications technology and more efficient clean-up equipment diminish some of the challenges that salvors face. On the other hand, larger and more sophisticated vessel designs can make the job of the salvor more complicated and prone to risk. Added to this is the impact of social media, which has meant that it is no longer enough for salvors only to take care of the operational aspects of salvage and casualty response. Effectively managing perceptions in the digital sphere is now a necessity if a public relations backlash is to be avoided. Not all the challenges that the salvage and wreck removal industries face are technological in origin, either. Another comes in the form of the erosion by insurers of the world's most widely used salvage contract, the LOF. Increasingly insurers are opting for cheaper commercial contracts which reduce salvors' awards, and decrease their incentives for action. *Identifying the solutions* In order to tackle these issues and many others, more than thirty expert speakers and over a hundred attendees from the Asia-Pacific region will come together in Singapore on the 4th – 6th of September for the Salvage & Wreck Asia Conference. Incorporating viewpoints from all the relevant parties in the salvage value chain,

including shipowners, insurers, P&I clubs and salvage professionals, the conference will provide invaluable insights on how best to survive current market conditions, and adapt to the demands of the future. Comprising presentations, open panel discussions and detailed practical case studies, the conference sessions will examine topics including strategies for casualty response, new equipment for assisting salvage operations, updates on places of refuge, and best practice for cross jurisdictional salvage operations. Speakers for Salvage & Wreck Asia 2017 include representatives from the International Salvage Union, The Nippon Salvage Co Ltd, Resolve Salvage & Fire and T&T Salvage Asia. Among the confirmed speakers are: • Bas Wiebe, General Manager at Resolve Salvage & Fire; • Alex Pinto, Director of Richard Hoggs Lindley / Charles Taylor Adjusting (Marine); • John Witte, President of the International Salvage Union; • Jiro Okubo, Deputy General Manager & Salvage Master at The Nippon Salvage Co Ltd; • Tony Goldsmith, Partner & Master Marine at Hill Dickinson; • Harry Hirst, Partner and Master Mariner at Ince & Co; • Jim Allsworth, Head of Admiralty at CSolutions; • Edward Ion, Asia Director at Navigate Response. Join us at Salvage & Wreck Asia this year to hear from the experts and share your own perspective. Find out more HERE *(Press Release)*

WRECK THAT 'COULD CONTAIN £100M WORTH OF NAZI GOLD' FOUND BY BRITISH SHIP

A British ship has discovered what could be missing Nazi gold, lost in the opening days of the Second World War. The crew uncovered a chest inside a German shipwreck, off Iceland, earlier this month. SS **Minden** was discovered by Brits, but who owns the chest could be part of a legal spat. It could be worth £100m to booty hunters and was discovered by Advanced Marine Services (AMS), according to the Sun. Yet they are now having to apply to Iceland's government for permission to open the chest. The group believe it could contain gold from South America on it's way to Germany that sunk in the opening days of the war. The island in the Atlantic will decide who can open the chest, after it was found 120 miles away in the ocean. AMS fell foul of Iceland's rules when the crew of **Seabed Constructor** were hauled back to the island for not having the right

licence. The authorities were told 'vague and different explanations' by crew leading them to be taken back to Reykjavik, according to Iceland Monitor. Nazi officials had instructed **Minden's** crew to deliberately 'scuttle' when British authorities spotted them. The bank Dresdner used officials from Banco Germanico in Brazil to load the ship up. However it has laid untouched for 60 years. *(Source: Metro; Photo: sistership of the SS Minden the SS Porta)*

TUG DISAPPEARED IN KARIMATA STRAIT, INDONESIA

Tug **Mega Sukses III** on July 20 reported missing, contact lost since July 14, last known position in 02 21S 109 11E, Karimata Strait. Tug was en route from Pontianak, Indonesia, western Kalimantan, to Jakarta. On a photo tug **Mega Sukses I** of the same owner, with roughly the same characteristics. Tug **Mega Sukses III**, IMO 9590541, dwt 286, built 2010, flag Indonesia, manager Rimba Megah Armada. (Source: Maritime Bulletin) Update: *SAR team continues search for missing tugboat in Karimata Strait* The Search and Rescue (SAR) team of Pontianak District, West Kalimantan Province, on Monday, continued its search for the **Mega Sukses VII** *(III or VII???)* tugboat that went missing since July 14 in Karimata Strait. Karimata Strait is a wide strait separating Indonesias islands of Sumatra and Kalimantan. "After receiving report of the disappearance of the **Mega Sukses VII** tugboat, which had set sail from the Dwikora Port of Pontianak and was heading to the Tanjung Priok Port of Jakarta, we deployed a rescue boat RB 214," Spokesperson of the SAR Team Untung Supriadi noted here on Monday. However, before the tugboat lost contact, Karimata Strait was its last known position. The **Mega Sukses VII** tugboat was carrying eight crew members: Syamsu Marling, Anton Adnan, Damianus Tosuli, Efran Kuranden, Indra Gunawan, Mus Muliadi, Ciang Adnan, and Robyansyah. The rescuers have broadened their search location to four main areas covering 225 nautical square miles, but the tugboat has yet to be found. Another rescue boat RB 201 of the SAR office of Pangkal Pinang has been deployed to assist in the search operation. *(Source: Antara News)*

BULK CARRIER SAMATAN GROUNDING, HAINAN CHINA

Panamax **Samatan** loaded with coal ran aground in the afternoon July 22 while approaching coal pier or terminal of the Huaneng Dongfang Power Plant, Hainan Island western coast. Vessel was refloated at night July 23 with the help of several tugs, and berthed at Power Plant Pier. No damages were reported so far, but bulk carrier is to undergo hull survey. As of morning July 24, vessel was berthed at Huaneng Dongfang Power Plant. Bulk carrier **Samatan**, IMO 9236171, dwt 74823, built 2001, flag Malta, manager TMS Bulkers Ltd, Greece. *(Source: Maritime Bulletin; Photo: Hi News)*

EIGHT INJURED IN FIRE ABOARD RIVER CRUISE SHIP

On July 24, 2017, a fire broke out aboard the "**A-Rosa Riva**" on the Danube near Schönbühel, Melk municipality. The ship was enroute from Linz to Budapest. The fire spread so fast that attempts to extinguish it by the crew failed. After the ship was anchored and a distress call radioed, a B4 alert was issued, and 17 fire brigades, boats the Austrain army, the water rescue, the Red Cross, the river police and the ÖAMTC-Flight Rescue attended. The 150 passengers and 39 crew members were evacuated by another river cruise ship. Eight persons were taken to hospital due to smoke gas inhalatian, two of them with the helicopters Christophorus 15 which took one victim to Amstetten, and the "Christophorus 2" which took another to Krems with fire injuries. Among the injured were the crew members who initially had tried to fight the fire in the sauna. All other evacuees were taken to Dürnstein aboard the second river cruise ship, arriving there at 3.30 p.m. They were accomodated at the local station of the fire rescue. A crisis intervention team of the Red Cross was ready. The fire rescue meanwhile worked to put out the fire which caused severe damage. The ship was taken to the port of Melk in the evening. *(Source: Vesseltracker)*

GROUNDING OFF SKIVE

The "**Rebecca Rousing**" ran aground while entering Skive on July 22, 2017, around 5 p.m. 200 meters off the port. The ship turned too late and got stuck in the mud. There was a very low water level at that time with a water depth of four meters remaining with a ships's draught of 3,6 meters. After refloating attempts by the port tug "**Krabbe**" failed, owner Carsten Rousing on July 23 at 8.30 a.m. called the tug "**Nadir**" (IMO: 7401277) from Thyborøn, which arrived in port on July 23 at 3 p.m. and managed to pull the freighter off within half an hour. There was no apparent damage due to the soft bottom at the grounding site, and the ship docked in port. The "**Rebecca Rousing**" had come from Stenungsund with 1,500 tonnes of shears. *(Source: Vesseltracker; Photo: Skive Folkeblad)*

OCIMF AND RECAAP STEP UP COUNTERPIRACY COOPERATION

In a move aimed at boosting the fight against piracy and armed robbery against ships in Asia, the ReCAAP Information Sharing Center has signed an MOU with OCIMF. ReCAAP is the acronym of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia, a regional government-to-government agreement to promote and enhance cooperation in this area. OCIMF is the Oil Companies International Marine Forum, which represents the interests of oil company owned tanker tonnage. Under the agreement, both parties will share information, best practices and expertise. The signing of the MOU builds on an existing collaborative relationship between ReCAAP Information Sharing Center and OCIMF. In late 2015, the two, along with other interested parties, formed a working group to develop a comprehensive guide for shipowners and seafarers operating in Asian waters. This led to the publication earlier this year of The Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia. "Over the past few years, the incidences of piracy and armed robbery against ships in Asia have gradually declined. Continued vigilance and engagement with stakeholders are essential in safeguarding the interests of ships and seafarers operating in Asia. ReCAAP Information Sharing Centre's deepening partnership with

OCIMF represents our commitment to work with industry to support the safety and security of ship owners and mariners," said Masafumi Kuroki, Executive Director of ReCAAP Information Sharing Center. "OCIMF is an international organization focused on safety, security and environmental issues affecting the oil shipping industry. We have common values with the ReCAAP Information Sharing Centre to keep seafarers safe and the maritime highways secure. In today's uncertain world, industry must work collaboratively and support governments in protecting our vital interests ensuring global trade can be safely conducted. This memorandum of understanding acknowledges the importance of that relationship," said OCIMF's Director, Andrew Cassels. Download the Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia HERE

OFFSHORE NEWS

TOPAZ TIAMAT TESTS THE WATERS OF NORWAY

Topaz Energy and Marine has shared the photos of its latest newbuild, the **Topaz Tiamat**, undergoing sea trials in Norway. The UAE-based owner of offshore support vessels ordered the **Topaz Tiamat** from Vard Brattvag in Norway back in September 2015. **Topaz Tiamat** was ordered together with its sister vessel **Topaz Tangaroa** for $115 million. The vessels are of VARD 3 08 design meant for light subsea construction with intervention duties. According to available info, the **Topaz Tiamat** and **Topaz Tangaroa** are scheduled for delivery in 3Q 2017 and 4Q 2017, respectively. These DP2 class vessels, when completed, will have 120-tonne active heave compensated offshore cranes with the capability of reaching working depths of 3,000 meters. Subsea equipment can be lowered down onto the seabed through a moonpool or over the shipside. Also, both vessels will have two Remote Operated Vehicles (ROVs), which will be deployed via Launch and Recovery Systems (LARS) in the side and accommodate up to 82 persons in high standard cabins. *(Source: Offshore Energy Today)*

HELIX CUTS Q2 LOSS

Offshore services player Helix Energy Solutions has narrowed its loss in the second quarter of 2017 backed by increased activity of its well intervention business. On revenue increase of approximately 40 percent year-over-year, the Houston-based well intervention and robotics specialist narrowed its net loss to $6.4 million, or 4 cents per diluted share, against $10.7 million loss, or $10 cents per diluted share in the year-ago quarter. Sequentially, Helix revenues also increased some 43 percent. In the first quarter of 2017 the company recorded loss of 11 cents per diluted share. Q2 2017 revenues were about $150 million, up from $107 million in Q2 2016, and from $104 million in Q1 2017. For the the six months ended June 30, 2017, the company recorded net loss of 16 cents per diluted share, versus net loss of 36 cents per diluted share for the first half of 2016. “Our second quarter results benefited from a strong quarter for our well intervention business in the North Sea and the Gulf of Mexico. Specifically, we are encouraged by the rebound this year in the North Sea well intervention market.” said Owen Kratz, president and CEO of Helix. Robotics business revenues decreased 13 percent while Helix’s well intervention division generated 88 percent more revenues year-over-year. Sequentially, robotics business generated 50 percent more revenues, and well intervention division some 52 percent. *(Source: Subsea World News)*

VOS START W2W VESSEL DEPARTS DAMEN SHIPREPAIR ORANJEWERF FOLLOWING MAJOR UPGRADE

Damen Shiprepair Oranjewerf (Oranjewerf) has bid farewell to VOS Start, Vroon BV’s first DP2, subsea-support, walk-to-work (W2W) vessel. The 80m VOS Start arrived at Oranjewerf on 1 June from her build yard in China for the installation of a motion-compensated gangway system - the first of its kind - by Barge Master and Bosch Rexroth, the extended installation of a Kongsberg reference system (including a ‘windfarm module’), and an active heave-compensated crane from

SMST. In the eight weeks that she was in the yard, the vessel also underwent a wide range of other upgrades and preparations for her first charter. The VOS Start is the fourth in a series of new vessels for Vroon that they have brought to Oranjewerf for finishing off following their initial build in China. However, this is the first time that Damen Shiprepair Oranjewerf and Vroon have worked together on a W2W vessel and, with Barge Master and SMST both Dutch companies, it was logical to do the final installations in the Netherlands with all the necessary expertise and support close by. Other local specialist suppliers also contributed to what has been, owing to the W2W element, the most complex upgrade yet for a VOS subsea support vessel at Oranjewerf. These specialists included Niron Staal Amsterdam, another member of the Damen Shipyards Group, which fabricated two boat landing ladders which were then installed by Oranjewerf. Other equipment installed include a Lightweight Taut Wire, Radius and a Hipap position reference system, all manufactured by Kongsberg. The mountings necessary for up to eight temporary living units, supplied by H2M, were also fitted, along with many other modifications. "As always, completing the works within the time allowed was a challenge," says Jeen van der Werf, Commercial Manager at Damen Shiprepair Oranjewerf. "Detailed planning prior to the vessel's arrival ensured that no time was wasted and everyone worked efficiently and effectively. Double shifts were worked when needed and on occasions activity continued around the clock to ensure that progress remained on schedule. Oranjewerf is particularly well-suited for this project, due not just to the capabilities of its workforce, but also to the extensive craneage on its berths and space on the quays for the largest mobile cranes." The VOS Start was also placed in Oranjewerf's 135m floating dock for a period to allow the installation of the boat landings. A key element in the success of this project was the excellent cooperation between Damen Shiprepair Oranjewerf and Vroon Group BV / Vroon Offshore Services, represented on-site by senior newbuilding superintendent Foppe Molenaar. "We returned to Damen Shiprepair Oranjewerf based on the good experience that we have had over the years with them," he commented. "We bring our uncompleted vessels here as the yard has proven its ability to undertake complex work quickly and handle all the last-minute surprises that are typical of these projects. Damen Shiprepair Oranjewerf is also very open to working with external suppliers; at times we had a lot of people working in a small area, but it all went smoothly with no problems. "With the VOS Start a lot of extra work was added during the project," he continued, "and as this is a new ship type for the Vroon fleet its progress received a good deal of attention from across the Group and from maritime renewable market representatives and potential charterers. So we needed a yard that we could depend on, and in addition to this we had a charter deadline to meet, so speed was essential. For us, working with Oranjewerf feels like being part of a single, integrated team and the end result has been most satisfactory." VOS Start's first project will be a charter to MHI Vestas Offshore Wind for the construction of the Walney Extension Offshore Wind Farm in the Irish Sea. There she will provide logistics support, accommodation and W2W capability. *(Press Release)*

COSCO DELIVERS ANOTHER PLATFORM SUPPLIER TO VROON

Chinese shipbuilder Cosco has delivered a newbuild platform supply vessel to Dutch shipping company Vroon. The Chinese company said on Tuesday that the documents for the delivery of the platform supply vessel **VOS Patience** were signed on July 18. **VOS Patience**, a PX121-type platform supply vessel, is the fifth of six such vessels being built at the Cosco Shipyard for the Dutch company, all featuring the Ulstein-patented X-BOW design. The PSV complies with ABS class requirements for dynamic-positioning system Class II (DPS-2) and reduced noise and vibration to satisfy a Comfort-Class notation. With a length of 83.4 meters and a beam of 18 meters, the vessel provides 850 m2 of deck space and a load capacity of 4,200 tonnes (dwt). The four already delivered vessels include **VOS Pace**, **VOS Paradise**, **VOS Partner**, **VOS Passion**. With the delivery of **VOS Patience**, this leaves one last vessel for delivery and that is the **VOS Patriot**. Ulstein delivered ship design, power & control equipment and on-site follow-up services for all six vessels. *(Source: Offshore Energy Today)*

THE BIG SHORT

There's been a wave of short term fixtures in the North Sea offshore vessel market, but is it only a band aid which, once ripped off, will reveal a problem still very much untreated? Cautious optimism is where we are at right now. But this sentiment has influenced the duration of new term fixtures we have seen so far this year, and there's been enough of them to necessitate vessels coming out of layup – both to fulfill requirements and speculatively to reactivate a vessel due to general market improvement. But many of these term fixtures are only a matter of weeks or a few months. What are we headed for when they are released from contract? The start of the year is usually the busy

period operators to review and renew its vessel requirements from the term market. This year was no exception and happily saw a big improvement of 2016 s numbers. At least 81 new term fixtures have been concluded in the North Sea so far in 2017. compared to less than half of that in 2016* of the term fixtures concluded so far this year two thirds of them are for six months or less, many typically supporting drilling programmes of a well or two. A handful of operators bucked the trend and by doing so secured tonnage for longer periods. This can be interpreted as these specific operators having a belief in the market that securing vessels on term is a safer bet than relying on the spot market going forward – does it mean they believe the market will tighten and spot tonnage prices will inflate? It's certainly one interpretation. The main names on this list are Statoil and ConocoPhillips Norway, two companies that so far this year have secured no fewer than 11 vessels on term charter for periods of three, four and five years plus options. The remainder of the fixtures are far shorter in duration and are in respect of a broader spectrum of operators on both the Norwegian and UK sides. Some of these new fixtures have allowed owners to take vessels out of layup in order to fulfill the contract. Ugland Offshore's **Evita** was taken out of layup after it secured a three month plus options charter with AkerBP which should keep it busy at least into the autumn if not further. For others the perception of recovery has encouraged some owners to take tonnage out of layup. It's an understandable move for an owner that has had no income from a vessel for a period of months if not years. Moreover, if the class survey is approaching, there's a strong argument that the vessel should be reactivated and out trading before the crunch decision of putting it through its class surveys hits the table. As our layup analysis shows, this will be an issue for several of the vessels currently in layup over the next 12 months. **Dina Scout** came back to the spot market earlier this summer after nearly two years in layup. **Havila Borg** was also taken out of layup earlier this year but has subsequently secured a short term charter with Peterson in the Dutch sector, firm until August. The big question is, although drilling and offshore activity in general is picking up (and as a consequence the level of term fixing), caution and reluctance to commit for anything longer than a few months could be just delaying the problem. If the market quietens down again at the tail end of the year – are we in for another heavy winter? *Westshore classes anything over 30 days as a term fixture. If the vessel starts work on a spot charier and is extended beyond 30 days, this is still classed as a spot fixture. Offshore Energy Today has shared the article above with permission from the author. You can read the original post at Westshore. The views and opinions expressed in this article are those of the author and do not necessarily reflect the official policy or position of Offshore Energy Today. *(Source: Offshore Energy Today By Inger Louise Molver, Senior Offshore Analyst at Westshore Shipbrokers)*

INCREASED ACTIVITY LIFTS MCDERMOTT'S REVENUES

Houston-based engineering, procurement, construction and installation company McDermott posted

higher quarterly profit and revenues boosted by increased activity. The company in a report on Tuesday posted a net income of $36.4 million for the second quarter of 2017 as opposed to $20.7 million profit for the prior-year second quarter. Further according to the report, the company's revenues for the quarter were $788.7 million, an increase of $82.1 million compared to revenues of $706.6 million for the prior-year second quarter. According to McDermott, the key projects driving revenue for the second quarter of 2017 were the Saudi Aramco LTA II, ONGC Vashishta and Saudi Aramco Marjan power system replacement projects. The increase from the prior-year second quarter was primarily due to increased fabrication and marine activity across the portfolio of projects. As of June 30, 2017, the company's backlog was $3.3 billion where approximately 85% is related to offshore operations and approximately 15% to subsea operations. This compares to $3.9 billion backlog at March 31, 2017. Order intake in the second quarter of 2017 totaled $188 million. *(Source: Offshore Energy Today)*

COMMANDANT: COAST GUARD NEEDS ANNUAL $2 BILLION FOR SHIPBUILDING

The Coast Guard needs at least $2 billion a year for acquisition and a 5% annualized increase in operations and maintenance to get ahead of its backlogs, Commandant Adm. Paul Zukunft told members of Congress Tuesday. "We're delivering ships on time and on budget," Zukunft told members of the House Subcommittee on Coast Guard and Maritime Transportation. But with a "40% gap in our five-year capital investment plan" the service is in a difficult position, he said. Subcommittee members said they are frustrated with limited information from the Coast Guard, despite a

Congressional directive to come up with a long-range infrastructure plan. "It's been a year and a half and we have yet to receive a long-term plan," complained chairman Rep. Duncan Hunter, R-Calif. There is simmering suspicion too that the White House Office of Management and Budget is constraining Coast Guard budget requests, after an early OMB move to cut the budget by 13% was routed in March with bipartisan pushback on Capitol Hill. "I know there's a lot of pressure from the trolls in OMB and others in the White House," said Rep. Peter DeFazio, D-Ore. "But we can't advocate for you without information." Limited planning documents submitted to the subcommittee by Coast Guard officials did not add up to the $2 billion Zukunft spoke of, DeFazio noted. "What that reflects is fiscal guidance," said Zukunft. "Numbers that are dictated to you," DeFazio replied. Hunter referred to chart comparing Coast Guard acquisition requests to what Congress has been willing to authorize and appropriate from 2013 to 2017 –considerably more than what was sought by the Obama administration as well. Zukunft explained the Coast Guard's unique budget position, as a military service that has only 4% of its money coming from the Department of Defense. The rest is "non-defense discretionary spending," meaning the Coast Guard has to fight for its share amid the myriad demands competing in Congress. With an annual budget less than $11 billion, "the Coast Guard will never bail out the nation's debt" with cuts, said Zukunft, after likening the recent fiscal years to "being in the basement and handed a shovel." But he credited his boss, Homeland Security Secretary John Kelly, with achieving a "pass-back" of the potential 13% cut from OMB when Kelly "went to the highest places" in the White House. "Do you think your fiscal guidance will change?" asked Hunter. "I do, Mr. Chairman," Zukunft replied. Subcommittee members have tried in the House Armed Services Committee to get $1 billion inserted into defense appropriations to speed the Coast Guard's program for a first new heavy icebreaker by 2023, said John Garamendi, D-Calif. That has been unsuccessful, and icebreaker advocates have trouble convincing colleagues the U.S. has serious military and national sovereignty issues in the warming Arctic, said Garamendi. Two icebreakers could be built for about the price of three littoral combat ships, he added. Sovereignty over the Arctic seabed, with its potential mineral and oil reserves, could be seriously challenged, said Zukunft. China is building icebreakers and could establish an interest in the high north, while Russia is extending its claim to the extended continental shelf nearly to the North Pole, he said. Besides new icebreakers, that buildup includes two icebreaking corvettes with cruise missile capability, and "they're militarizing search and rescue stations," said Zukunft. *(Source: Workboat.com)*

BRIGGS MARINE IN CABLE SURVEY FOR SHEPD

Briggs Marine Contractors will be undertaking subsea power inspections on behalf Scottish Hydro Electric Power Distribution (SHEPD). The survey, using an ROV launched from the DP2 vessel **Glomar Wave**, will cover Pentland Firth, mainland Orkney to Graemsay, mainland Orkney to Hoy and Flotta to Hoy. The inspection operations will start during an appropriate weather window following August 02, 2017 and

will continue over a planned minimum period of 10 days, weather permitting. Inspection will be concentrated across 7 cables. Corridors will be approximately 1km wide based on the centreline defined by the following coordinates. The ROV will be fitted with video camera, multibeam echo sounder and sub bottom imager and will be launched over the side of the vessel. During operations, **Glomar Wave** will be restricted in the ability to manoeuvre. It is requested that all vessels operating within this area maintain a safe distance of 500m and pass at minimum speed to avoid vessel wash effects. *(Source: Subsea World News)*

SHARJAH MOON SAILORS LATEST OF OVER 50 INDIAN SAILORS TO RETURN HOME FROM UAE

The stranded Indian crew members of MV **Sharjah Moon** have finally returned home, India's Consulate General in Dubai informed. " With our persistent efforts, 5 Indian sailors of Sharjah Moon stuck for many months returning home tonight. We had intervened earlier to send back captain of the ship Jaiprakash-Uttarakhand on July 1," the consulate said on July 22. The sailors had been abandoned by the shipowner, who was refusing to cooperate on the matter, according to the consulate, and had not been paid their salaries for over six months. The repatriation was aided by efforts of the UEA's Federal Transport Authority and CG Panama, in addition to the consulate's team. The five Indian men are among almost a hundred of Indian seafarers left stranded in the UAE waters. As confirmed by the consulate, 53 of the 97 Indian sailors left in UAE waters aboard 22 ships have been repatriated as of July this year. The UAE-flagged well stimulation/production testing vessel was built in 1976. Its latest AIS data show it is anchored in Sharjah anchorage. According to VesselsValue data, the ship is owned by Alco Shipping from UAE. *(Source: World Maritime News)*

WINDFARM NEWS - RENEWABLES

FIRST MONOPILES IN AT RENTEL OFFSHORE WIND FARM

The first monopiles have been installed at the Rentel offshore wind farm, according to DEME Group, whose daughter company GeoSea is carrying out the works with its installation vessel

Innovation. Rentel, the fifth offshore wind farm to be constructed within the Belgian North Sea, will comprise 42 Siemens D7 type wind turbines, each with an individual installed capacity of 7.35MW. The project is being developed by Rentel NV, a consortium of eight Belgian shareholders, including Otary Offshore Energy, DEME Group and Elicio NV. DEME, with its subsidiaries GeoSea and Tideway, is the EPCI contractor for the wind farm and has awarded Sif and Smulders to manufacture the wind turbine foundations. STX France will deliver the offshore substation, Prysmian is in charge of supplying the inter-array cables, while ABB will provide the export cable system. The project is being constructed from the Port of Ostend, where the operational management of the wind farm will also be based. The Rentel offshore wind farm is scheduled to become fully operational by the end of 2018. *(Source: Offshore Wind)*

FIRST PROJECT FOR NEWLY FOUNDED COMPANY RHENUS OFFSHORE LOGISTICS NETHERLANDS

Rhenus Offshore Logistics B.V., the Dutch company that was founded in March 2017, took over the overall logistics concept for personnel and materials for a corrosion protection campaign at the two platforms known as "Buitengaats" and "ZeeEnergie" at the Gemini wind park. Rhenus Offshore Logistics Netherlands, a co-subsidiary of the German Rhenus Offshore Logistics, worked very closely with Vroon Offshore Services during this project. The "**Vos Prime**", a multi-functional platform supply vessel that was equipped with a special Ampelmann gangway and was therefore suitable for the crossover manoeuvres, was used at the Gemini wind park during the project. The vessel operated by Vroon Offshore Services provided work and residential space for the project team consisting of 40 people as well as 20 crew members. This eliminated the need to transport the employees from the base port of Eemshaven and back every day. 934 trips were completed overall

between the vessel and the substations. Other supply and transport vessels were also deployed. Rhenus regularly used a crew transport vessel to travel between the base port and the platform supply ship when there was a change of shift. Rhenus and Vroon provided supplies of fairly large amounts of food, drinks, tools and the rubbish disposal services using the "**Vos Prelude**" platform supply vessel based in Emden; it regularly travelled to other destinations as well as the Gemini project. Vroon and Rhenus have been significantly increasing their cooperation since May last year; they share a common desire to support the offshore wind industry. "The first project went very well. While Rhenus handled the central management of the project, Vroon was a reliable and committed partner at our side," says Jannik Hartfil, Business Development Manager at Rhenus Offshore Logistics Niederlande, who supervised the project on the spot. "We're delighted by the successful course of the first project that was handled by our new Dutch branch. Thanks to our business sites in Great Britain, the Netherlands and Germany (at Bremen, Cuxhaven and Sassnitz/Mukran), we can provide supplies to the complete offshore sector in the North Sea and the Baltic Sea," says Thore Schreiber, Head of Business Development & Sales at Rhenus Offshore Logistics. *(Press Release)*

FIRST HYWIND TURBINE ARRIVES IN SCOTTISH WATERS

The first floating wind turbine for the Hywind Scotland project has arrived off Aberdeenshire, after setting sail from the project's assembly base in Stord, Norway, last week. According to AIS data of vessels towing the turbine – mounted on its SPAR floating foundation – the first of five Siemens 6MW turbines is now near Buchan Deep. The remaining four are scheduled to be towed to Scotland by the end of July. In June, all five wind turbines were placed onto their respective SPAR floating foundations and moored in the fjord off Leirvik, where they have been undergoing final tests before being towed one by one to the installation site and installed in water depths of between 90 and 120 metres. The floating wind turbines have a total height of 258 meters, with 178 metres of the structures floating above water, and the remaining 80 metres submerged underwater. The five floating foundations have been built by the Spanish consortium between Navantia and Windar. The wind farm, owned by Statoil (75%)

and Masdar (25%), is expected to be commissioned later this year. Watch the video of the first turbine being towed from Norway HERE *(Source: Offshore Wind)*

INNOVATION RETURNS FOR SECOND BATCH OF RENTEL FOUNDATIONS

After installing the first four monopiles and transition pieces at the Rentel offshore wind farm site in Belgium, GeoSea's wind farm installation vessel **Innovation** is returning to the Port of Rotterdam to load further three monopiles and TPs today, 25 July. The vessel will pick up the foundations at the Maasvlakte 2 site, where Sif Group – the company in charge of producing the foundations together with its partner Smulders – has set up a production, storage and load-out terminal. In January of this year, Innovation loaded first foundations at Sif's site, which were installed at the Galloper offshore wind farm in the UK. For Balgian Rentel offshore wind farm, all 42 monopiles are being produced by Sif, while the transition pieces are delivered by Sif in joint venture with Smulders, whereby Sif produces the primary steel and Smulders is responsible for the outfitting of the transition pieces. DEME, with its subsidiaries GeoSea and Tideway, is the EPCI contractor for the wind farm. The project, scheduled to become fully operational by the end of 2018, is being developed by Rentel NV, a consortium of eight Belgian shareholders, including Otary Offshore Energy, DEME Group and Elicio NV. *(Source: Offshore Wind)*

WORK BOAT SUCCESSFULLY UNDERGOES SEATRIALS

Blyth Workcats new multirole 17m work boat has now successfully completed its initial seatrials. The '**highbridge**' vessel has been designed for both crew transfer complete with a wind turbine docking unit, and also hydrographic survey with an internal multibeam deployment carriage and an A frame on the transom. The helm position above the

passenger space means that the skipper has unparallelled all round vision and more importantly a perfect view of any personnel embarking or disembarking the vessel from the windfarm turbines. The main survey desk has also been installed in the raised helm position to ensure the ease of communication between the surveyors and the skipper. With the MAN 750hp engines the vessel can cruise at 18kts whilst only burning 72L/Hr/Engine meaning this is a really economical multirole work boat. *(Press Release)*

DREDGING NEWS

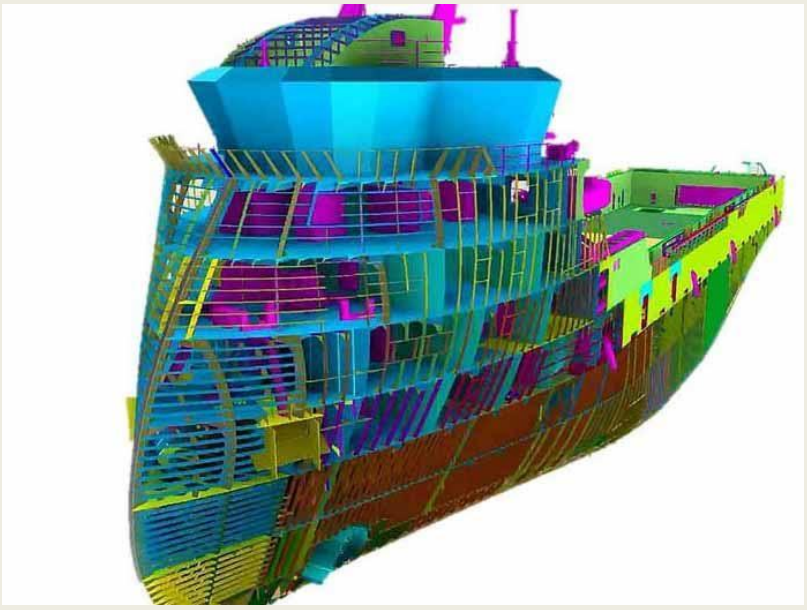
VAN DEN HERIK SLIEDRECHT CHRISTENS CRANE VESSEL PRINS 6

Van den Herik Sliedrecht, a Dutch company involved in hydraulic and marine engineering industry, last week christened its newbuild crane vessel '**Prins 6**' during a ceremony in its own harbor in Sliedrecht. Hanneke Nobel, the wife of the president of the foundation that manages the Van den Herik shares, performed the ceremony. The **Prins 6**, built by Scheepswerf Poppen, is a 65m long diesel electric crane vessel designed and built to minimize CO2 emissions. The vessel has a hopper and will be used for dredging and rock dumping, Van den Herik said in its announcement. The **Prins 6** has an electric PLM 1217E crane of PLM Cranes. The crane regenerates energy when lowering the load, which perfectly suits within the hybrid character of the vessel. *(Source: Dredging Today)*

YARD NEWS

EU BACKS PROJECT AIMED AT BUILDING FRP VESSELS OVER 50 M

A EUR11 million project backed with funding from the EU is aiming to enable the construction of ships over 50 m in length (including inland waterways vessels), using only composite materials



(FRP). Called Fibreship, the project will develop new guidelines for the design and production of FRP ships, new inspection methods, and software analysis tools. Specifically, this includes the design and application of performance indicators in the evaluation of the different solutions developed for three vessel categories: light merchant ships (containerships), passenger transport and leisure ships (ferries), and special service vessels (oceanographic ships). A complete guide on the corresponding design will be prepared for each of these three types of ships, in order to prepare guides and regulations for all types of ships. The different technologies generated in Fibreship will be tested and validated using advanced simulation techniques and experimental tests. The Project lead and coordinator, Raúl Salinas (TSI engineering SME) , sees the project as an innovative challenge that is technically feasible, as well as an opportunity for the European shipbuilding and fishing industry to gather data on large composite vessels.

ALUMINUM TOWBOAT AND BARGE SET FOR DELIVERY IN AUGUST

Cedarville, Mich.-based Breezeswept and Kozma Welding are building a new 64’x26′ aluminum barge for installing boat docks, building boathouses, island transportation along the Straits of Mackinaw between the upper and lower peninsula of Michigan and more. The barge is being built with #5086 aluminum alloy, 3/8″ bottoms and sides, ½” deck sheeting, and heavy #6061 structural framing. Dry hull weight will be 32 tons, with an estimated 8″ to 10″ draft (without payload). An internal radio controlled Yanmar Tier 3 diesel power pack will operate hydraulic winches on drop spuds and the 20′ bow ramp. Designed payload is 150 tons. Primary use is for dock building and island transports within the Les Cheneaux Islands. The new barge will have a 36’x22′ cargo deck, compressed air system for impact tools and a water system. Capacities include 400 gals. of fuel and 100-ton dredge spoils limit. There is also a Komatsu PC120 excavator with 35′ reach. Breezeswept bought a new 25’10″x12’3″ Stanley Boats aluminum pushboat, the Vamuse, constructed of welded ¼” aluminum, with double wear plates as needed and a 30” draft to power the new barge. The pushboat’s power comes from twin Volvo D4 diesel engines, producing 225 hp each. The Vamuse also features a raised cabin house and 9′ wide bow drop ramp. “Some ideas, like the recessed pushboat pocket, for our barge originated from your WorkBoat cover story of September 2015, of a larger barge,” said

Breezeswept's owner Bob Dunn. The pushboat and barge combination will be able to carry up to 12 crew/construction workers and run up to 30 mph. The unit will be ready to go to work in August 2017. *(Source: Workboat.com)*

SILVER SHIPS DELIVERS PATROL BOAT TO NEW YORK

Silver Ships Inc., Mobile, Ala., will commission a multimission patrol boat for New York's Long Island in Montauk Harbor tomorrow. The 38' boat is the latest addition in Silver Ships' expanding fireboat series. The boat is a multiagency, multimission vessel designed for emergency response and patrol within Montauk Harbor. The vessel was built through the collaborative efforts of the Montauk Fire Department, the East Hampton Town Police Department, East Hampton Town Marine Patrol, and the U.S. Department of Homeland Security. Because it is in operation across multiple government agencies, the boat also supports search and rescue missions, law enforcement and firefighting. The vessel's main mission will be focused on law enforcement and patrolling the waters of Montauk, East Hampton and the surrounding areas. It will also be used by the fire department as needed and can even serve in place of Coast Guard patrol vessels if the situation arises. "It is imperative that law enforcement, fire and other agencies work together to keep the public safe, which is our primary intent through the use of our new patrol boat," Ed Michels, chief harbormaster at East Hampton Town Police Department, said in a prepared statement. "This boat epitomizes interoperability and is a symbol of multi-agency cooperation. We are extremely pleased with how well this vessel operates specifically for our varied missions, and we're looking forward to officially dedicating it to the community in a public ceremony." The vessel includes enhanced features such as shock absorbing seats, upgraded side-sonar scan to support search and rescue, state and commercial band radios, the latest in radar and chart plotter technology and more. Additionally, the boat includes remote fire monitoring on the roof, which permits fires to be fought at a closer distance but with the added protection of controlling water flow from inside the cabin. The vessel is also equipped for and capable of transporting patients. It has a full walk-around cabin and easy access to the bow. Triple Yamaha 300-hp outboards enable the boat to reach speeds in excess of 43 miles per hour, which is key in emergency response. Silver Ships first built a similar vessel for the East Hampton Fire Department

more than 15 years ago, and the department recently returned to Silver Ships when it was time for an upgrade. "It's always exciting to have the chance to work with a longstanding client on a project to help them meet their updated mission-specific needs," Jason Powers, director of business development for Silver Ships, said the prepared release. "This was a unique vessel to build due to the many responsibilities it will have on the water — it showcases the latest in fire and patrol technology for watercraft without diminishing overall durability and quality. We're confident it will serve the fire and law departments and their community well for years to come." *(Source: Workboat.com)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

   - Svitzer secures fifteen-year contract with Excelerate Energy in Bangladesh
   - Ocean takes delivery of first Damen tug
   - 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

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

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