Tugs Towing & Offshore Newsletter

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

Distribution twice a week 10,600+

TUGS & TOWING NEWS

DE ZHOU FOR A BUNKER CALL IN WILLEMSTAD

Last week the 2007 built Liberia registered with call sign A8KE6 tug **De Zhou** (Imo 9350575) made a bunker call at Willemstad the Caribbean Island Curacao. The tug was built by Wuchang Shipyard – Wuhan; China under number A143L for Hua Ru Shipping (Liberia) Inc. - Hong Kong and managed by Shangai Salvage Bureau Towing Co. – Shangai. Later that year to Svitzer Ocean Towage - Hoofddorp-Rotterdam; Netherlands and managed by Global Towing Aliance (Svitzer-COESS). Now back to Hua Ru Shipping (Liberia) Inc. - Hong Kong and managed by Shangai Salvage Bureau Towing Co. – Shangai. She has a length of 89,96 mtrs a beam of 17.20 mtrs and a depth of 8.50 mtrs. She has a engine output of 15,600 bhp with a bollard pull of 185 tons. *(Photo: Kees Bustraan)*

PRELUDE FLNG, THE BIGGEST OFFSHORE STRUCTURE EVER BUILT, ARRIVES IN AUSTRALIA

Shell's giant floating liquefied natural gas (FLNG) facility, the Prelude FLNG, has arrived at its new home at the Prelude field off the coast of Western Australia following a 3,600 mile tow from South Korea. The massive facility, at 600,000-tonnes, is the largest floating offshore structure ever built. The facility was constructed at the Samsung Heavy Shipyard in Geoje, South Korea, where it

departed in late June under tow by three tugs. Prelude is not only massive, but it also is the first deployment of Shell's FLNG technology, that will see the 488-meter-long facility extracting and liquefying gas at sea so that it can be exported to customers around the globe. Now on site approximately 475km north-north east of Broome in Western Australia, the Prelude FLNG will be moored to the seabed for a period of 20 to 25 years and, at its peak, will produce approximately 3.6 million tonnes of liquefied natural gas as well as liquefied petroleum gas (LPG) and condensate, a light oil, each year. With tugs holding the facility in place, crews will now work to connect 16 pre-positioned mooring chains to Prelude's 93-meter high turret, permanently securing the facility in about 250 meters of water. The turret allows Prelude to pivot with the prevailing current and wind, giving it the ability to weathervane and ride out even the strongest cyclones without having to disconnect the pipelines that feed gas into the facility from the Prelude field. Hook-up and commissioning phase is expected to take between 9-12 months. *First FLNG Facility in Australia* The Prelude FLNG is not only the largest but also the first floating liquefaction facility deployed in Australian waters. Shell Australia Chairman Zoe Yujnovich described its arrival as a new era for the Australian LNG export industry. "Prelude's arrival is a clear demonstration of Shell's long standing commitment to investment and development in Australia – delivering significant economic benefits to the nation." Yujnovich added Shell had awarded a majority of Prelude contracts to Australian contractors, including the contract awarded to Australian engineering company Monadelphous for maintenance and modification services valued at $200 million. "Prelude is an Australian project and Shell has recognised how important it is to build strong partnerships with Australian industry," she said. The Prelude project will employ 260 local workers on board the facility during operations and create over a 1500 jobs during the hook-up and commissioning phase of the project. Shell has said it expects to start production during 2018. *(Source: gCaptain)*

US-BUILT LIQUEFIED GAS BARGE DELIVERED

Harvest, an ABS-classed articulated tug barge (ATB) purpose-built to transport liquefied anhydrous ammonia, has been delivered to a subsidiary of Savage Companies by U.S. shipbuilder Vigor. Harvest is the first complex liquefied ammonia transport barge built in the U.S. since 1982. "The delivery of this ATB represents a landmark achievement for all of the project stakeholders as well as the U.S. shipbuilding industry," said ABS Americas Division President Jamie Smith. "The first-of-its-kind in over three decades, the Harvest will help reshape the U.S. fleet and support safer trading in U.S. waters." The connecting tug, **Abundance**, was constructed and delivered by Washington-based Nichols Brothers Boat Builders and is also classed by ABS. The vessel will support the Jones Act trade of Tampa Port Services, LLC, a subsidiary of The Mosaic Company, producer and marketer of concentrated phosphate and potash. The ATB will be operated by a subsidiary of Savage Companies, carrying up to 22,000 tons of anhydrous ammonia (NH3), a key ingredient in phosphate-based

fertilizer. "Working with the ABS Global Gas Solutions team and leveraging its experience in safety and innovation supported a successful delivery of the Harvest on an aggressive schedule," said Vigor Senior Vice President and Program Manager, Joe Corvelli. "This vessel, which incorporates the latest technologies, is an important part of Tampa Port Services' operations and will contribute to a more efficient and sustainable Jones Act fleet." *(Source: MarineLink)*

DURBAN PORT AFFECTED BY TUGBOAT TECHNICALITIES

The Port of Durban was yesterday experiencing technical problems with its tug fleet which was affecting incoming ship movements only, said a communique from the Harbour Master, Capt Alex Mia. The precise nature of the technical problem is not known to us nor has Transnet National Ports Authority chosen to reveal it. However, Capt Mia said the port was "working on it". As the port has a fairly large fleet of harbour tugs it seems inconceivable that the technical problem relates to mechanical problems alone incapacitating most of the fleet at once, which leaves us to 'thumbs-suck' a guess that

the port may have experienced a sudden shortage of available tug crew – engineers or tug masters – while possibly coinciding with some tugs with mechanical problems. Any further news or confirmation from readers will be appreciated. *(Source: Ports & Ships; Photo: Trevor Jones)*

FLUVIUS TAMAR TOWED INTO ROTTERDAM

The general cargo vessel **Fluvius Tamar** that sank in the North Sea 35 nautical miles Northeast off Ramsgate on the 14th January 2017 en route from the Eemshaven; Netherlands to Pasajes; Spain with 3,800 ton magnesium oxide and raised in the evening of 26 July, was entering the Dutch New Waterway last Thursday 27th July 2017. The **Fluvius Tamar** owned by Qual Marine Services – Delfzijl; Netherlands was towed by the tug **MTS Vigilant** assisted on the river by the tug **Buizerd**. Due to heavy seas and bad weather the **Fluvius Tamar** getting water ingress and lost seaworthiness. The crew abandoned the vessel, which sank several minutes later. All the crew were rescued in good health and without serious injuries. The wreck of the **Fluvius Tamar** will be towed to 's-Gravendeel; Netherlands for demolition. On the picture at the background is seen the Maeslant Barrier *(Photo: Jan Oosterboer)*

ARIHI IN DUNEDIN

Last month two mechanics from Veth, Papendrecht, Holland came out to Dunedin, New Zealand to work on tug "**Arihi**". Wout and Joël spent a total off 7 days altering the 2 Veth Z-drives, type VZ-900, (968 kW/1800 rpm) into a trolling / slipping capable function before returning home. Find here some pictures of the guys & tug hard at work, great to meet them. (Source: René van Baalen - Sunny Dunedin).

SEACONTRACTORS TUG ATLANTIS AT VALLETTA

The 2015 built Dutch registered with call sign PCHI tug **Atlantis** (Imo 9660932) was seen leaving Valletta, Malta bound to Bilbao, Spain on Friday 28th July,2017. The tug is owned by Global Ship Leasing 27 BV – Rotterdam and managed by Seacontractors BV – Middelburg; Netherlands. The tug is built at the Damen Song Cam Shipyard under yard number 511801. She has an Length o.a off 30,66 mtrs a beam of 10,50 mtrs and a depth of 4.60 mtrs. The MTU diesel engines develops a total output of 3,680 kW (5,000 hp) with a free sailing speed of 12.5 knots. She has a grt of 365 tons and a dwt of 109 tons and is classed Bureau Veritas. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

PELLA SHIPYARD LAUNCHES TUGBOAT RB-369 OF PROJECT 16609 BUILT FOR RF NAVY

Pella Shipyard has launched the tugboat **RB-369** of the project 16609 (Hull No 632). Upon completion of the trials the ship will be delivered to the state customer and join RF Navy's Northern Fleet. The tugboat is intended for towing and berthing operations in harbor and coastal areas which comply with R2 navigation area (not more than 100 miles from place of shelter), performing of escort operations at the speed of 10 knots, refloating of ships and vessels, firefighting

operations at floating and shore objects, oil and petroleum content products, cargo transportation, ice breaking, rescue and special purpose operations. Ship's general characteristics: LOA – 28.5 m, breadth overall – 9.5 m, draft – 4.3 m, operational speed – nearly 12 knots, RS class notation - KM Arc4 R2 Aut1 FF3 WS Tug. Deck equipment: bow electro-hydraulic anchor-towing-mooring winch Fluidmecanica providing 100 kN of bollard pull and 1383 kN of brake holding force; towing hook GMH-75 providing 481 kN of bollard pull with quick release device. In order to fulfill fire-fighting operations the tugboat is equipped with external firefighting system made by FFS (capacity is 800 m3/h, 2 water monitors, water curtains system). SC Pella Shipyard based in Russia's Leningrad region was founded in 1950. In 1992 Pella was privatized as Pella Holding Co. comprising the head office and several subsidiaries. The shipbuilding firm specializes in building tractor tugs with rated power of 1,000hp to 5,000hp, push boats, escort tugs, pilot boats and SAR boats for Russian customers and for foreign customers. *(Source: PortNews)*

ACTA MARINE'S DP MULTICATS OFFER TRENCH BACKFILLING EXPERTISE

A challenging aspect of shallow water pipe or cable laying projects is the need to backfill the trench after the product has been laid. Operators need an effective and accurate solution to meet this challenge. Furthermore, trench backfilling should ideally be performed in tandem with the hopper dredger that is dredging the trench. Acta Marine's DP Multicats have all the specs to handle trench backfilling projects. They have the Dynamic Positioning capabilities for precision tasks, and we can equip them with a backfill set and connect them to the leading hopper dredger. Our experience is proven as several of our Multicats have supported trench backfilling projects in waters of no more than 2 or 3 metres. "Trench backfilling operations require a very specialised set of skills," says Ruben de Vries, Project Manager Acta Marine. "Our experienced and capable crews have these skills, which, when combined with the performance and accuracy of our DP Multicats, can successfully execute projects in very shallow waters." (Press Release)

ACCIDENTS – SALVAGE NEWS

AFTER CAPSIZING BOAT CAPTAIN JUMPS INTO SEA TO SAVE CREW

A fishing boat captain jumped into cold, choppy waters to save two of his crew members after their vessel capsized off the Alaska coast. Coast Guard video of one of the rescues shows the captain in an orange life vest swimming to a man struggling to stay afloat and pulling him to an awaiting boat. The agency said the captain of the **Grayling** leapt into 47-degree water during Monday's ordeal near Raspberry Island, which is about 30 miles west of the Coast Guard station at Kodiak and about 255 miles southwest of Anchorage. A Coast Guard aircrew diverted from a training flight and saw the

rescue. Seeing the man jump into the water without hesitation was incredible, said Lt. Kevin Riley, a pilot. "It is a testament to how tough those fishermen are and how far they will go to help their fellow Alaskans," Riley said in a news release. Coast Guard Petty Officer Bill Colclough said Tuesday that the captain administered CPR to one of the crew members, who was evacuated for medical treatment. The man survived, he said. A fourth crew member was rescued by another boat. The capsized boat had a skiff, which is used as part of fishing operations. Colclough said the other man rescued by the captain was able to get aboard the skiff and assist the captain. The cause of the capsizing was not immediately known. There were 17 mph winds and 5-foot seas at the time. Names of the crew members were not released. Watch the video HERE *(Source: Seattle Times)*

COAST GUARD TOWS DISABLED FISHING VESSEL 35 MILES SOUTH OF HAITI TO DOMINICAN REPUBLIC

The Coast Guard is towing a 150-foot fishing vessel with 16 people aboard to the Las Calderas, Dominican Republic. Watchstanders with the Coast Guard 7th District Command Center received an emergency position indicating radio beacon Saturday from the Dominican Republic-flagged fishing vessel **Grace Zanzibar** approximately 35 miles south of Haiti. The watchstanders directed the launch of a Coast Guard HC-130 Hercules airplane crew, diverted the Coast Guard Cutter **Dauntless** crew to conduct a search and

issued an emergency group callout to other maritime vessels in the area. The airplane crew arrived on scene around 3 p.m. Saturday and established communications with the vessel who stated they were taking on water and disabled. The airplane crew dropped a dewatering pump, food and water to the fishing vessel. A Coast Guard Air Station Miami HC-144 Ocean Sentry airplane crew was diverted around midnight Sunday to assist the Grace Zanzibar crew by dropping another dewatering pump following a report that the flooding was beyond a single pump's capacity. Coast Guard crews were assisted in the search and response by three good Samaritan vessels, the motor vessels **Pegasus Highway**, **Oslo Bulk 8** and **Tampa Trader**. The **Dauntless** crew arrived on scene at approximately 10:15 a.m. Sunday and deployed a rescue and assistance crew to help the fishing vessel with flooding. The **Dauntless'** small boat crew was able to secure the source of the flooding and the cutter took the disabled fishing vessel in tow. The cutter crew was also assisted by the Dominican Republic Navy vessel **Canopus**. "This operation demonstrates the strong international partner nation ties that we've been able to foster over the past several years with our U.S. Coast Guard Western Hemisphere Strategy," said Cmdr. Tim Sommella, commanding officer, cutter **Dauntless**. "We worked closely with our interagency partners at the US Embassy, government of Haiti, and Dominican Republic Navy to ensure a safe and efficient rescue at sea." *(Source: USCG)*

ReCAAP Piracy and Armed Robbery against Ships in Asia, half-yearly report 2017

A total of 36 incidents of piracy and armed robbery against ships were reported during January-June 2017 in Asia, compared to a total of 46 incidents reported during January-June 2016, which means a decrease of 22%, according to ReCAAP's ISC latest half-yearly report. During January-June 2017, a total of 36 incidents of piracy and armed robbery against ships were reported in Asia (comprising 30 actual incidents and six attempted incidents). Of the 36 incidents, five were piracy incidents and 31 were incidents of armed robbery against ships. There were improvements at ports and anchorages in India, Indonesia and Vietnam. However, of concern was the occurrence of the incident involving the hijacking of ship for theft of oil cargo carried on board. Incident of similar modus operandi was last reported in October 2016. A total of seven incidents (comprising three actual incidents and four attempted incidents) were reported during January-April 2017, in the Sulu-Celebes Sea and waters off Eastern Sabah. Though no incident was reported in May 2017 and June 2017, there is no room for complacency. As of 30 June 17, 18 crew are still being held in captivity out of the 59 crew being abducted since March 2016. The overall situation of piracy and armed robbery against ships during January-June 2017 in Asia has improved compared to the same period in 2016, and this was due to the decrease in incidents at ports and anchorages in India, Indonesia and Vietnam; and abduction of crew in the Sulu-Celebes Sea. Of concern was the recurrence of an incident involving the hijacking of ship for theft of oil cargo carried on board in the South China Sea. The last known incident of similar nature occurred in October 2016. The ReCAAP ISC urges ships carrying oil cargo to exercise

vigilance and adopt precautionary measures taking reference from the 'Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia'. Although no incident of abduction of crew in Sulu-Celebes Sea was reported in May and June 2017, there is no room for complacency. The ReCAAP ISC reiterates its advisory to all ships to re-route from the area, where possible. Otherwise, we strongly urge the shipping industry to conduct voyage risk assessment, adopt piracy countermeasures to mitigate the risk, exercise enhanced vigilance, making immediate reports prior to entering the area, continue to maintain communication with the littoral States' enforcement agencies and report all incidents to the relevant authorities. For more details, click HERE to view the full report. *(Source: Maritime Cyprus)*

VOE JARL RESPONDED ON A MAYDAY CALL

In the morning of July 26, 2017, the "**Voe Jarl**" responded to the mayday call from a yacht which had lost power and was drifting off Ardnamurchan Point, the most westerly point of the British mainland. The yacht, a 12 metre converted fishing vessel with three people on board, had suffered a complete power failure making VHF communications with the Coastguard and other vessels difficult. The RNLI in Tobermory deployed the "**Elizabeth Fairlie Ramsey**" at 08.45 a.m. and made best speed in poor visibility to the last known location of the yacht. The crew of the support vessel managed to pass a tow to the yacht. On arriving at the scene, the lifeboat went alongside the yacht and the RNLI volunteers passed a handheld VHF radio to its crew to enable better radio communications. The "**Voe Jarl**" then dropped its towline to enable the lifeboat to pass a tow rope to the yacht. The lifeboat then towed the yacht to Tobermory Bay. *(Source: Vesseltracker; Photo: RNLI)*

OKSKAYA SHIPYARD LAUNCHES MULTI-PURPOSE DIVING CATAMARAN OF PROJECT SDS18, IGOR ILYIN

On 26 July 2017, Okskaya Shipyard (UCL Holding) launched the multi-purpose diving catamaran of

Project SDS18 built for Marine Rescue Service of Rosmorrechflot (Federal Marine and River Transport Agency) and named **Igor Ilyin**, the shipyard told IAA PortNews. Okskaya Shipyard is the first company in Russia to start building vessels of this type. The ship of Project SDS18 is intended for support of diving operations at depth of up to 60 meters and sea waves of up to 3 points; taking part in rescue and ship lifting operations; accommodation and operation of scientific and research facilities; examination of bottom, sunken ships, underwater parts of hulls and hydraulic engineering facilities; ensuring of small size ROV operation at sea waves of up to 3 points; performing of engineering surveys on the shelf. Key characteristics: LOA – about 46.20 m; BOA – 13.72 m; depth – 4.20 m; CWL draught – 2.0 m; draught at the summer load waterline – 2.5 m; speed – 11.5 knots; endurance - 25 days. Crew – 7, total number of accommodation places - 12. Personnel accommodation - 18. Class notation: KM Ice1 R1 AUT3-ICS OMBO DYNPOS-1 Catamaran Special purpose ship by Russian Maritime Register of Shipping. The vessel laid down on 1 December 2016 was built in compliance with the schedule. The vessel was designed by Marine Engineering Bureau with working design documentation developed by GCKB Rechflot. Okskaya Shipyard is a modern shipbuilding enterprise (member of VBTH, a division of UCL Holding). Okskaya Shipyard specializes in the construction of oil tankers and medium-tonnage mixed 'river-sea' class dry cargo vessels, containerships, special vessels and barges. UCL Holding is an international transport group, consolidating a number of Russian shipping, shipbuilding, rail, stevedoring and logistics companies. UCL Holding also includes North-West Shipping and Volga Shipping companies, VF Tanker, a portfolio of shipbuilding and logistic assets. *(Source: Portews)*

COAST GUARD RESCUES CREW FROM TUGBOAT AGROUND IN ZAMBOANGA CITY

The elements of Coast Guard Sub Station (CGSS) Sangali successfully rescued the two (2) crew of

Tugboat **Zambo Sun** which ran aground at the vicinity waters of Barangay Anicahan, Zamboanga City on July 26. Upon receiving the report thru VHF radio, the personnel of CGSS Sangali immediately conducted search and rescue operation and found the Tugboat **Zambo Sun** at vicinity waters off Anicahan at 6:26 PM, and subsequently conducted towing operations. As per inquiry, the said tugboat ran aground while navigating at the waters off barangay Anicahan, Zamboanga City while enroute to Zamboanga City from Sangali. The SAR team safely towed the tugboat with its crew onboard and arrived at Pamingitan Wharf 6:48PM of the same date. Meanwhile, the Vessel Safety Enforcement Inspection team will conduct inspection to further find out possible violations of the Tugboat **Zambo Sun**. *(Source: Philippine Coast Guard)*

NTSB ISSUES 2016 SAFER SEAS REPORT

Fatigue, distraction and underestimating strong currents are among the top hazards for workboats cited in the National Transportation Safety Board's Safer Seas 2016 report released today. The annual review of major maritime accidents looks back at 27 cases investigated by the board, ranging from a tanker vs. bulk carrier collision in the Houston Ship Channel, to Mississippi River towboat accidents. "Not only mariners, but management and executives as well, should take these lessons to heart," NTSB acting chairman Robert L. Sumwalt III wrote in a foreword to the report. "Safety culture begins at the top. The lessons in Safer Seas Digest should be as important to those in C-suites as they are to

those at sea." Fatigue tops the list. As an example the NTSB cited the Sept. 23, 2014, sinking of the 42' fishing vessel **Sea Shepherd** when it was struck by the 110' Coast Guard cutter Key West nine miles east-northeast of Vieques Island, Puerto Rico. Thinking the Coast Guard vessel was approaching to do fisheries inspection, the captain and mate continued to haul lobster pots. But on the cutter bridge, the officer of the day did not see the **Sea Shepherd** until he opened a door and saw the fishing boat for the first time, just 100' to 150' away. NTSB investigators concluded the officer was excessively fatigued, and had likely dozed off for some moments after another crewmember on watch had stepped away on another task. "Fatigue continues to be a leading cause of accidents among all modes of transportation, and reducing fatigue-related accidents is once again a top safety improvement on the NTSB's Most Wanted List," the report notes. "Mariners should recognize the effects of sleep loss on performance and should never take a watch while too fatigued to be fit for duty. When fatigued to the point that it affects the ability to properly stand a watch, mariners should arrange for a qualified watchstander to serve in their place or otherwise avoid being on duty until they are able to safely carry out their responsibilities." The May 30, 2015, sinking of towing vessel **Miss Natalie** on the Lower Mississippi River near Romeville, La., was another case of the hazards of operating in high water, particularly during the practice of downstreaming to pick up barges in fleeting operations. Moving in to pick one barge out of a tow, the **Miss Natalie** was turned sideways in the fast current against the barge and rolled over, killing one crewman. "Operating in strong currents — particularly during high water when currents are stronger than normal presents unique challenges to mariners, including maneuvering difficulties," the report says, noting studies and warnings dating back to 1997. "The danger of strong currents is particularly significant while performing the 'downstreaming' maneuver practiced in the inland towing industry." Distraction is another hazard that cuts across all transport sectors. The NTSB report notes several examples, including the Sept. 2, 2015, collision of the towing vessels **P. B. Shah** and **Dewey R** on the Lower Mississippi River near Columbus, Ky. In that case, the captains had thought they worked out their meeting and passing arrangements by radio. But investigators found that distractions, in other radio transmissions and wheelhouse conversations with crew, led to misunderstanding that that to the twos colliding. *(Source: Workboat.com)*

SOLOMON POLICE INVESTIGATE SUNKEN BOAT; ASIAN CREW MISSING

The Royal Solomon Islands Police Force (RSIPF) are investigating the sinking of a tug boat near Bungana Island on Thursday night. And the RSIPF has also confirmed that there were seven crew members on board when it sank and one crew member confirmed to be Asian remained missing. "The tug boat was pulling a barge when the incident happened. It was travelling from Honiara to Malaita when it sank after the rope tied to the tug boat broke resulting in the tug boat taking on water and sinking," Solomon Islands Police said. Six of the crew managed to struggle out of the sinking boat and swam ashore at Bungana. "The six surviving crew were looked after until the Police arrived to transport them to Tulagi." It has been confirmed that Police were now interviewing the crew members to ascertain more information about the incident. The RSIPF Explosive Ordnance Device team from Honiara had been sent to the site of the sunken tug boat to dive and search for the missing person. *(Source: Fuji Tmes)*

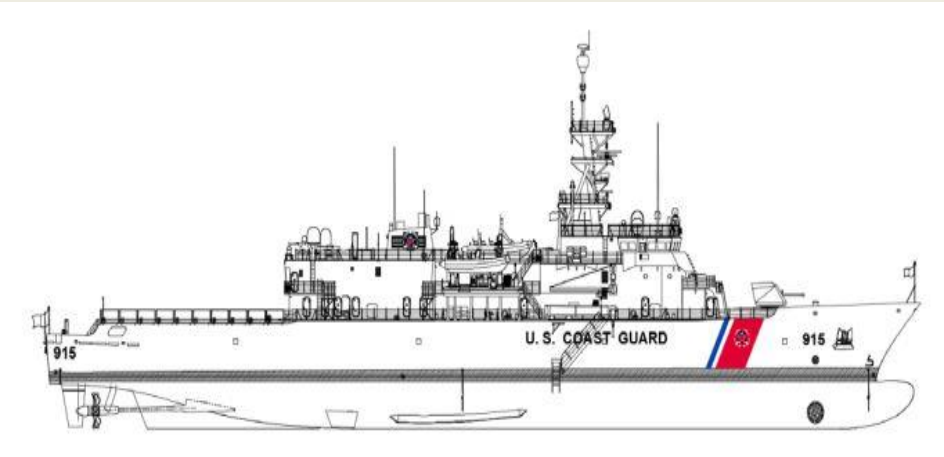
OFFSHORE NEWS

VIETNAM HALTS SOUTH CHINA SEA E&P AFTER CHINESE THREATS

Following alleged "threats" from China, Vietnam has ordered Spanish oil firm Repsol to halt E&P

activity at Block 136-03, an exploration lease located near Vanguard Bank in the South China Sea. Diplomatic sources report that China threatened to attack Vietnamese installations in the Spratly Islands if Repsol did not halt its work. Vanguard lies about 200 nm southeast of Vung Tao, and Vietnam has maintained a series of manned outposts at the bank since the late 1980s as a deterrent to Chinese territorial ambitions. Vietnam claims the surrounding waters as part of its EEZ, but Vanguard is also within China's sweeping "nine-dash" line claim to the waters of the South China Sea. The Permanent Court of Arbitration in the Hague invalidated China's claim last year, finding that it had no basis under the United Nations Convention on the Law of the Sea (UNCLOS); Beijing has broadly ignored the ruling. The exploration lease at Vanguard is jointly owned by state-controlled PetroVietnam, UAE-based Mubadala Development and lease operator Repsol. Odfjell is Repsol's drilling contractor, and it is carrying out the work with the sixth-generation ultradeepwater drillship **Deepsea Metro I**. Reports suggest that Repsol may have uncovered a major gas reserve at Vanguard shortly before it was asked to halt work. The dispute has been building for at least a month. After a meeting between Senior Lieutenant General Fan Changlong, vice chairman of China's Central Military Commission and senior Vietnamese leaders in mid-June, Fan canceled Chinese attendance at a cross-border "friendship meeting" and returned to China. A source informed The Diplomat that Fan had asked Vietnamese leaders not to allow drilling at Block 136-03 during the meeting. Asked Tuesday to comment on the halt to drilling at Vanguard, Chinese Foreign Ministry spokesman Lu Kang said that "China urges the relevant party to cease the relevant unilateral infringing activities and with practical actions safeguard the hard-earned positive situation in the South China Sea." China and Vietnam have a history of tension over E&P activity in the South China Sea. In 2014, they faced off over a Chinese attempt to drill in Vietnamese waters near the Paracel Islands. China deployed over 100 civilian, coast guard and Navy vessels to defend the rig, and a Chinese fishing vessel allegedly rammed and sank a Vietnamese boat during the standoff. Chinese rigs deployed to other areas near the Paracels in 2015 and 2016, raising concerns of further confrontations. *(Source: Marex)*

EASTERN SHIPBUILDING GROUP SUCCESSFULLY COMPLETES OFFSHORE PATROL CUTTER ICDR MILESTONE FOR THE UNITED STATES COAST GUARD



Eastern Shipbuilding has successfully completed its Initial Critical Design Review (ICDR) milestone with the United States Coast Guard on 21 July, 2017 for the Offshore Patrol Cutter (OPC) Program. ESG's accomplishment is noteworthy as it occurred on schedule and within the budget constraints set forth by USCG acquisition, and cleared the way to proceed to the next critical milestone known as Final Critical Design Review (FCDR). This accomplishment comes after a weeklong group of discussions, demonstrations, and design presentations by ESG's design team to the USCG Ship Design Team, Project Management Staff, and Department of Homeland Security. The purpose of ICDR is to verify that the OPC detail design is integrated and internally consistent with the USCG requirements This major program milestone culminates 10 months of detailed design and was a pre-requisite for award of the Long Lead Time Material (LLTM) contract to Eastern Shipbuilding this September. Construction of the lead vessel is anticipated to start in August of 2018 with delivery in 2021. ESG's President Mr. Joey D'Isernia noted the following: "This major milestone for the OPC program was achieved on time and our design was found to be compliant and affordable by the Coast Guard. We will continue to work closely with the USCG to ensure that this positive momentum is carried through the completion of the detail design phase and into the construction phase of the Offshore Patrol Cutter. Today's success could not have been achieved without the hard work and dedication exhibited by the members of both the ESG and USCG project teams. Our strong and collaborative working relationship with the USCG is the direct result of two focused groups working towards a common goal. The future is indeed bright for the OPC program." The OPC vessel is designed to conduct multiple missions in support of the nation's maritime security and border protection. The OPC will provide a capability bridge between the national security cutter, which patrols the open ocean in the most demanding maritime environments, and the fast response cutter, which serves closer to shore. The OPC design includes the capability of carrying an MH-60R or MH-65 Helicopter and three operational Over-The-Horizon (OTH) small boats. The vessel is also equipped with a highly sophisticated combat system and C4ISR suite that will enhance capabilities to execute the service's missions. On September 15, 2016 the U.S. Coast Guard awarded a detail and design contract to Eastern Shipbuilding Group in Panama City, Florida. Eastern Shipbuilding Group is currently finalizing its design to construct the Offshore Patrol Cutters to replace the Medium Endurance Cutters currently in service. The contract includes options for production of up to nine (9) vessels and has a potential total value of $2.38 billion dollars. The Coast Guard plans to acquire a total of twenty-five (25) Offshore Patrol Cutters. OPC Characteristics: •Length: 360 feet; •Beam: 54 feet; •Draft: 17 feet; •Sustained Speed: 22 Plus knots; •Range: 8500 Plus nautical miles; •Endurance: 60 Days *(Press Release)*

SUBSEA 7 POSTS HIGHER PROFIT

UK-based subsea engineering, construction and services company Subsea 7 saw an increase in its profit and revenues during the second quarter of this year lifted by renewables and heavy lifting business unit. Subsea 7 on Wednesday posted a profit of of $146 million for the second quarter 2017, up $10 million or 7% compared to 2Q 2016 and profit of $136 million. The company's net income for the quarter benefited from an increase of $58 million in net operating income compared with 2Q 2016. The increase in net operating income was due to increased contribution within the Renewables and Heavy Lifting Business Unit, mainly related to the Beatrice wind farm project and the inclusion of the consolidated results of Seaway Heavy Lifting, which was acquired in March 2017; and the absence of a $53 million restructuring charge related to resizing and cost reduction measures recognized in 2Q 2016. It was partially offset by lower activity in SURF and Conventional and i-Tech Services Business Units compared to 2Q 2016. The subsea company's revenues for this year's quarter were $1.02 billion, up 6% on the prior year's quarter and revenues of $961 million. Active vessel utilization was 77%, up 12 percentage points from the first quarter reflecting an increase in North Sea activity as well as continued high utilization for the PLSVs operating offshore Brazil. Total vessel utilization was 68%, including four vessels that remained stacked in the quarter. Order backlog at the end of June was $5.7 billion, which was unchanged from the first quarter and included $856 million of order backlog from the acquisition of EMAS Chiyoda Subsea. Order intake, comprising new awards and project escalations totaling $141 million was recorded in the quarter. Subsea 7's guidance for the full year has been updated to include the consolidation of certain businesses of EMAS Chiyoda which were acquired in June. Revenue for 2017 is now expected to be higher than 2016. Looking ahead, assuming the global energy prices sustain current levels and that

cost reductions identified by the industry are consistently achieved, the company said there is reason to believe that the number of awards to the market could increase by the first half of 2018. *(Source: Offshore Energy Today)*

PGS SHRINKS QUARTERLY LOSS

Norwegian seismic player Petroleum Geo-Service (PGS) reduced its loss for the second quarter this year helped by increase in revenues. The company cut its net loss for the second quarter 2017 to $32.2 million from $51.8 million loss in the prior-year quarter. During the second quarter 2017 period, PGS recorded revenues of $240.5 million, which marks an increase compared to $183 million in 2Q 2016. MultiClient pre-funding revenues were $50.2 million with a corresponding prefunding level of 115%, compared to $47.2 million and 113% in 2Q 2016. MultiClient late sales in 2Q 2017 were $77.4 million, compared to $46 million in same period of 2016. Jon Erik Reinhardsen, President and CEO, commented: "The robust MultiClient late sales performance in Q2 was primarily driven by a diverse customer base in Europe and South America buying from our high quality GeoStreamer data library. The MultiClient acquisition activity focused on the North Sea and the Mediterranean. We experienced solid client interest, which combined with low unit cost from our high productivity Ramform vessels led to a pre-funding level of 115%. Our marine contract revenues increased significantly in the quarter. We allocated a majority of the capacity to contract work and were, with strong operations, able to realize improved prices compared to last year." At the end of the quarter, PGS' order book totaled $248 million of which $182 million relates to MultiClient, compared to $340 million at the end of first quarter 2017, and $230 million at the end of 2Q 2016. About $25 million of 2Q/3Q 2018 work was taken out of order book due to dry well, causing project cancellation. Reinhardsen further said: "The order book decreased sequentially primarily in the marine contract segment as expected, but is still higher than at the same time last year. In preparation for the coming winter season where there is uncertainty relating to especially Q4, we are planning to cold-stack the **Ramform Vanguard** after the North Sea season. The capacity adjustment and further cost reduction initiatives will result in annual run rate cash cost savings of $50-60 million with effect from Q4." *Benefits of improved cash flow* Going forward, PGS expects the improved cash flow among clients, combined with growing limitations on streamer availability in the industry, to benefit marine 3D seismic market fundamentals. Increased seasonal variations will impact activity in the coming winter season. The company expects the volume of marine 3D seismic acquired by the industry in 2017 to be in line with the volume acquired in 2016, but with a mix more focused on smaller and more capacity intensive 4D production monitoring surveys and more MultiClient 3D projects. Based on the current operational projections and with reference to disclosed risk factors, PGS expects full year 2017 gross cash cost to be below $700 million. MultiClient cash investments are expected to be approximately $250 million, with a pre-funding level of approximately 100%. Approximately 50% of the 2017 active 3D vessel time is expected to be allocated to MultiClient acquisition. Capital expenditure for

2017 is expected to be approximately $150 million, of which approximately $89 million relates to **Ramform Hyperion** which was delivered in 1Q 2017. *(Source: Offshore Energy Today)*

SAIPEM LANDS $900M ZOHR DEAL

Saipem and Petrobel have finalized offshore contract variations worth $900 million for engineering, procurement, construction and installation (EPCI) activities in relation to the "Optimised Ramp Up" phase of the Zohr field development project situated in the Mediterranean Sea off the Egyptian coast. Petrobel is a joint venture between IEOC (an Eni subsidiary in Egypt) and EGPC (Egyptian General Petroleum Corporation) and is in charge of the development of Zohr on behalf of PetroShorouk, a joint venture between EGAS (Egyptian Natural Gas Holding Company) and IEOC. The current variations to the scope of work include the installation of a 30-inch diameter gas export pipeline and an 8-inch diameter service pipeline, as well as EPCI work for the field development in deep water (up to 1700 metres) of 4 wells and the installation of umbilicals. Works will this month and are due to be completed by the end of 2018. Saipem will deploy several vessels from its fleet, including the **Castorone** (the latest generation ultra-deep water pipelayer); the subsea field development ship **Saipem FDS2**; the **Saipem 3000** (a subsea construction vessel) and, finally, the **Castoro 6** and the trenching barge **Castoro 10**. "We are pleased that our activities in the development of the Zohr field are in line with the challenging schedule set by the client," said Stefano Cao, Saipem CEO. "In the execution of this further phase of the development, we will deploy our most technologically advanced vessels and leverage our proven abilities and skills so that the achievement of the client's requirements is ensured. This acquisition confirms and consolidates our presence in the Eastern Mediterranean Sea and is yet another milestone for Saipem in the SURF (subsea, umbilicals, risers, flowlines) segment of Offshore E&C projects". *(Source: Subsea World News)*

CGG FACES UNCERTAINTIES TO CARRY ON 'AS A GOING CONCERN'

French geophysical services player CGG might be facing a going concern issue amid financial restructuring process aiming to reduce its massive debt. The company's restructuring plan entails full conversion of unsecured debt into equity and raising up to $500 million of new money through a $125 million rights issue and the issuance of $375 million of new secured second lien senior notes with a six-year maturity. In its financial report for the second quarter 2017 on Friday, the French company said that, as of July 27, 2017, it faces material uncertainties that may cast substantial doubt upon its ability to continue as a going concern. According to the company, even under the protection of the court procedures and despite having successfully implemented during the first six months of 2017 all planned specific actions related to marine liabilities, fleet ownership and major contract factoring, the $315 million of group liquidity as of June 30, 2017 does not allow to fully fund its current operations until at least June 30, 2018. CGG explained that the ability of the group to continue as a going concern then depends essentially on the effective and timely implementation of the proposed restructuring plan, especially the raising of up to $500 million of new money by early 2018. Should the creditors involved in the French safeguard and US Chapter 11 procedures or the shareholders fail to approve the proposed restructuring plan and/or should the targeted implementation timetable of such restructuring plan not be met, the group liquidity would decrease below the required level to run the operations no later than in the first quarter of 2018 according to the company cash flow forecasts. If the $500 million new money is raised in the first quarter of 2018, the group liquidity is expected to be sufficient to fund current operations until June 30, 2018 at least. CGG noted it believes that the implementation of the restructuring plan in the first quarter of 2018 is a reasonable assumption. *Revenues up but loss deepens* In the Friday report, the company posted revenues for the second quarter 2017 of $350 million, up 21% year-on-year and revenues of $290.2 million and up 40% sequentially. The company's multi-client sales were boosted by Mexican and Brazilian licensing rounds. On the other hand, the company's net loss for the 2Q 2017 deepened to $170 million from a $79.2 million net loss in the prior-year quarter. At the end of the quarter, CGG's gross debt was $2.812 billion. Available cash was $315 million and group net debt was $2.497 billion. This year's operating results are still expected to be in line with 2016. Jean-Georges Malcor, CGG CEO, said: "Our 2017 outlook is unchanged, with operating results in line with 2016 and downward pressure on cash flow generation as expected." Following the creditors' committees vote in France, which is expected on Friday, and the approval of creditors in the U.S., sought by mid-October, the next decisive step in CGG's restructuring will be the approval of the financial restructuring plan at the shareholders' Extraordinary General Meeting at the end of October. "This proposed plan would result in a $2 billion net debt reduction and would provide the necessary liquidity to support the Company's turnaround, while allowing shareholders to participate to the recovery," Malcor concluded. *(Source: Offshore Energy Today)*

ATLANTIC OFFSHORE RECYCLING TWO OLDER UNITS

Atlantic Offshore announces that two oldest ERRV **Ocean Sprite** (76) and **Ocean Swan** (82) is now sold to recycling in Denmark. They have both been laid up since late 2016. *(Press Release)*

TRANSPORTER

Simunye Marine Services' crew supply boat **Transporter** heads off across Durban Bay with a heavy load of supplies and what look like several crewmen for a ship or ships outside port in the anchorage. Ports with anchorages outside rely heavily on supply vessels without the necessity of them having to enter port – an expensive exercise at any time. *(Source: Ports & Ships; Photo: Ken Malcolm)*

UXO SURVEY CONTRACT FOR M² SUBSEA

Worldwide ROV services supplier M² Subsea, which maintains bases in Aberdeen and Houston, has

been sub-contracted by Next Geosolutions of Italy under a contract worth over £1m to carry out detailed UXO (Unexploded Ordnance) removal surveys for the Nord Stream 2 twin pipeline system supplying natural gas from Russia to the EU via the Baltic. An extension of the world's longest subsea pipeline facility due for completion by the end of 2019, sections of its route are known to contain an ex-War II legacy of munitions in need of precise location and removal. Operating from Aberdeen with the support of 15 specialist personnel, M² will carry out the 90-day project using a chartered multi-purpose support vessel for subsea activities, **Go Electra**, which will be deployed from Hanko in Finland. All operations involve use of Triton XLX 2 work class and Mohican 5 observation and inspection class ROVs from the company's own fleet of 28 systems. *(Source: Maritime Journal; Photo: Mercator Media)*

SEABIRD TO KEEP 'VOYAGER EXPLORER' BUSY WITH NEW SEISMIC SURVEY

SeaBird Exploration, a global provider of marine acquisition, has signed a letter of intent to conduct a shallow water 3D seismic survey in the West Africa region. The project is anticipated to start during the first half of 2018 and will have a duration of approximately two months, SeaBird said in an Oslo Stock Exchange filing on Thursday. The company added it will be using the **Voyager Explorer** vessel for the project. The **Voyager Explorer**, built in 2005 and rebuilt a year later, joined SeaBird's fleet in August 2011. The vessel was designed for shallow water operation world wide. It is 67.81 meters long with a 16 meter beam. *(Source: Offshore Energy Today)*

GULFMARK DENIES UNDERPAYING CREW OF SHIP CHARTERED BY SHELL

Kim Heng Marine & Oilfield Pte. in Singapore has the recently acquired Swiber Anchor Handling

Tugs **Swiber Anne Christine** (Imo 9555412); **Swiber Mary Ann** (Imo 9555424) and **Swiber Else-Marie** (Imo 9555395) renamed in respectively **Bridgewater 131**; **Bridgewater 132** and **Bridgewater 130**. All three are Marshall Island registered with call sign respectively V7RF6; V7RF7 and V7RF5. They have a grt of 2,708 tons and a dwt of 2,135 tons and classed American Bureau of Shipping. The 130 & 131 are built in 2009 while the 132 was built in 2010. *(Photo: Mike Meade-M3 Marin)*

TOPAZ CAPTAIN HEADING TO THE GULF OF MEXICO

Topaz Energy and Marine's DP-2 multi-purpose platform supply vessel **Topaz Captain** has completed an ROV campaign in ultra-deepwaters. Recently the vessel sailed from its base in San Diego and is now being relocated to the Gulf of Mexico, where it will be available for immediate charter. The **Topaz Captain** is equipped with a 100-metric ton (110-ton) anchorhandling system and Azipod electric diesel propulsion, and can accommodate up to 144 personnel. *(Source: Offshore)*

WINDFARM NEWS - RENEWABLES

ACTA MARINE'S CSV-120 W2W VESSEL HALFWAY HULL STEEL CONSTRUCTION IN POLAND

Acta Marine's new built **Ulstein SX195** walk to work vessel's hull construction passed the halfway mark this week at Crist shipyard in Poland. Work is progressing well and on schedule. The hull construction started February 2017, and the completed hull is expected to be towed out of Crist to Ulsteinvik, Norway early November 2017. Thereafter Ulstein Verft will complete the outfitting of the vessel and the installation of the SMST provided mission equipment - motion compensated gangway and 3D crane. Delivery of Acta Marine's CSV-120 is slated for end Q1 2018. The vessel will break new grounds in workability, in-field agility, offshore logistics and comfort on board combined with a low fuel consumption. Acta Marine ordered the 120 PoB walk to work construction support vessel in January of this year and intends to use the vessel in addition to its existing CSV **Acta Orion** on offshore wind construction projects for a variety of clients and/or related markets such as decommissioning and O&G services. Acta Marine is a trusted marine support provider with a versatile fleet of over 40 vessels. We operate globally; supporting clients working on coastal infrastructure and offshore

energy projects. We work in a broad range of maritime sectors. DP Multicats, Walk-towork Vessels, Crew Transfer Vessels, Multipurpose & Survey Vessels, and Barges – our fleet is capable of taking on a wide scope of jobs. Our work is carried out by a motivated and professional team of personnel. With our proven track record, we strive continuously to optimise our services, providing our clients with the most effective solutions. We started out in 1970 – and still operate as – a family-owned business. With a long-term focus, we take care of all aspects of our business; our clients, business partners, our people, our assets, and the environment we work in. *(Press Release)*

DREDGING NEWS

BOSKALIS STARTS WORKING ON ROTTERDAM OFFSHORE CENTER

Boskalis has kicked off rainbowing works at the Maasvlakte 2 site, where the Port of Rotterdam is setting up the Rotterdam Offshore Center, dedicated to the offshore wind and oil and gas industries. The rainbowing is being carried out by Boskalis' mega cutter **Helios**, the largest and most powerful cutter suction dredger Boskalis has ever developed, our sister site Dredging Today writes. The new port site of up to 70 hectares is being created at the Prinses Alexiahaven, along Maasvlakte 2's inland basin, and is scheduled to become operational within two years from the start of construction works, with the first 30 hectares expected to be delivered in November. PUMA, or Projectorganisatie Uitbreiding Maasvlakte (Project Organisation Expansion Maasvlakte) – a joint venture between Royal Boskalis Westminster NV and Van Oord NV – is responsible for the first phase of construction works on the site. The construction of the quay walls will start in mid-2018. The activities at the Offshore Center will be related to construction, assembly, logistics and heavy lift operations for offshore wind. The center will also cover decommissioning of the oil and gas platforms, as well as the oil and gas market. The establishment of the first Offshore Center in Europe fits into the Port Authority's policy to further develop the Rotterdam cluster of companies in the offshore and maritime sectors, the Port said. During a press conference on the half-year results on 20 July, Allard Castelein, CEO of the Port Authority announced that 25 candidates have already signed up for the Offshore Center. *(Source: Offshore Wind)*

YARD NEWS

SMST DELIVERS FIRST SUBSEA CRANE WITH ACTIVE MOTION COMPENSATION TO VROON

Soon after **VOS Start**'s arrival in Amsterdam, SMST was on location for installation of their 50t subsea knuckle boom crane with active heave compensation. This crane for **VOS Start** and the identical crane for sister vessel VOS Stone are the fifth and sixth offshore cranes SMST delivers to Vroon. By installing the SMST knuckle boom crane, Vroon increases the operational flexibility of both **VOS Start** and **VOS Stone**. Besides that the full active heave compensated crane can be used for all kind of subsea work, it can also be fitted with a motion compensation knuckle module to perform 3D compensated lifts up to 5t. The module can be exchanged between the cranes of both vessels resulting in maximum flexibility. The motion compensated knuckle provides a large operational window enabling the vessel and its crew to perform in harsher sea conditions, with increased workability. It offers a great solution to handle loads to offshore structures in all kinds of wave conditions. Although it was a tight schedule, the installation of the crane and first load testing were carried out successfully. **VOS Start**, Vroon's first DP2 subsea-support walk-to-work vessel, will shortly be delivered to charterer MHI Vestas Offshore Wind. *(Press Release SMST)*

ALPHATRON MARINE PROUDLY PRESENTS THEIR RENEWED ECDIS LAB

Alphatron Marine is pleased to announce to have upgraded its ECDIS training facility at its headquarters in Rotterdam, The Netherlands. In the past five years, we have trained and certified many thousands of captains, officers and seafarers on the ECDIS IMO model course and Type Specific Training (TST) of various manufacturers. With our renewed ECDIS lab we are able to respond to the changing market requirements. We can provide up-to-date ECDIS Type Specific Training on both Transas and JRC and are capable to switch between software and applications on the same classroom navigation simulator. This is especially useful for non-sea going personnel. In addition to TST for both manufacturers, we can fulfil the growing demand for ECDIS and other navigational equipment for responsible staff in offices of crewing

agencies, superintendents, shipping companies and harbor authorities. For seagoing trainees, the workstations will provide improved situational awareness as all main sensors relate to the panoramic view. We often hear even the most experienced captains and navigational officers say they benefit from this type of training, as differences between brands, products and software cause every device to work differently. Our certified instructors offer you the latest tips and tricks on how to use the ECDIS - what is often difficult to grasp with manuals only. We have the latest versions of equipment and software as PL4 (JRC) and MNS34 (Transas) with all options on the ECDIS. And you will be trained with the latest materials, providing a real training environment of your own ECDIS. Type of ECDIS training: Type Specific Training (Transas and JRC); Refresher course (training per IMO and flag state regulations); Superintendent training; Familiarization training; Tailored customer training; IMO model course 1.27 with adopted Manila Amendments for STCW; W-ECDIS. Check our website http://alphatronmarine.com/en/training book your training with us and we will be glad to train you or your crew. Contact: training@alphatronmarine.com *(Press Release)*

BAYDELTA CHOOSES RAPP MARINE ELECTRIC TOW WINCH

For several decades, Rapp Marine has designed and delivered towing winches for workboat market. Combining the best ideas from Rapp's past work in the other commercial industries and recommendations from the tugboat operators, Rapp Marine has developed long lasting and dependable towing winches. These past towing winches have mainly been powered using hydraulic systems in the North American market. Rapp Marine has previously delivered electric winches to commercial vessels in other industries such as research, oil & gas, and fisheries for years. Rapp Marine has now developed and built a unique, fully electric driven double drum tow winch on a new 110'x40' tractor tug for Vessel Chartering LLC, a wholly owned division of Baydelta Navigation Ltd. The tugboat is designed by Jensen Maritime, and is built by JT Marine Shipyard. Driven by a single 100 HP motor, the winch can pull over 75 tons at first layer, and utilizes pneumatic cylinders in place of hydraulics, keeping fluid off of the deck. The sturdy brakes offer a force of 250 tons on the barrel layer. The main drum

can store 2,500' of 2.5" steel wire, and the storage drum can store 2,200' of 2.25" steel wire. Both drums are equipped with level winds, and can spool 90' of 3" chain on top of the steel wire. Another feature is an electric 'come home' drive, which will serve as a back up to the main drive train. The winch's main control station will be situated in the wheel house, with secondary controls located on the winch. The main control station will employ Rapp Marine's advanced Pentagon Tug PLC Control System, that provides more efficient and safer operations for towing vessels. The Pentagon System features a touchscreen with tension and wire length readouts, auto-tension capability, and automated haul-in and pay-out settings, as well as capacity for logging data. For this new tugboat, set to be delivered at JT Marine later in 2017, it will also feature Rapp Marine Twin 14" Tow Pins. The pins designed to withstand up to 225 tons of force from the tow winch's 2.5" steel wire rope. The tow pins are driven by a Rapp Marine supplied dual 5HP hydraulic power unit. Rapp Marine also offers a line of electric and hydraulic driven mooring winches, anchor windlasses, capstans, *(Source: MarineLink)*

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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