Tugs Towing & Offshore Newsletter

LEKKO All about tugs

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

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MIDWEEK–EDITION

TUGS & TOWING NEWS

JARO II LEAVES WILLEMSTAD

It is reported that the ex KTK tug **Jaro II** (Imo 8917209) after 27 years leaves Willemstad – Curacao. The **Jaro II** owned by Emar Offshore Services is underway to Peniche Portugal were she is contracted. On the picture is seen the **Jaro II** during her last trip from the Schottegat at Curacao underway to sea with in the background Fort Nassau. The tug's casco was built in 1989 by Scheepswerf & Macinefabriek Vahali NV – Gendt; Netherlands under yard number 478 and in 1990 completed by Scheepswerf Damen BV – Gorinchem; Netherlands under yard number 4709 as a Damen Stantug 2909. Delivered to Kompania di Tou Korsou Tugboat No 1 and managed by Kompania di Tou Korsou Exploitatie Mij NV - Willemstad, Curacao; Antilles. She has a length of 29.60 mtrs a beam of 9.25 mtrs and a depth of 4.78 mtrs. The two Caterpillar 3606-TA engines develops are rated a total output of 3,360 kW (4,568 bhp). Her free sailing speed is 12.3 knots and her bollard pull 63 tons. *(Photo: John Smit)*

A DAY WITH A CHICAGO TUGBOAT CREW

I knew we had to get to the front of the barge. Cameraman Tom Siegel and I had been riding all day on the tugboat "**Kimberly Selvick**." We interviewed Captain Larry Van Dusen and filmed as he and

his two-man crew did the challenging and skilled work of moving barges on the Calumet River. One thing we learned was that when a barge is attached to the tug and moving down the river, one deckhand rides at the front of the barge to offer the captain an extra set of eyes. As they pass other barges or bridges, deckhand Bill Hruska radios the caption. "Fifteen wide," he might say, then "Ten" and "Five" to help the captain know distance from the barge to an obstacle. We heard Hruska radio the information to the captain, but if we wanted to film him doing that part of his job, we had to make the long walk ourselves – roughly 200 feet as the barge moved down the river. We'd seen the deckhands do it. The ledge was narrow, but they seemed to walk comfortably. And we were wearing life vests! So we ventured out. The only thing to hold on to was the top of the empty, but coal-dust-covered, barge. Luckily Siegel had brought a camera much smaller and lighter than the typical Chicago Tonight news camera. But, still, this was not the kind of casual stroll we'd seen the deckhands making all day. We moved slowly and got filthy, but we made it to the front and got the shot. We also got to see the remarkable view back at the tugboat's pilot house, peering over the massive, empty barge. Spending the day with a tugboat crew was a remarkable experience. Adding a little fear and coal dust only made it more memorable. *(Source: Chicago Tonight via Jan van der Doe)*

TOWAGE EXPERIENCING WORST DOWNTURN FOR THREE DECADES

Inland and coastal towage is in one of the most severe downturns the market has seen in the past 30 years, according to the chief executive of one of the world's largest towage groups. Kirby Corp president and chief executive David Grzebinski said the depressed market for North American inland towage "sets up a market that is conducive to both consolidation and a lack of capital investment by the competition". He said companies with strong balance sheets are well-positioned to pursue acquisitions during the downturn. "We expect to emerge from this downturn larger and more efficient, said Mr Grzebinski. "We are committed and have the balance sheet capacity to pursue the right acquisitions in the inland marine market" His comments came after Kirby reported a slump in marine transportation income and tug-barge utilisation in Q2. It reported operating income of US$35.8M in April to June this year, compared with US$72.7M for Q2 2016. This was based on marine transportation revenues of US$331M in Q2 this year compared with US$37M for the same period a year ago. As an indication of the poor market conditions, Kirby's tank barge utilisation for coastal towage was

around 70% in Q2. Its barge utilisation for inland towage was around 85%. Kirby is diversifying its operations into other markets than marine transportation. In June it agreed to acquire North American marine construction and oilfield equipment manufacturer Stewart & Stevenson from Parman Capital Group, as reported in Tug Technology & Business. The Houston, US-headquartered company encountered lower demand and weaker spot and term contract prices in Q2 for its inland and coastal towage operations. It has seen more of its coastal towage operations moving into the spot market as term contracts are not being renewed. Kirby's operating margin for its marine transportation division fell to 10.8% in Q2 2017, compared with 19.2% for Q2 2016. This was due to weaker term and spot pricing in the inland market, increased idle time and rising voyage costs in the coastal market as more barges operated in the spot market. *(Source: Tug Technology and Business)*

FINCANTIERI BAY SHIPBUILDING DELIVERS SECOND KIRBY ATB

Fincantieri Bay Shipbuilding (FBS) of Sturgeon Bay, WI, a subsidiary of Fincantieri Marine Group, has delivered the second of two Articulated Tug Barge (ATB) units to Houston based Kirby Corporation. Delivered on schedule the ATB components are the tug **Paul McLernan** and the 155,000-barrel **barge 155-02**. The delivery completes a contract signed in July 2014, with the first ATB being delivered in the fall of 2016. Some of the particulars for these units are: The 6,000-HP tug measures 123' x 38' x 22', is certified ABS Class +A-1 Towing Service, +AMS, and is equipped with state-of-the-art navigation and communications technology. The 155,000 bbl barge, 521' x 72' x 41', is purpose-built to carry petroleum or chemical cargoes domestically. Fincantieri Bay Shipbuilding has been very successful over the years with a strong commitment to customers resulting in significant repeat business. Kirby currently operates several ATB units built by the shipyards in the mid-2000s. Todd Thayse, Fincantieri Bay Shipbuilding Vice President and General Manager, commented, "Our contract with Kirby to build a pair of ATBs was

significant for our FBS team, this vessel is expected to exceed performance expectations as her sister vessel has already done over the past year. We are thankful for the loyalty and confidence our customers have demonstrated over the years and we look forward to future new build programs with Kirby" *(Source: MarineLink)*

TWO NEW MODELS FOR THE DUTCH NATIONAL TOWAGE MUSEUM

Last week the National Dutch Towage Museum could add two new very fine models to her collection. First a model of the harbour tug **Jan Goedkoop Jr**. and second the Ocean Going Salvage tug **Barentsz Zee**. The builder Jan Rison, a retired operator, spent more than 500 working hours on each model. Jan Rison said: "I found the Barentsz Zee ten years ago at an antiquary at the Spiegelgracht in Amsterdam when I did some restore work on old ship for him. The model was found in a garbage container and I ask the antiquary why the model was dumped into the container. He told me that this model could be restored but that it is up to you. I took the model home and start with the restoration. The model was made of sink plates on a brass keel with brass frames bended from brass T-profile and all soldered. The bow was complete destroyed which I have complete restored it with polyester. The superstructure was made from red copper which I complete renewed with polystyrene plate as the model has to be sailed again. The cap on the stake is still from red copper. My building time for this model was 500 hours. Personally I think the builder of the model spent more than 2000 hours" The tug **Jan Goedkoop Jr.** is made from wood with frames. On this Jan spent another 500 hours for this model. The Dutch National Towage Museum is grateful that Jan has ceded the models to the Museum. Visit the Dutch National Towage Museum and watch the fine models with all her details. Hoogstraat 1-3 - 3142 EA Maassluis *(Photo's; Hans de Klerk)*

THE TUG OF THE MONTH: COMANCHE, OLYMPIA HARBOR DAYS (OHD) RACES AND FESTIVAL.

Comanche is the most recent US Navy or Coast Guard vessel to bear the name, a name that frames a storied nautical tradition. She was built by Gulfport Boiler and Welding Works of Port Arthur, TX in 1944, commissioned, and designated an ATA (Ocean Tug, Auxiliary) with no name, as USS ATA 202. She supported the Okinawa campaign in 1945 during WW II, and towed battle-damaged ships to Ulithi Atoll for repair, earning a Battle Star for Combat. At war's end, she reported to Naval Base San Diego, and then to the Reserve Fleet's Texas Group in Orange TX. In 1947, she was placed out of service, and in 1948, given a name, **USS Wampanoag**, ATA 202. In 1959, she was loaned to the US Coast Guard as **Wata 202**, USCG Cutter **Comanche**. Ten years later, her transfer was made permanent. As a CG Cutter, she was home-ported at Morro Bay and San Francisco before being transferred to Corpus Christi, TX where she engaged in many of the same activities plus piracy patrols in the Caribbean. In the late 1960s she returned to the Pacific and was stationed at Eureka, Ca until her decommissioning in 1980. When at Eureka, **Comanche** gave the first ever notice of violation to a foreign fishing ship. **Comanche** was decommissioned in 1980, having won the Coast Guard Meritorious Unit Commendation and the Coast Guard Battle Efficiency ribbon. Previous "Comanche's" include the USS **Camanche**, a 200-foot long, 1300 ton Passaic-class US Navy monitor armed with two 15-inch guns in turret. During the American Civil War, in 1864, **Camanche** was disassembled, shipped from the East Coast to San Francisco aboard the sailing ship **Ariel**, reassembled and commissioned in 1865 specifically to guard the city and San Francisco's US **Mint** from attack by the Confederate raider **CSS Shenandoah**. **Shenandoah** was in the Pacific, and planning such an attack when she learned of the Civil War's end in August 1865, whereupon she headed to Liverpool on a 14,000-mile journey and surrendered the ship to the British. Another

"**Comanche**" was a 165-foot icebreaking Coast Guard Cutter of the Ossipee class, launched in 1934 and performing extensive convoy, anti-submarine and rescue duty throughout the duration of WW II in the North Atlantic including the heroic rescue and saving of lives when the troopship SS **Dorchester** of "the Four Chaplains" fame was lost. **USCGC Comanche** (WPG 76) was decommissioned in 1947. **Comanche** is 143 feet in length, displaces 754 tons, and is powered by her original two General Electric GM diesel Cleveland 278A V-12 engines, powering her at 750 horsepower each. Her wartime complement was 47 men and in the USCG, 43. After she was decommissioned, she served as a commercial tug from 1990 to 2001. In 2007, **Comanche** was given to the **Comanche 202** Foundation, 403 Garfield St. S., Tacoma WA 98444. This occurred in Olympia and thus her USCG Documented Home Port is Olympia, WA. She is crewed and maintained by Foundation volunteers, and cruises Puget Sound, welcoming 3,000 to 5000 visitors a year, including many youth groups such as the Boy Scouts of America. She is being restored to her pre-1970s appearance, and can accommodate 25 overnight guests with two working heads, a galley, library, and museum spaces. 2017 is the tenth anniversary of **Comanche** becoming a museum ship. On board are several museum spaces, one dedicated to World War II with a special display about Pearl Harbor (75th Anniversary). A display of uniforms, which visitors are welcome to try on and a display about **Comanche**'s service as a Coast Guard Cutter. **Comanche** has been a frequent participant in Olympia Harbor Days festival and races. Director of Operations Joe V. Peterson brought her to the, 2008, 2009, 2010, 2011 and 2013 events. Harbor Days was the first public open house for **Comanche** as a museum ship in 2008. **Comanche** is the most complete 'as built' ATA known, with original equipment now 73 years old. In 2014, she experienced trouble with her auxiliary electrical system, an expensive repair item. Efforts are still ongoing to raise the necessary funds for continued refurbishing of the auxiliary DC system and to rebuild the auxiliary generator. Some funds raised thus far have been from her many Olympia fans. She sent her crew (but not the tug) to the 2016 event. Visitors and Harbor Days volunteers alike are hopeful she'll be able to participate in 2017. All contributions are tax deductible. Says Director Peterson, "We have plans to be there if all continues going well with the DC system. It's our favorite event!" **Comanche** is a member of the Historical Naval Ships Association, the Retired Tugboat Association, and Museum Ships on Facebook. Quite a bit of information and photos can be found at Tug Comanche Facebook site: https://www.facebook.com/COMANCHE202 The public can visit **Comanche** and even ride on her at no charge. *(Sources: Civil War Navies by Paul H. Silverstone, Naval Institute Press, 2001. US Coast Guard History Program, www.uscg.mil/history/cutters. COMANCHE 202 FOUNDATION, ata202@live.com, edits by director Joe V. Peterson.)* About Les Eldridge: Les is president of South Sound Maritime Heritage Association, and is author of a number of maritime histories and five novels of the American Civil War at sea. His maritime articles have appeared in several on-line and print outlets, magazines and journals. He lectures frequently ashore and afloat, and narrates the OHD Races each Year. For more, see EldridgeSeaSaga.com. Tug of the Month is sponsored by Olympia Harbor Days Tugboat Races and Festival, an Olympia Kiwanis Club event. The articles are edited by Carol Riley, Executive Director, OHD, with many

illustrations by noted marine artist Karla Fowler. The free community event takes place every Labor Day weekend on the Olympia waterfront. It is in its 44th year. For attendance information, see www.HarborDays.com or go to Facebook@OlympiaHarborDays. Questions to the Executive Director at info@HarborDays.com.

SOUTHERN CALIFORNIA PORTS SEEK EMISSIONS UPGRADES

The California ports of Los Angeles and Long Beach want to go beyond existing regulatory requirements with technologies to reduce diesel emissions from harbor craft. A request for proposals is offering $500,000 for technology demonstrations that can upgrade existing engines to EPA Tier 3 or Tier 4 standards. Tugs, crewboats, barges and other harbor craft are the second-largest source of diesel particulate matter air pollution in San Pedro Bay, comprising 18% of the emissions, and 10% of nitrogen oxide and 6% of greenhouse gas emissions, port officials say. Most boats now meet Tier 2 emission level standards. "We are looking at ways to reduce emissions from harbor craft beyond existing regulatory requirements," said Heather Tomley, director of environmental planning for the Port of Long Beach. "We need more viable cost effective technologies, and as the Green Port, we're going to leverage all of our tools to lead the goods movement industry to a more sustainable future." The request by the ports under the Technology Advancement Program offers $500,000 ($250,000 from each port) for one or two demonstrations of technologies that will upgrade engines to Tier 3 or Tier 4 standards — making engines up to 70% cleaner. Proposals are due by Sept. 21. Reducing emissions from harbor craft is a key strategy in the recently released draft Clean Air Action Plan (CAAP) update, developed with input during more than 50 public meetings. The harbor commissions of both ports are expected to meet in November to consider the final draft. The CAAP, adopted in 2006, aims to reduce health risks posed by port-related air pollution from ships, locomotives, trucks, terminal equipment and harbor craft. Compared to 2005 levels, the CAAP has helped reduce diesel particulate matter up to 85%, cut nitrogen oxides in half, eliminated 97% of sulfur oxides, and shrunk greenhouse gases an average of 12%. *(Source: Workboat.com)*

CATES 1

Cates tug **Cates 1** (Imo 8703218) was seen outbound in Vancouver harbour bound for Sechelt B.C. on the Sunshine Coast of B.C. on July 29, 2017. The tug is one of a Robert Allen design. The Cates Z-drive class tugs are characterized by their light displacement, simple and cost-effective outfitting and construction, and "slippery" hull form, ideal for fast manoeuvring, fast side-slip, and rapid response. She was built in 1986 by West Coast Manly Shipyard Ltd. - Vancouver, BC.; Canada under yard number 601 and delivered to Charles H. Cates & Sons Ltd. – Vancouver. In 1992 taken over by Dennis Washington – Vancouver. In 1998 transferred to Seaspan International Ltd. – Vancouver. She has a length of 24.39 mtrs a beam of 8.84 mtrs and a depth of 3.05 mtrs. The two GM Detroit 16V-149-T diesel engines rated an total output of 1,765 kW (2,400 bhp) with a free sailing speed of 12.5 knots. *(Photo: Robert Etchell)*

ACCIDENTS – SALVAGE NEWS

INDIA SEIZES RECORD 1,500 KG OF HEROIN FROM SHIP OFF COAST

India's navy seized a ship carrying about 1,500 kg of heroin worth 35 billion rupees ($545 million) on Sunday in what it said was its biggest ever drugs haul. The vessel, which was operating under the name MV **Henry** under the Panama flag, was intercepted off the Gujarat coast near the city of Porbandar, said S. Paramesh, deputy director general at the Indian Coast Guard. It was sailing from Dubai to Alang, a town in Gujarat known for shipbreaking, Paramesh said. The eight crew members aboard, all of whom were identified as Indian nationals, are under investigation. *(Source: gCaptain Reporting by Sudarshan Varadhan; Additional reporting by Sanjeev Miglani; Editing by Tom Lasseter and Robin Pomeroy)*

TWO VESSELS DETAINED IN SOVETSKAYA GAVAN PORT FOR DEBTS FOR A SALVAGE OPERATION

Two vessels, the tug **Erofey** and the trawler **Mys Elizavety** were detained in the Port of Sovetskaya

Gavan, Khabarovsk region. The vessels were detained to enforce payment of accumulated debts in the amount of RUB 1,171,358.27 the vessels operators owe for rescue operation carried out in January 2017. According to the decree No. 03/2017, July 28, 2017 of Sergei Voloshin, Acting Harbourmaster of the seaport of Sovetskaya Gavan, the vessels are arrested effective 11:00 am (local time) 28 July 2017, pending the payment of the entire sum of money. The salvage operation was carried out by Rosmorrechflot Morspassluzhba's **Spasatel Zaborschikov** that assisted two vessels, including the tug "**Erofey**" (shipowner LLC KIT27) and towed vessel – full-freezing fishing trawler "**Mys Elizavety** (owner LLC Alcor). The vessels were towed on January 5, 2017 to a safe harbour of the Port of Sovetskaya Gavan. Since then the cost of salvage operation has not been yet paid. The disbursement account payable by LLC Alcor and LLC KIT27 in the amount of RUB 1,171,358.27. At the request of Mr. Stepanyuk, General Director of LLC VaninoVneshTrans + the two vessels are to be detained (according to Art. 81, Code of Merchant Shipping of the Russian Federation) as from 11:00 am (local time), 28 July 2017. *(Source: PortNews)*

DIVE SUPPORT VESSEL SUFFERS FIRE IN NORTH SEA

A dive support vessel with 23 crew was forced to issue a mayday call on Monday after a fire broke out in the vicinity of the vessel's engine room as the ship was approximately 5 nautical miles east of the Tyne piers on the east coast of England. After picking up the call distress call from the Marshall Islands-flagged **Nor Da Vinci**, which had just departed Blyth harbour, the UK Coastguard tasked Tynemouth RNLI's lifeboat to assist the vessel along with the windfarm support boat **Iceni Spirit**. Arriving to the **Nor Da Vinci** within minutes of launching, the lifeboat crew made contact with the crew of the **Nor Da Vinci** who assured them that they were all safe and no-one was in immediate danger. Later, the crew of the **Nor Da Vinci** confirmed that although there

had been a fire, all flames had been extinguished, leaving only smoke coming from smoldering pipe lagging. The crew eventually confirmed that the fire was completely out, but that they were going to anchor and shut all systems down to make a full investigation. At about 4:10 p.m., the **Nor Da Vinci** reported to the UK Coastguard that they had finally located the problem that caused the fire and that all was safe. They also reported that two of the ship's seven engines had been isolated from the fire, allowing the vessel to get under way. "Our volunteer crew members responded to the alert as fast as possible, not knowing how bad the situation was," said Adrian Don, Tynemouth RNLI spokesman. "This could have been a major incident with the crew of the **Nord Da Vinci** potentially having to abandon ship but thankfully they brought the fire under control quickly with no harm coming to anyone." "The lifeboat stood by in case the fire restarted or any of the ships crew were injured during the firefighting and investigations of the cause," Don added. *(Source: gCaptain; Photo: RNLI)*

NUMBER OF UK MARITIME ACCIDENTS UP SLIGHTLY IN 2016, MAIB REPORT SHOWS

The UK Marine Accident Investigation Branch (MAIB) has published its Annual Report detailing the Branch's activities during 2016, revealing a slight uptick in the number of reported incidents compared to the previous year. The annual report includes an overview of the accidents reported, summaries of investigations started, details of investigation reports released and recommendations issued, and marine accident statistics for the year. According to the report, in 2016, the MAIB recorded a total of 1,190 accidents to UK vessels or in UK coastal waters, involving 1,310 vessels. Forty-two of these accidents involved only non-commercial vessels, while 471 were occupational accidents that did not involve any actual or potential casualty to a vessel. There were 687 accidents involving 750 commercial vessels that involved actual or potential casualties to vessels. Read MAIB's Annual Report 2016 HERE The number of accidents during 2016 (1,190) represents a 12% increase in the number of accidents reported in 2015, with 1,057. The MAIB also started two 29 investigations in 2016, up from 28 in 2015. In addition, the MAIB issued 57 recommendations during 2016 to 64 addressees, however, one of the recommendations was later withdrawn. The MAIB reported that 90.6% of the recommendations made during 2016 were accepted, compared with 83.7% in 2015. In the Chief Inspector's Report, Chief Inspector Steve Clinch highlighted the publication in April 2016 of the MAIB's report into the sinking of the Cyprus registered cargo ship MV **Cemfjord** with the loss of her entire 8-man crew. "This was a tragic, yet avoidable accident, but at the time it received very little attention from the mainstream media. Similarly, the publication of the MAIB's report received only muted interest despite the death toll. I would urge all mariners to read the report as it provides a sobering example of what can happen if we fail to respect the awesome power of the sea," writes Clinch. Of note, there were no UK merchant vessels of greater than 100gt lost in 2016. "The overall accident rate for UK merchant vessels >100gt has fallen to 78 per 1000 vessels from 85 per 1000

vessels in 2014," the report stated. Three crew lost their lives on UK merchant vessels >100gt during 2016. Two UK registered small vessels (<100gt) losses were reported to MAIB in 2016 compared with one in 2015. "Eight commercial fishing vessels were lost in 2016 compared with 13 in 2014. The average age of the boats lost was 30 years; 63% of these were small vessels under 15 metres (loa). An average of 16 commercial fishing vessels per year have been lost during the last 10 years. "Nine fishermen lost their lives in 2015 compared with seven lives lost in 2015. "One foreign flag vessel was lost when trading in UK waters and there was only one reported death of crew working on foreign flag vessels," the report stated. *(Source: gCaptain)*

OFFSHORE NEWS

SMIT-LLOYD 1 BRING HER BACK HOME

On december 16, 1964 the keel of yardnumber 256 was laid at the shipyard of "De Hoop" at Lobith. The vessel was launched on April 10th, 1965 and received yardnumber 642 to be completed at H.H. Bodewes Shipyards at Millingen. She was christened "**Smit-Lloyd 1**". Despite her name she was the second of a series of newly designed type of vessels to accommodate oil rigs and work stations all around the world's oceans.

The "**Smit-Lloyd 1**" had a long career. First she sailed under the flag of L. Smit & Co's Internationale Sleepdienst at Rotterdam. Not much later she became part of the ever growing fleet of Smit-Lloyd N.V., Rotterdam. After a succesful 20 year career she was sold to Sea Service Ltd., Valetta, Malta and renamed in "**Sea Serv III**". Apparently her new owner was very happy because another 20 years were added to her name. In 2004 she was sold to First Pacific Trading Company Ltd., managed by Tankship Management Ltd, also at Malta under the name "**Ramla Bay**". After only two years she changed owners again without losing her name. She was sold to Island Fendering at Malta. In 2010 she was bought by her current owner Dipmar Gemi Kurtarma, a Turkish company that gave her the name "**Deep Supporter**". And now she's for sale. We would like to get her back to the Netherlands

and bring her back to her original outfit. To conservate and to exploit. She's the very last vessel of this type that became an example of the whole offshore industry. We would like to set up a foundation. Of course we need to find out if this plan has a chance. The owners are willing to sell this ship for 250.000 euro's. Suppose we're able to raise that amount of money? Then what? We will have to find permanent docking facillity. A few ideas: 1. Get her out of the water and find a dry spot on land to put her on display. This could be a parking lot or a round-a-bout. This way the vessel will not have to be under class and the maintenance costs are lower. But eventually the public interest will fade away because she's not a sailing ship. As vandalism will set in and before you know it the ship will be wrecked. 2. Keep the vessel in the water at a permanent docking facillity with the possibility to arrange trips in the harbor. This way the ships doesn't have to be under class but can be exploited. The Port of Rotterdam is big enough and has a lot of interesting places to entertain people. This might lead to an income large enough to put her under class eventually. 3. Put her under class and have international trips. For this of course we need an certified crew. This is the most expensive possibility. What can we do with the "Smit-Lloyd 1"? We can set up excursions, wedding parties, live performances of bands and of course there will be an excursion through the ship guided by people who sailed her. She is in A1 condition and the only thing that needs to be done is painting her back in her original colours. Every piece of equipment on board is original. We would like to keep her away from the scrap beaches. We have until October to place a bid so we are in need of serious money. Please donate. Help us to bring her back home !!!!! Go to the donation site HERE and join use for a change

TGS TAKES SEABIRD VESSELS FOR SEISMIC SERVICES

SeaBird Exploration, a provider of marine acquisition, has entered into an option agreement with TGS Nopec to provide up to 600 vessel days of seismic services. The agreement offers TGS access to

one or more SeaBird vessels to perform seismic services on a global basis, SeaBird informed on Monday. The company further explained that a call-off under this option agreement may be made by TGS at its option throughout 2017 and the agreement will be extended through 2018 under certain conditions. Just last week, SeaBird signed a letter of intent to conduct a shallow water 3D seismic survey in the West Africa region with its Voyager Explore vessel. *(Source: Offshore Energy Today)*

FRENCH CREDITORS APPROVE CGG'S SAFEGUARD PLAN

French geophysical services player CGG has received an approval of its draft safeguard plan by creditors' committees in France as the company is working to cut about $2 billion off of its 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. At the end of the second quarter 2017, CGG's gross debt was $2.812 billion. Available cash was $315 million and group net debt was $2.497 billion. CGG CEO, Jean-Georges Malcor, last week said that the proposed restructuring plan would result in a $2 billion net debt reduction and would provide the necessary liquidity to support the company's turnaround. The French safeguard proceeding on CGG S.A. was launched on June 14 and creditors committee was held in France on Friday, July 28. CGG and SELARL FHB, represented by Hélène

Bourbouloux, in her capacity as judicial administrator appointed by a ruling of the commercial court of Paris on June 14, 2017, informed on Monday that in the framework of the meetings held on July 28 and convened by the latter, the lenders' committee unanimously approved the draft safeguard plan, and the bondholder general meeting at a majority of 93.5% of the creditors who cast a vote. According to its 2Q 2017 report last Friday, the geophysical company is facing material uncertainties that may cast substantial doubt upon its ability to continue as a going concern, which 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. Following the Friday approval of the creditors involved in the French safeguard, the next step is the approval of creditors in the U.S. Prearranged U.S. Chapter 11 for CGG's 14 significant subsidiaries was also launched on June 14. Creditors consultation in the U.S. is expected to be completed by mid-October. The next step after that will be the approval of the financial restructuring plan at the shareholders' Extraordinary General Meeting at the end of October. If the $500 million new money is raised in the first quarter of 2018, which CGG believes is a reasonable assumption, the group liquidity is expected to be sufficient to fund current operations until June 30, 2018, at least. *(Source: Offshore Energy Today)*

BOURBON FINALISES DEBT RESTRUCTURING DEAL

Bourbon says the conditions precedent to the debt rescheduling agreement announced in March 2017 have been fulfilled and the company has finalised its debt rescheduling. It said the agreement was a "solid foundation" for the success of its action plan, which aims to preserve and strengthen its cashflow in order to emerge stronger from the current downturn. In recent months Bourbon has signed an agreement with ICBC Financial Leasing that will restructure payments due under leasing transactions entered into in 2013 and 2014 and said it had reached "a sustainable reorganisation" of the major part of its debt, a sum amounting to €910.8M (US$1Bn). *(Source: Offshore Support Journal)*

DEEPOCEAN ACQUIRES WEST AFRICAN ROV SPECIALIST

DeepOcean has acquired French company Searov Offshore and has expanded its presence in West Africa. Searov, which was established in 2008, is a provider of remotely operated vehicle (ROV) services with a strong focus on West Africa. The company owns and operates 10 ROVs from its operating bases in Pointe Noire, Republic of the Congo and Port Gentil,

Gabon. It has a track record of delivering inspection, maintenance and repair and construction support services to international oil companies in West Africa. "This acquisition will allow DeepOcean to expand its West Africa operations from its current operations in Ghana into other countries in West Africa such as Republic of the Congo, Gabon and Ivory Coast," said Henk van den IJssel, DeepOcean's managing director for Africa. "Africa is a key region for DeepOcean and building a platform for the provision of life-of-field subsea services to our customers is one of our main strategic objectives. We are excited that Searov's President Maxime Cerramon has decided to join DeepOcean. Maxime will play a key role in DeepOcean's Africa activities." *(Source: Offshore Support Journal)*

TIDEWATER EMERGES FROM CHAPTER 11 BANKRUPTCY

New Orleans-based oil services company Tidewater Inc. emerged from Chapter 11 bankruptcy on Monday after completing a financial restructuring that eliminated approximately $1.6 billion of debt and will better position the company to weather the extended downturn in the offshore energy industry. "Today marks the completion of a restructuring and recapitalization that allows the Company to move forward with a solid financial foundation from which we expect to continue to strengthen our business and grow," said Jeffrey M. Platt, Tidewater's President and Chief Executive Officer. "We now have the financial flexibility to continue to provide our customers with the safe, compliant, and efficient services that are the hallmark of our Company. Tidewater is thankful for the continued support of our many stakeholders, including our lenders, noteholders, stockholders, employees, customers, vendors and trade creditors. Their support has been integral to the successful outcome of the chapter 11 process." With more than 300 vessels, Tidewater has one of the biggest OSV fleets in the offshore oil and gas industry. The company and certain of its subsidiaries filed for Chapter 11 bankruptcy in Delaware in May as part of prepackaged restructuring support agreement with creditors. Tidewater has remained in business throughout the restructuring. Through the prepacked plan, Tidewater has now eliminated approximately $1.6 billion in principal of outstanding debt and,

considering the rejection of certain sale-leaseback agreements, it estimates that interest and operating lease expenses will be reduced by approximately $73 million annually. The company said the deleveraging of its balance sheet positions it for long-term success for the benefit of all stakeholders. Shares of the company's new common stock has been approved for listing on the New York Stock Exchange under the same NYSE ticker symbol "TDW", and will begin trading on August 1, 2017. *(Source: gCaptain)*

SEABIRD GETS ALL CONSENTS FOR RESTRUCTURING

Seismic services player SeaBird Exploration has obtained all consents required for its comprehensive restructuring announced in May. As a result of significant market uncertainty, contracting lead times, deteriorating orderbook as well as upcoming debt maturities in 2017 and 1Q 2018, SeaBird has been looking for a refinancing solution since the beginning of this year. On May 26 the company announced a proposal that if completed would facilitate a comprehensive restructuring of the group's balance sheet, reducing the company's debt by $22 million and lease obligations by $10.4 million. The remaining debt under the SBX04 bond loan and the Glander credit facility would be a total of $5 million and the remaining lease obligations, payable in kind until maturity, would be $2.4 million. On Tuesday, SeaBird informed it has signed an agreement with Glander whereupon $1.9 million of the principal amount and all accrued interest as of June 3, 2017, owed to Glander under the Glander credit facility will be irrevocably repaid and discharged upon the issuance of SeaBird shares to Glander at NOK 5.00 per share and that the remaining claim of Glander under the Glander credit facility of $440,591 will be amended with the maturity date being extended until June 30, 2020, no principal payments until June 30, 2020, and the introduction of payment-in-kind interest for all interest payments to be made under the Glander credit facility. The company has also entered into an addendum to the Munin charter contract pursuant to which the charter period for the Munin charter contract will be extended to June 30, 2020, the charter hire will be reduced to $2,088 per day for the period from June 3, 2017 until June 30, 2020 and where the new charter hire can, at the company's discretion, be accumulated and not paid in cash before June 30, 2020. The difference between the new charter hire of $2,088 per day and the remaining and unpaid previous charter hire will be converted into SeaBird shares at NOK 5.0 per share in accordance with the terms of the restructuring. As a consequence, all consents for the restructuring have now been obtained, and the company will proceed with the conversion into equity of the SBX04 Tranche B, the Glander claim and the Munin claim as approved by the SBX04 bondholders in the bondholder meeting on June 2, 2017 and the SBX shareholders in the EGM on June 13, 2017. The company will effectuate the closing of the restructuring and issue the new shares as soon as practically possible. As a consequence of the restructuring, SeaBird said it will reduce its debt and lease burden by approximately $37.5 million, have $5.7 million in outstanding financial debt and have no significant debt maturities until June 30, 2020. However, the company requires additional funding for working capital purposes and it continues its efforts to obtain new equity financing and is in active dialogue with potential capital sources. SeaBird noted that there can be no

guarantee that sufficient additional financing is available in a timely manner, and the absence of additional financing would have the effect that the company will be unable to continue operations. *(Source: Offshore Energy Today)*

NEXANS KICKS OFF NORDLINK CABLE INSTALLATION

Installation of a subsea power cable between Norway and Germany has started. The first metres have been laid on the seabed in Vollesfjord in Vest-Agder. Once completed, the new cable, NordLink, will be one of the world's longest power cables, and will provide the first direct link between the Norwegian and German power grids. The entire interconnector is 623 kilometres in length, and 516 kilometres will be installed as a subsea cable. "The first part of the cable will be installed this summer, 124 kilometres from Vollesfjord and to the Danish sector of the North Sea," says executive vice president Håkon Borgen, Statnett. "We have been working on this project for several years, and it is very exciting to get started on the actual cable installation. The cable is now pulled in to shore through a microtunnel from the head of the fjord, and the cable laying vessel is starting its journey towards open sea." The cable weighs approximately 50 kilograms per metre and is being installed by the **Nexans Skagerrak** cable installation ship. Following the laying operation the offshore vessel Polar King will bury the cable in the seabed approximately one metre depending on the seabed conditions. The cable was produced by Nexans in Halden, Norway. Once NordLink is operational, Norway will have six international cables, in addition to interconnectors over land. The interconnector between Norway and Germany consist of two cables. Next summer the second cable from Vollesfjord will be installed in parallel to the one that is currently being installed. From Germany, the cable installation will start next year. In total, the subsea cable will be 516 kilometres. In Germany, the cable will start in Wilster in Schleswig Holstein, northwest of Hamburg. NordLink is a cooperation between Statnett, the German system operator TenneT and KfW, the German state investment bank. The project has a price tag of EUR 1.5-2 billion. *(Source: Subsea World News)*

CLINTON WINS ODIN ONE SURVEY GIG

Clinton Marine Survey has been awarded a framework agreement for Swedish Maritime Administration (SMA), for the service of multibeam echo sounder (MBES) hydrographic surveys on Swedish shipping routes in the Baltic Sea. The framework contract regarding hydrographic surveys in the Swedish Sea areas 2017-2019, comes with possible extension one year at a time until 2021. Based on the framework contract and the present available budget, SMA plans to sign one or more contracts, per year, covering specific areas to be surveyed 2017 and 2018 respectively. The name of the framework contract is "ODIN Surveys". SMA has received grants from the EU-fund Connecting Europe Facility for the surveys as part of the FAMOS (Finalizing surveys for the Baltic motorways of the sea) project. SMA is the government agency primarily responsible for providing infrastructural services in the form of safe and accessible fairways to meet the needs of shipping in territorial as well as in EEZ waters. A comprehensive MBES survey of the areas specified herein is critical for the efficient routing and safe navigation of all types of shipping especially with regards to deep draught shipping. The results of these hydrographic surveys will be used in updating nautical charts and associated navigational. Clinton Marine Survey was awarded the first survey called ODIN ONE. The survey area is around 7 000 km² and will be collected with the multibeam EM2040 Dual head/Dual swath. The entire project will be processed with EIVA NaviSuite. The water depth is ranging between 20 meters to 250 meters and will be conducted with our vessel M/V **Northern Wind**. *(Source: Subsea World News)*

28% OF OFFSHORE VESSELS CURRENTLY LAID UP

Using VesselsValue's Offshore mapping service VV, Senior Offshore Analyst Charlie Hockless has put togther a snapshot showing the percentage of the offshore fleet currently laid up. Across all offshore types, 28 percent of the fleet is currently laid up. PSVs top the table, with 36 percent currently laid up. Hockless explained the definition of laid up used in this context: "Estimating the number of vessels in lay-up is an imperfect science. However, using a big data approach VesselsValue can provide a valid estimation using the following methodology. VV observes the recency of a vessel's AIS signal and filters the data appropriately. Vessels that have not

signalled for over a week are considered to be in lay-up." The VesselsValue offshore database includes: Offshore Support Vessels (PSV, AHTS, AHT, FSV, Ocean Going Tug and ERRVs) Offshore Construction Vessels (Pipe layer, Cable Layer, Well Intervention, Dive Support Vessels, MPSV, Floatel, Accommodation Ship, Crane, Lift Boats, SOV and Utility Vessel) Mobile Offshore Drilling Units (Drillship, Semi-submersible and Jack Ups) *(Source: MarineLink)*

OCEANTEAM BAGS CABLE TRANSPORT GIG

Oceanteam Solutions has signed a contract with a European cable manufacturer regarding the supply of a transport vessel, turntable and auxiliary equipment for the transport of cables from South Europe to Scandinavia. The project is planned to be executed in summer 2017. Besides supporting the cable transport and loadout with a transport vessel and a turntable, Oceanteam will assist the multiple cable loadouts in the appointed ports by supplying equipment and a professional cable handling crew. The turntable system and auxiliary equipment will be loaded on the vessel at Oceanteam's own quay facilities in Velsen Noord, the Netherlands, and subsequently will be shipped to South Europe. There, the cable will be spooled before heading to Scandinavia for the cable loadout. Lex van Doorn, managing director at OTS, welcomes the new partnership. "We are happy that cable manufacturers have faith in our company. Needless to say, they can rely on our extensive know-how and experience in the cable handling and transport industry and our excellent equipment plus staff. We are looking forward to bringing this project to a successful conclusion together." Earlier this year, Oceanteam performed a cable loadout for another client. In this project, OTS was responsible for the supply of all quayside equipment (turntables, tensioners, quadrants, cable highways and a custom built splicing tent) including a team of supervisors, equipment operators and spoolers. *(Source: MarineLink)*

WINDFARM NEWS - RENEWABLES

GALLOPER WIND FARM CHARTERS SEACAT RANGER

Seacat Ranger, a highly versatile catamaran owned and operated by class-leading Offshore Energy Service Vessel (OESV) operator, Seacat Services, has been chartered by Galloper Wind Farm Ltd. Under the terms of a 3-year contract with Galloper, **Seacat Ranger** will be deployed at the offshore wind farm from August this year. In September, she will be joined by sister vessels, **Seacat Liberty** and **Seacat Vigilant**. This follows a separate 2-year agreement signed in May with turbine supplier Siemens Gamesa Renewable Energy (Siemens Gamesa). Galloper is currently in construction off the Suffolk coast and innogy SE is leading the construction and operation of the 336MW wind farm on behalf of the project partners. Siemens Gamesa are supplying and maintaining the turbines and both Siemens and Galloper use crew transfer vessels to access the offshore wind turbines and substation. With large-scale offshore wind projects at various stages of development and operation throughout UK and European waters, maximising operational efficiencies is essential. Ensuring that the resources provided by the regional supply chain are deployed – and shared – effectively can support the management of construction timelines and a smooth transition into long-term operations. For Galloper offshore wind farm, **Seacat Ranger** and her crew will handle a broad scope of work, encompassing both technician and equipment transfers, in support of planned maintenance and performance optimisation taking place during the first three years of operations at Galloper. From September, **Seacat Liberty** and **Seacat Vigilant** will also be based out of Harwich and operating on the site. This will enable Seacat Services to further enhance the efficiency of its service for both Galloper and Siemens Gamesa, creating opportunities for vessel sharing and collaboration. All three specialist OESVs have been built in the UK by South Boats IoW and their shared specifications will ensure familiarity for the technicians working on site. The charter arrangement may also lead to further long-term recruitment opportunities for the local community, helping to support the regional economy. As growth in the UK offshore wind market continues, 80% of the Seacat Services fleet is currently deployed in domestic waters, with a large proportion based on the east coast. “Close collaboration in vessel deployment can yield an extensive range of benefits for all of the parties involved in the development and operation of technically and logistically complex offshore wind farms,” said Ian Baylis, Managing Director, Seacat Services. “With the drive to optimise efficiency and get the most out of maintenance budgets, the ability to take a more versatile approach – and share project resources – will provide project operators, developers and OEMs alike with a more practical means of meeting collective goals.” Galloper Operations & Maintenance Manager, Sean Chenery said: “This is our first charter contract with Seacat Services, and we were impressed with their experience and the established presence the firm already has on the east coast.” *(Press Release)*

SEAJACKS SCYLLA LOADING FIRST WALNEY EXTENSION TURBINE COMPONENTS

Seajacks' wind farm installation vessel, **Seajacks Scylla**, has arrived in Belfast and is being loaded with the first batch of turbine components to be installed at the 659MW Walney Extension offshore wind farm, DONG Energy told Offshore WIND. "**Seajacks Scylla** arrived at the Walney Extension feeding harbour in Belfast on time and loading is progressing as planned. We expect installation of the first MHI Vestas 8.25 MW turbine to begin over the coming week," Andrew Cotterell, Walney Extension programme director, said. Walney Extension will consist of 40 8.25MW MHI Vestas and 47 7MW Siemens wind turbines, as well as two offshore substations, installed some 19 kilometres off the Cumbrian coast. Seajacks Scylla will install all 87 wind turbine units at the wind farm. The turbine components and foundations, which are currently being installed, are being stored in Belfast and the construction is coordinated from the port of Barrow in Furness. When fully commissioned in 2019, Walney Extension will become the world's largest operating offshore wind farm. *(Source: Offshore Wind)*

DREDGING NEWS

JAN DE NUL NEW DREDGER STEP CLOSER TO LAUNCHING

Croatian shipbuilder Uljanik has completed installation of the cutter ladder for Newbuilding 500, a self-propelled cutter suction dredger the shipyard is constructing for their longtime partner Jan De Nul Group. The shipyard reported that on Monday, July 31st the cutter ladder – one of the most complex parts of the ship – was successfully installed. According to the yard, it consists of 7 sections, the thickness of the material at certain points exceeding 150 mm, and its trunnion, tilting and sea fastening points require on site machining to achieve exact measurement. Cutter ladder is equipped with two main lines, dredge pump line and cutter line. The underwater dredge pump of 8500 kW is

powered by two motors of 4250 kW over the gearbox and is forming the dredge pump line. Two additional motors with a gearbox of almost 300 ton, which are connected to the cutter head over the shafts, are forming the cutter line which is used for dredge the sea soil, reported the yard. The shipbuilder also added that the launching ceremony for the vessel is scheduled for late August. *(Source: Dredging Today)*

YARD NEWS

TUCO DELIVERS NEWLY DEVELOPED HIGH-PRESSURE CLEANING BOAT FOR FISH FARM OPERATIONS IN NORWAY

Following deliveries of crew transfer boats and other ProZero workboats to Norway, Tuco Marine has now concluded the delivery of a 15m high-pressure cleaning boat to AKVA Group, also located in Norway. The 15-meter workboat was built to satisfy the many appeals that Tuco Marine have received to expand the ProZero series of workboats with dedicated aqua culture vessels. Tuco Marine happily welcomed these appeals, and the skilled team of engineers collaborated with multiple world leading aqua culture experts to develop a new boat that matches the exact demands of the industry. The 15m ProZero HPC boat is built from composite materials. This reduces the structural weight of the vessel and ensures low maintenance and superior durability. Thanks to the low weight and the twin inboard diesel engines connected to the distinctive Volvo Penta IPS propulsion system with forward-facing, counter-rotating propellers, the vessel is capable of operating at more than 33 knots. The union of low weight and efficient propulsion results in impeccable control and handling, world-class fuel efficiency and minimal environmental impact. "We are extremely happy to deliver this fantastic vessel and once again prove that our ProZero workboat concept is a great tool for owners seeking top performance and reliability while also taking great care of the crews on board. With the vessel, we once again surpass the market expectation for such boats" says Jonas Pedersen, Managing Director of Tuco Marine. The boat has been sold to AKVA Group in collaboration with Tuco Marine's local partner on the fish farming market, Arild Friestad of Boat and Barge AS, who has

been a recognized supplier to the industry through decades. The hull structure for this particular ProZero model features special appendages and reinforcements that make it ideal for fish farm operations. The ProZero hull provides for a stable ride, even in rough seas where most vessels must surrender. Fast operations in rough seas are only limited by human constraints. Tuco Marine will be present at the Boat and Barge stand at Aqua Nor 2017 in Trondheim from August 15th to 18th, Hall E Stand E-436. The ProZero boats are available in multiple versions, all of which are carefully tailored to suit particular user requirements. The cockpit layout in the workboats is arranged to maximize the use of state-of-the-art operations management and situational awareness electronic aids. *(Press Release)*

ESVAGT UPGRADES ITS ON BOARD INTERNET

VSAT will vastly improve the internet connection for both crew and guests. ESVAGT has chosen to upgrade the satellite communication on board its vessels to give customers and crew a much improved and more stable connection. "The use of wireless communication has increased significantly over the last few years, as has the need and desire for a more stable internet connection on board," says Lars Knudsen, ESVAGT Head of IT. With the so-called Hybrid VNO satellite solution, users will experience a tangible improvement both in internet access and in the quality of satellite telephone conversations. "The new solution takes better advantage of the surplus capacity on the satellite that users will experience in the form of a palpable upgrade. The internet connection will be fast and stable, and the satellite telephone will function almost perfectly," says Lars Knudsen. The bandwidth is far from the 50 or 100 megabits that many have at home but it is sufficient to cover most work and leisure digital communication needs. The new connection will give ESVAGT enough bandwidth to allow both crew and guests on board to communicate with their friends and family in their free time without interfering with the operation of the vessel's IT systems. *(Press Release)*

WÄRTSILÄ TO POWER GERMAN RESEARCH SHIP

The technology group Wärtsilä is to supply the engines for a new LNG-fueled research vessel being built for the German government. Wärtsilä will also supply exhaust cleaning systems based on selective catalytic reduction (SCR) technology and the LNGPac system for complete fuel gas handling. The SCR technology will be needed when the engines are running on conventional marine diesel fuel if the vessel exhausts its supply of LNG on long voyages. The vessel is under construction at the Fassmer shipyard in Germany and will be owned by Bundesamt für Seeschifffahrt und Hydrographie (BSH), the Federal Maritime and Hydrographic Agency. The contract was signed with Wärtsilä in June 2017. The new 75 metres long ship, the '**Atair'** will replace its 30 year old namesake, and will be the first German research vessel operating on LNG fuel. Wärtsilä will also supply the engines and SCR systems for three German Federal police boats to be built at the Fassmer yard. The full scope of Wärtsilä's supply for the 'Atair' is two 6-cylinder Wärtsilä 20DF dual-fuel engines capable of running on either LNG or conventional liquid fuels, one 6-cylinder Wärtsilä 20 engine, two exhaust cleaning systems, and a Wärtsilä LNGPac fuel storage, supply, and control system. The engines will have Tier III classification since the dual-fuel engines comply with this classification when running in gas mode, and all the engines will be compliant when operating on diesel because of the Wärtsilä SCR systems. Furthermore, the engines will be double elastically mounted to minimise the noise. This special Wärtsilä technique will enable the ship to fulfil the DNVGL classification society's 'Silent R' rating, thus allowing the sonar equipment to be used without disturbance from underwater radiated engine noise. "Our dual-fuel technology is unique when it comes to small bore medium speed engines, and the extended service intervals and economic fuel consumption of the Wärtsilä 20DF engine enable lower operating costs than is possible with high speed engines. We have worked closely with the Fassmer shipyard and are proud to have once again been selected to supply the machinery and equipment for this important project," says Lars Anderson, vice president, Engine Sales, Wärtsilä Marine Solutions. "As the new '**Atair'** will be the first vessel in our fleet with LNG technology, we rely on the experience and expertise of Wärtsilä with respect to the engines and LNG tank equipment. With Wärtsilä's dual-fuel and SCR technologies, the vessel will fulfil the IMO's Tier III regulations in all operational conditions, whether sailing on LNG or on diesel fuel," says Kai Twest, Head of Ships and Equipment Division at BSH. The Wärtsilä equipment is scheduled to be delivered to the yard in mid-2018, and the vessel will enter service in early 2020. Earlier, Wärtsilä has supplied double elastically mounted main engines equipped with SCR's for the 'Sonne' a deep sea research vessel also owned by the German government. The vessel is operating very successfully in terms of being booked by scientists for research programs due to its modern and environmentally friendly equipment, thereby endorsing Wärtsilä's reputation as a provider of high grade technological and ecologically sound products and solutions. *(Source: Subsea World News)*

FARSOUNDER SONAR FOR RRS SIR DAVID ATTENBOROUGH

FarSounder's longest range sonar system FarSounder-1000 is slated to be the latest addition of the equipment incorporated into the British Antarctic Survey's new Polar Research Vessel, the RRS **Sir David Attenborough**. Cammell Laird is currently constructing this more than $180 million polar research ship owned by Natural Environment Research Council (NERC) at the Cammell Laird Birkenhead shipyard, Port of Liverpool City Region, UK. Pinpoint Electronics of Devon, UK is the local FarSounder representative for this project. Pinpoint's managing director, Sally Dale stated, "As a former officer in the Royal Navy, a ship's safety has always been of the utmost importance. Over my years in the industry, I have learned the best way to achieve the highest level of safety is by adding a FarSounder sonar to the navigation suite." The coverage achieved by utilizing FarSounder-1000 could open up new locations for science and demonstrate and reinforce continuing British presence in Antarctica and the South Atlantic. The sonar will be protected during ice breaking operations via a custom hoist designed and built by C4R Maritime Solutions of Frederikssund, Denmark, and tested in the lab at Force Maritime in Denmark. "Having this new solution for specialized vessels, a new world opens up to many more vessels that can benefit from the innovative technology of FarSounder," said Bill Endersen, senior engineer at C4R. *(Source: Subsea World News)*

GRAND BAHAMA SHIPYARD: NOT JUST CRUISE LINES IN CUSTOMER LIST

In addition to all the cruise ship work for which it is well known, Grand Bahama Shipyard (GBS), the largest shipyard in the Caribbean, also carries out a large volume of work on a broad range of other commercial vessels. In the first half of this year, the yard completed work on 30 non-cruise vessels, predominantly repeat business from U.S. East Coast, Gulf and Caribbean operators and

transporters such as Crowley, OSG, Seabulk, Seaboard, Tropical, TrailerBridge and Tote and and including tankers, bulk carriers, containerships, tugs, dive support vessels and drilling support vessels. Long-time customer Crowley Marine Services, Inc. will drydock over a dozen vessels in 2017. In January, GBS welcomed the Crowley-managed containership National Glory. In March, works were completed on **Barge 750** followed by Tug **Legend**. Four Crowley vessels, Tug **Coastal Reliance**, Tug **Ensign**, **Barge 550-4** and **Barge Miami** all visited in April. Tug **Liberty** and **Barge 750-3**' were both in for their routine class surveys in May. Additional vessels from the Crowley fleet are planned for dry dock throughout the remainder of 2017. Bibby Offshore Ltd. docked the diving support vessel **Bibby Sapphire** for an extensive 20-day work period in Dry Dock No. 1 in January. Works included: steel replacement, tank cleaning and disposal of sludge, electric motor overhaul, pipe replacement, bow thruster overhaul and while complete hull treatment concluded with the application of anti-corrosive coating followed by two full coats of anti-fouling. First time visitors included the Chinese-owned research/survey vessel **BGP Pioneer**, managed by Thome Offshore Management, and companion tug **BGP Supply II**, which double dry docked on Dock No. 1 in February. Work completed to Pioneer included extensive pipe work and complete hull treatment. It's companion tug, Supply II received more extensive work that included tail shaft and propeller repairs, main engine renewals, extensive pipe works on several systems and complete hull treatment. *(Source: MarineLog)*

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

   - Smit-Lloyd 1 bring her back home
   - Two new models for the Dutch National Towage Museum
   - Svitzer secures fifteen-year contract with Excelerate Energy in Bangladesh
   - Ocean takes delivery of first Damen tug
   - Diversified delivers full Cat-powered tug

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