Tugs Towing & Offshore Newsletter

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

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TUGS & TOWING NEWS

USIBA LAUNCHED

The latest tug to be launched at Southern African Shipyards in Durban is the **Usiba**, is an Zulu word for Feather. She is number 7 in a series of 9 tugs being built at the Bayhead shipyard, on time and within budget. Shortly after the naming of the vessel by the sponsor, President of the Zululand Chamber of Commerce & Industry, Judith Nzimande, the tug was taken away from the quayside on board the shipyard's own floating dock to be lowered into the water in the Maydon Wharf turning basin. See the full report below. *(Source: Ports & Ships; Photo: Terry Hutson)*

THE 44TH EDITION OF OLYMPIA HARBOR DAYS – THE BIGGEST AND BEST YET!

Friday, September 1st 5pm to 8pm; Saturday, September 2nd 10am to 7 pm; Sunday, September 3rd

10am to 6pm. Every year Labor Day approaches, and so does the annual Olympia Harbor Days Tugboat Races and Festival, an Olympia Kiwanis FREE community event held at the downtown Olympia waterfront. The 3-day family friendly festival hosts the World's Largest Vintage Tugboat Show on Saturday at Percival Landing and Tugboat Races out in Budd Inlet on Sunday, this year sponsored by Lucky Eagle Casino. The Squaxin Island Tribe, the title sponsor, presents an opening blessing on Friday at 5:00 PM and closing prayer on Saturday at 6:00 PM, at the Washington's Lottery Main Stage at Percival Landing, where you will find all the traditional festival favorites including hundreds of arts & crafts vendors, community businesses and non-profits, and amazing food booth chiefs. This year be sure to look for new features and activities including Sand Sculpting by Form Finders, live bands on stage from opening to closing daily, the high flying antics of some of Olympia's best aerialists 25 feet up in the air. And for the kids – thanks to support by Heritage Bank, the award winning Hands on Children's Museum will be under the large shelter with supplies galore to help kids build boats for a "Cork Boat Regatta". Nearby kids can learn about marine life through activities and play with the Puget Sound Estuarium experts. More rides are offered next to the fire truck on Columbia Street. Saturday offers kids story time with activities and free book giveaways. Olympia Kiwanis will be at the Harbor House with some historic festival artifacts and can answer questions and will be selling $5 Raffle tickets to help fund high school scholarships. Be sure to enter the Mixx 96 Giveaway Contest on the boardwalk and win a weekend getaway aboard the Virginia V. North at the Port Plaza, find the Squaxin Island Salish Seaport, presenting tribal activities, arts, artists, and cultural history through stories and dance. Little Creek Casino will be cooking up a storm with a tribal salmon bake and beer garden, proceeds of which will go to the Squaxin Island Tribe Museum. 2017 marks the long awaited return of the Tall Ships Lady Washington and Hawaiian Chieftain whom will be sharing the Port Plaza docks with the historic Mosquito Fleet Steam Ship Virginia V. All ships, sponsored by WFSE, and are open for touring (donations appreciated) and offer cruises. Find information on schedules, pricing and securing your tickets go to www.HarborDays.com. Other major support for the festival comes from the City of Olympia, the Port of Olympia and community sponsors. Festival proceeds and donations help support the Olympia Kiwanis Club's mission to help children and their families in the area. For more information, directions schedules, and more go to www.HarborDays.com or on Facebook at Olympia Harbor Days. Or download the mobile app at http://vue.do/Olympia use event code: 5065. Whether you are a cultural or history nut, a boating enthusiast, a landlubber, shopper or simply in search of a tasty bite to eat, Olympia Harbor Days always has something for everyone! *(Press Release)*

TUG NO.7 USIBA IS LAUNCHED AS NO.6 UMBILO IS HANDED OVER

It was another proud day at the Southern African Shipyards yesterday when tug number 7 in a building programme of nine tugs was named USIBA and launched while tug number 6 UMBILO was handed over to Transnet National Ports Authority. The sponsor or godmother of the latest tug, Ms Judith Nzimande, who is president of the Zululand Chamber of Commerce and Industry, sent a bottle of sparkling wine breaking across the tug's bows in the traditional form of christening a vessel, before the tug was taken out into Durban Bay on board the floating dock which would later lower her into the waters for the first time. USIBA, whose name means "Feather", is destined for… the Port of Richards Bay, while UMBILO, named after a local river that runs into Durban Bay, entered service yesterday in the Port of Durban. The two tugs are part of a shipbuilding contract for nine similar tugs awarded to Southern African Shipyards. Each tug, like predecessors built before them also at SA Shipyards, is propelled by Voith Schneider propulsion and have a bollard strength of 70 tons. This enables them to handle the biggest ships likely to enter South African ports. Other tugs in the series have been deployed to Ngqura, Port Elizabeth and Saldanha Bay while Richards Bay has already received another of them. Nico Walters, TNPA General Manager: Strategy described the event as significant as it followed TNPA and Southern African Shipyards' joint winning of the Partnership Award in the Manufacturing category of the 2017 KZN Top Business Awards. "TNPA and Southern African Shipyards clinched the award for this project, which the awards panel recognised as demonstrating our commitment to developing South Africans, and ultimately strengthening the nation through shipbuilding and repair services. The panel deemed this exceptional in respect of transparency and timeous delivery," he said. Walters said Southern African Shipyards was playing a proactive role in helping to unlock the potential of the Ocean Economy. He said the Durban-based

ship builder had upheld the highest standards of sustainability and socio-economic responsibility throughout the project. "This project is a shining example of the potential for Public Private Partnerships to create jobs and grow the economy," he said. The project has created 500 direct and 3500 indirect jobs with a minimum of 60% locally manufactured components. Subcontractors involved on the project include international subcontractors with local operations such as Barloworld Equipment, Siemens and Voith Schneider, as well as local contractors such as Bradgary Marine Shopfitters. The nine tugs are being built for TNPA over three and a half years as part of a wider fleet replacement programme that also includes new dredging vessels and new marine aviation helicopters. USIBA will be handed over to the Port of Richards Bay in November 2017. The eighth tug is due to be delivered in February 2018 and the ninth and final tug in June 2018. *(Source: Ports & Ships; Photo: TNPA)*

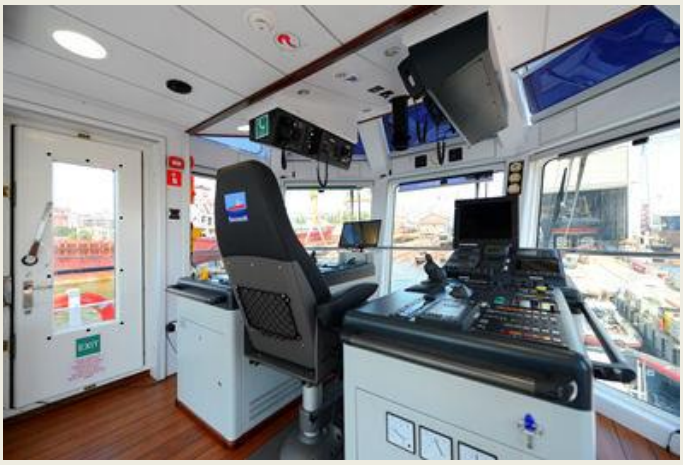
SVITZER EXPANDING PORT COVER IN PORTUGAL

Svitzer will significantly increase its capacity in towage services in the port of Setubal through a combination of Rebosado and Svitzer tugs. Svitzer has signed an agreement with Rebosado to service Rebosado's towage customers and time charter the Rebosado fleet, enabling Svitzer to offer an enhanced multiport cover in Portugal. Operating in Lisbon, Sines, Portimão and now increasing capacity in Setubal from two to nine tugs, Svitzer provides reliable and efficient solutions for its customers. Managing Director of Svitzer Europe, Kasper Friis Nilaus, says, "By expanding our operations into Setubal Svitzer can now offer comprehensive port cover for the main ports in southern Portugal, thereby providing our customers with a better service. Utilising both the Svitzer and Rebosado fleet we can increase the reliability and efficiency of our Portuguese operation. We are looking forward to working with Rebosado's customers in Setubal and will do our utmost to ensure they continue receiving the high service level they are used to." Mr. Manoel Ferreira, founder of Rebosado, added, "We have worked with Svitzer for many years and welcome this opportunity to strengthen our relationship with Svitzer while ensuring high service levels for our customers, employment for our crews and the continuation of the Rebosado fleet in Setubal."

The agreement will increase the Svitzer controlled fleet in Portugal by seven vessels, bringing the total fleet to 15 tugboats. This increased fleet will ensure operational efficiencies to the benefit of customers and stakeholders in Portugal. The transaction is effective as of 1 September 2017. *(Press Release)*

SUPERMAN ON THE WAY - UK OPERATOR EXTENDS TURKISH BUILT FLEET

By purchasing a brand new tug from Sanmar Shipyards, experienced UK operator, SMS Towage, has taken delivery of its seventh ASD tug built by Turkey's leading tug builder. The new tug is named **Superman** continuing an established pattern – the previous six Sanmar built tugs in the SMS fleet are called **Statesman**, **Scotsman**, **Yorkshireman**, **Masterman**, **Englishman** and **Merchantman**. The new tug is of the Robert Allan Ltd RAmparts 2400 SX (Sanmar exclusive) design, designated by the builder as the Bogacay series. This has proved a highly popular model, Superman being the 27th of this design ever built, and based on the equally successful and similar Ulupinar series but with increased beam for enhanced stability and greater power for more bollard pull. Measuring 24.4m x 11.25m, Bogacay Series tugs are available with a variety of Caterpillar engine and Rolls-Royce Z-drive options to give bollard pulls ahead of up to 75 tonnes. This latest delivery is equipped with a pair of 2,000hp main engines to give approximately 70 tonnes of bollard pull. In addition Superman is fitted with external



fire-fighting equipment to Fi-Fi 1 notation with a dedicated Caterpillar diesel powering the pumps. Commented Cem Seven, Sanmar's managing director: "We are proud to deliver the 7th vessel to SMS. Highly respected companies such as SMS regularly come back to Sanmar for state-of-the-art tugs proving that they respcet our quality standards and appreciate the performance of our products. We intend to contimue building good relationships with our customers, old and new." *(Press Release)*

NOMINATIONS OPEN FOR TUG OF THE YEAR

We have opened our inaugural Tug of the Year competition and are ready to receive nominations. The Tug Technology & Business competition will run over the next two months in a search for the most technically advanced tug delivered in 2017. We are looking for nominations from tug operators, owners, managers, tug masters, shipyards, naval architects and even system manufacturers and suppliers. We are asking our readers: What has been the most advanced tug that has entered service in 2017 and why should this workboat be nominated for this competition? Please send nominations to Tug Technology & Business editor Martyn Wingrove at: martyn.wingrove@rivieramm.com. We will gratefully receive any nominations and the Tug Technology & Business team will analyse entries. The competition will close on 16 October. The winner and runners up will be presented in the Q4 issue of Tug Technology & Business in November. I expect this competition will produce high quality entries and interest from the tug and towage community. It will highlight the technical achievements of the tug design, building and ownership, with the winning nominations demonstrating these accomplishments. I look forward to receiving your entries into the Tug Technology & Business Tug of the Year competition. *(Source: Tug Technology & Business)*

KOTUG SMIT ZET NIEUWE HAVENSLEEPBOOT IN

Vanaf maandag 21 augustus 2017 zet het havensleepvaartbedrijf Kotug Smit Towage een nieuwe havensleepboot in, in de haven van Zeebrugge. Het betreft de splinternieuwe sleper '**Southampton'**. De '**Southampton'** kwam vrijdag 18 augustus 2017, 's avonds laat, Zeebrugge binnengevaren van de werf Damen in Vlissingen waar het vaartuig drie dagen daarvoor was toegekomen. In Zeebrugge werd op zaterdag de laatste technische uitrusting aan boord genomen, gevolgd door een korte proefvaart, onder meer in de achterhaven. De

'**Southampton'** vaart nu nog onder Maltese vlag, maar wordt straks naar de Belgische omgevlagd met Zeebrugge als thuishaven. In de kusthaven neemt de 'Southampton' de plaats in van de '**Smit Tiger'**, die door Kotug Smit een andere opdracht toegewezen krijgt. De inzet van de '**Southampton'** in Zeebrugge past binnen de concessie die Kotug Smit door het Zeebrugs havenbestuur kreeg toegewezen voor het uitvoeren van alle havensleepwerk. De '**Southampton'** kan ook worden ingezet als brandbestrijdingsschip (FiFi – Fire Fighting). Enkele technische gegevens: de '**Southampton'** werd in 2017 door Damen Shipyard gebouwd met IMO nummer 9816672. Het kreeg de klasse LRS 100 A1, Escort Tug, LMC, UMC FiFi 1 toegewezen. De sleepboot heeft een Gross tonnage van 431 ton, is 29,10 meter lang (loa), en 13,23 meter breed. Ze heeft een maximale diepgang van 5,5 meter. De twee hoofdmotoren betreffen 2 X Caterpillar 3516C TA HD motoren, samen goed voor 6770 pk. Voortstuwing gebeurt met 2 x US 255 Fixed pitch propellers. Trekkracht op de paal (bollard pull) in vooruit : 80 ton+. Trekkracht op de paal in achteruit: 77 ton. Brandbestrijding 2 x 1200 m³/uur. Uiteraard is het schip uitgerust met de allermodernste navigatie- en communicatiemiddelen. *(Source & Photo: APZI-Dirk Neyts)*

MPR1 WITH ABEKO SERVER 3 IN TOW

Last week was se the **MPR 1** with in tow the **Abeko Server 3** entering Ijmuiden and passing Velsen to deliver the **Abeko Server 3** in Velsen after projects for the Belgium an British coast. Both vessels have worked on a cable project between Oostende and Ramsgate with the removing of old war equipment's (UXO). Here is shown that towing trips with a Multicat is possible. Especially when the Multicat is deployed on a project is it unnecessary to mobilized a separate tug. *(Photo: Archief)*

ACCIDENTS – SALVAGE NEWS

RESOLVE BRINGS BIBBY BURNING SHIP UNDER CONTROL

A fleet of tugs has brought an abandoned and burning ship under control, off the Canary Islands in the Atlantic Ocean, after a week of fire-fighting. Resolve Marine was tasked with salvaging an abandoned bulk carrier with a cargo of ammonium nitrate that exploded following elevated temperatures in two holds on 12 August. The search and rescue specialist, who's subsidiary Resolve Salvage & Fire is speaking at the upcoming Asian Tug Technology & Salvage Conference in Singapore, was using tugs **Mar Rojo Fos**, **Miguel De Servantes** and **VB Hispania** for fighting a fire on British-flagged cargo ship **Cheshire**. Moroccan port tug **Jacques 2** was also attending to the maritime casualty. The 56,597 dwt ship, owned by Bibby Line Group was transporting 40,000 tonnes of ammonium nitrate from Thailand to Norway for fertiliser manufacture when crew discovered a fire in the hold. The crew were lifted off the 2012-built ship following a cargo explosion, but **Cheshire** was left drifting off Hierro Island, Canary Islands. According to the ship's owner, Bibby Line, salvors managed to get a tow line on to the ship and begin towing it towards Gran Canaria. Prior to that, the four tugs were moving with the bulk carrier using water cannon to cool the fire. The cargo owner had provided Resolve with advice on cargo cooling. "Holds four and five have now cooled down as the process of decomposition is believed to have completed," Bibby Line said in a statement to Tug Technology & Business. "But holds two and three are still decomposing and emitting fumes, while hold one is presently stable. The salvors now have four tugs in attendance and they have been cooling the sides of the vessel with water, while the vessel continued to drift." Resolve Marine has a permanent presence in in Gibraltar, where it can swiftly mobilise tugs to any incidents in the Mediterranean or North Atlantic. Resolve Salvage & Fire commercial manager Bas Wiebe will be presenting the latest salvage issues at Riviera's Asian Tug Technology & Salvage Conference that will be held in Singapore on 18-19 September, in association with Wärtsilä. He will outline the key requirements of tugs in salvage operations, the latest wreck removal tenders in Asia and present case studies of the latest salvage projects. *(Source: Tug Technology & Business)*

MAERSK PPEMBROKE ON FIRE IN CELTIC SEA WEST OF LIZARD POINT

Container ship **Maersk Pembroke** suffered fire, probably after explosion, at around 2300 UTC Aug 21 in Celtic sea west of Lizard Point, while en route from Antwerp Belgium to Montreal Canada. Vessel ran out in a short time, AIS off since around 0000 UTC Aug 22. Offshore supply tug **Edda Frende** was at distressed vessel's by 0700 UTC Aug 22, most probably contracted for salvage. No

other information available at the moment. It may be fire which damaged machinery or electronics and thus, disabled the vessel, or it may be fire in containers, which can be considered as a worse scenario. *Update:* The fire broke out and was tackled and isolated by the crew. It is not in the cargo and was not the result of an explosion. The space concerned has been isolated and is being cooled from the outside. There are a number of other vessels on scene, including the **Edda Frende**, which came from the **Stena Icemax**. She is not a towing vessel. The vessel has lost power and is running on the emergency generator and there are no injuries. It will be some time before the crew will be able to enter the space. The vessel drifted North East for a couple of hours before drifting East and is 120nm south west of Ireland. *(Source: Vesseltracker)*

TUG VESSELS THAT COLLIDED HAD NO FORMAL SAFETY MANAGEMENT SYSTEMS: TSB

A May, 2016 collision between two logging tugs near Nanaimo, British Columbia demonstrates that some marine firms are "not effectively managing their safety risks," the Transportation Safety Board of Canada said in a report released Thursday. On May 24, 2016, the **C.T. Titan** and **Albern** were assigned to log yarding operations at Gabriola Bluffs, off the east coast of Vancouver Island. Shortly before 5:30 p.m. local time, the **Albern** left the yard. The **C.T. Titan** left the yard about a minute later. The 54-ton **C.T. Titan**, a tug with two engines, is 15.24 metres in length. The 9.83-ton **Albern**, a tug registered in Vancouver, had one engine and was 9.81 metres long. After they left the yard the afternoon of May 24, 2016, the **C.T. Titan** was about 15 metres behind the **Albern**'s stern, and 15 metres apart from the **Albern**, on the **Albern**'s starboard side. The master on the **C.T. Titan** then left the flying bridge to navigate from the wheelhouse. About six to eight seconds later the master entered the wheelhouse and noticed the **C.T. Titan** was drifting to the left. He "made several attempts to transfer propulsion control to the wheelhouse unit, but was unable to do," TSB said in the investigation report released Aug. 17. **C.T. Titan**'s bow struck the **Albern**'s starboard quarter.

The **Albern** capsized and initially trapped its two crew members, who managed to escape swim to the surface and were rescued. Both were tugs owned by Jones Marine Group Ltd. The **Albern** sank and was a "constructive total loss." It has been carrying 800 litres of fuel oil and 200 litres of hydraulic oil. Neither the **C.T. Titan** nor the **Albern** had safety management systems and were not required by law to have them, reported TSB, a separate organization from Transport Canada that investigates incidents involving railways, pipelines, aviation and marine. Some elements of an effective SMS include documentation and record-keeping procedures, procedures for identifying hazards and managing risks and emergency procedures, TSB noted in the report. The **C.T. Titan**'s safety manual included a procedure on ship berthing but there were "no documented safe operating procedures for other common aspects of the vessel's operations, such as the transfer of propulsion control and autopilot/jog steering operations," TSB said in its report. *TSB made a total of 13 findings*. "If companies do not have a process for managing vessel safety, including the development of safe operating procedures for routine operations, there is a risk that deficiencies in vessel equipment and practices may go unidentified or unaddressed, compromising the safety of the vessel and its crew," TSB said in its investigation report. Safety management and oversight is one of 10 issues on TSB's watchlist, released Oct. 31, 2016. "As this occurrence demonstrates, some transportation companies are not effectively managing their safety risks," TSB said in its report on the collision, adding that oversight and intervention on the part of Transport Canada has "not always proven effective at changing companies' unsafe operating practices." The issue of SMS will remain on TSB's watchlist until the federal government "implements regulations requiring all commercial operators in the air and marine industries to have formal safety management processes and effectively oversees these processes," TSB says on its watchlist page. "Numerous recent investigations have found companies that have not managed their safety risks, either because they were not required to have an SMS or because their SMS was not implemented effectively," TSB said in its annual report to parliament, released July 20. TSB notes that many companies in both the air and marine industries are not required to have formal safety management processes. The **Leviathan II** whale watching vessel – which capsized Oct. 27, 2015 near Tofino, B.C. with 27 aboard – did not operate under a certified safety management system, nor was it required to by regulation, TSB reported in a report released in June, 2017. Six passengers died in the **Leviathan II** accident. "As the vessel was about to leave the area, a large breaking wave approached and impacted the vessel on the starboard quarter," TSB said in the report released this past June. "The vessel broached and rapidly capsized, throwing all 24 passengers and 3 crew into the cold seawater without flotation aids." TSB said in its report that the rapid capsizing "resulted in the passengers and crew falling into the cold sea water without flotation aids or thermal protection, exposing them to the effects of cold water immersion." Another vessel that was not required by regulation to have an SMS was the **Lady Duck**, an amphibious vehicle that was used for sightseeing tours in the Ottawa area. Four passengers drowned June 23, 2002 when the **Lady Duck** sank near the Hull, Quebec marina. *(Source: Canadian Underwriter)*

DANISH POLICE ID TORSO AS MISSING JOURNALIST BELIEVED MURDERED ON HOME-MADE SUB

Police on Wednesday identified a headless female torso washed ashore in Copenhagen as that of Swedish reporter Kim Wall, who they believe was killed by a Danish inventor on board his home-made submarine. Wall, who was researching a story on inventor Peter Madsen, went missing after he took her out to sea in his 17-meter (56-foot) submarine on Aug. 10. He denies killing her, saying she died in an accident. Announcing the results of tests on the torso, discovered by a passing cyclist on Monday, police spokesman Jens Moller said it had suffered damage suggesting "an attempt to make sure air and gas inside should leave the body so that it would not rise from the seabed." He added: "There was also some metal attached to the body, allegedly also to make sure the body would sink to the bottom." The arms, legs and head had been sawn from the body. Analysis showed a match with Wall's DNA, which the police had gathered from a toothbrush and a hairbrush, and with blood found in the submarine, Moller said. Police still do not know the cause of death, and divers are searching for more body parts. Madsen, 46, is charged with manslaughter, which carries a sentence of between five years and life in prison. His lawyer Betina Hald Engmark told Reuters he was maintaining his innocence and sticking to his account that Wall's death was accidental. The macabre case has riveted Swedish and Danish media, and made headlines around the world. "It is with boundless sadness and dismay we received the message that the remains of our daughter and sister Kim Wall have been found," Wall's mother Ingrid Wall said on Facebook. "During the horrendous days that have passed since Kim disappeared, we have received countless evidence of how loved and appreciated she was, both as a person and friend and as a professional journalist. From all corners of the world comes proof of Kim as a person who made a difference." Madsen has told a court that following the alleged accident, he "buried" Wall at sea – changing his initial statement to police that he dropped her off alive in Copenhagen. A day after taking Wall out on his **UC3 Nautilus** submarine,

the inventor was rescued after the vessel sank. Police found nobody else on board. The submarine is one of three constructed by Madsen and one of the largest privately built ones in the world. It can carry eight people and weighs 40 tonnes when fully equipped. '*ROCKET MADSEN*' Madsen was already well known in Denmark as an entrepreneur and aerospace engineer, as well as for his submarines. He founded the association Copenhagen Suborbitals, with the goal of sending a person into space in a home-built rocket, and wrote a blog under the nickname 'Rocket Madsen'. "He is not violent, he does not drink, does not do drugs," Thomas Djursing, who wrote a book about him, told Danish tabloid B.T. earlier this month. "On the other hand, he quarrels with everyone and I have argued with him too. But that is how it often is with people who are deeply driven by a passion." Wall, 30, was a freelance journalist whose work had appeared in Harper's Magazine, The Guardian, The New York Times, Foreign Policy, the South China Morning Post, The Atlantic and TIME. Originally from Sweden, she held degrees from New York's Columbia University and the London School of Economics and was based between New York and Beijing. She had written about topics ranging from gender and social justice to pop culture and foreign policy, according to her LinkedIn profile. She had also received training in hostile environments and emergency first-aid, she said on the profile. Her mother said she had uncovered stories all over the world. "She gave a voice to the weak, the vulnerable and marginalized people. That voice would have been needed for a long, long time. Now it won't be so." (Additional reporting by Stine Jacobsen and Jacob Gronholt-Pedersen; Editing by Mark Trevelyan) *(Source: gCaptain-(c) Copyright Thomson Reuters 2017.)*

OFFSHORE NEWS

HISTORIC SUPPLY SHIPS – THE BOURBON ORCA

It has been a while since the Ulstein design house features in this slot, but when they unveiled the Ulstein AX 104, the **Bourbon Orca**, they had returned with a bang. The **Bourbon Orca** was the first vessel with the Ulstein "XBow" to enter service, and was claimed to be more or less unaffected by adverse weather. Indeed we might start to wonder why ships had ever been provided with conventional flared bows, pointy at the waterline, but much wider at the level of the forecastle. The intent we would probably say was to prevent waves mounting the ship when it was going along, and to provide somewhere from which the crew could tie the ship up. And the next question would be, does the flare on the bow actually prevent waves mounting the deck? There is an answer to this and it is that yes it was, and is, usually successful as long as the ship's speed is suitably adjusted, and looking back to a time when the accommodation doors at main deck level were all made out of wood and hatches were secured with wooden boards covered with canvas, if a sea of sufficient volume and velocity got onto the deck it might well push in a door or destroy some hatch boards, flooding parts of the vessel.

The flare of the bow therefore appeared to have considerable benefits, and a ship hove to would hold itself bow to the sea, and use the flare to keep the water off the deck. Is the implication

therefore that the XBow vessels would never need to heave to? I'm not sure that this question has been answered despite the proliferation of the design, but I once had the opportunity of carrying out an experiment with an earlier Ulstein design and found that, light ship, the vessel drifted with dry decks with the sea on either quarter in wind speeds of about 50 knots. Perhaps it is this capability that has been acknowledged by Ulstein who have now designed a ship with an XStern. To overcome the problem of the enclosed forecastle the designers have installed a little platform, not unlike that used once upon a time by a leadsman (See photos of the ship during a visit to Aberdeen in 2006 by the author) so maybe all the problems have been solved, however, I don't know whether it's just me but I seem to detect the possibility that the bridge has moved slightly further back over time, and in the case of the ALP anchor-handlers (designated SX 157) they have gained a deck above the XBow. However the change has caused almost all naval architects to develop their own version of a wave piercing bow some of which we will see later. The **Bourbon Orca** itself also has an unusual stern in that it can be angled down, and once the anchor has been recovered onto it can be restored to the horizontal. *(VICTOR GIBSON is author of "The History of the Supply Ship", "Supply Ship Operations", and "A Catalogue of Disasters". They can be purchased from www.shipsandoil.co.uk or most good booksellers.)*

EMPYREAN COMPLETES SEISMIC SURVEY OFF CHINA

London-listed oil and gas company Empyrean Energy has completed 3D seismic data acquisition in Block 29/11 offshore China. Block 29/11 is approximately 1,800 square kilometers and is situated approximately 200 kilometers off Hong Kong in water depths ranging from 340-600 meters. Empyrean, a company with interests in China, Indonesia, and the United States, has a 100 percent working interest during the exploration phase in Block 29/11. The company said on Wednesday that the survey of the block began on June 6 and that, since the raw data has been acquired, seismic vessel is demobilizing from the survey area. It is worth reminding that Empyrean contracted China Oilfield Services Limited (COSL) to conduct the survey. The survey acquired 580 square kilometers of new 3D seismic data over the permit, including key prospects named Jade and Topaz. Apart from

the data acquired in the block, a further 28 square kilometers of 3D data were acquired as part of the overall survey along the western boundary of the block, extending over the LH 23-1d oil discovery, west of Empyrean's permit. Empyrean expects the additional data to help evaluate the extent of a potential geological tie between the LH 23-1d oil discovery and Jade and Topaz. Tom Kelly, Empyrean CEO, said: "We are pleased to report that the 3D marine seismic survey acquisition has been completed on schedule with excellent quality 3D data acquired. COSL provided a highly professional service during the operations, and we are pleased with their cooperation and the quality of data produced from the survey. "In conjunction with COSL, we have already commenced processing the raw data. While the full processing and interpretation will take some months to complete fully; we will be able to fast track some of the initial processing of raw data over our key prospects, Jade and Topaz. This is expected to give potential resource size estimations for Jade and Topaz within weeks." *(Source: Offshore Energy Today)*

DOF SUBSEA SECURES WORK FOR FIVE VESSELS

Subsea services provider DOF Subsea has been awarded several contracts, securing utilization for five vessels in the subsea inspection, maintenance, and repair (IMR) projects segment. DOF Subsea said on Wednesday that the company was awarded several contracts and work under existing frame agreements in the Asia Pacific and Atlantic regions. The contracts will utilize the vessels **Skandi Singapore**, **Skandi Hercules**, and **Skandi Neptune** in the third and fourth quarter in 2017. In Brazil, Petrobras extended DOF's contract for **Skandi Salvador** by six months from August 2017. Also, DOF Subsea was awarded several contracts for the diving support vessel **Skandi Achiever** in the Gulf of Mexico and Trinidad and Tobago. The contracts secure utilization of the vessel until the end of October 2017. Mons S. Aase, CEO of DOF Subsea, said: "I am pleased with the contract awards and our global organization's ability to secure utilization for the group's vessels in a challenging market." *(Source: Offshore Energy Today)*

NAO FINGERS CROSSED FOR HIGHER DAYRATES

Nordic American Offshore, an offshore vessel owner, is seeing signs of improvement in the platform supply vessel market conditions, and the company hopes that going forward the dayrates will grow further. Herbjørn Hansson, Executive Chairman of NAO said this week the company had in July secured a medium term employment for one of its vessels, seven months firm + three months options at a rate of $7,200 per day. Also, he said that NAO had concluded 15 new fixtures in July with rates in the range of $7,200 – $21,000 per day. So far in August, NAO has concluded eight new fixtures between $8,700 and $30,000 per day. "The UK Platform Supply Vessel (PSV) market is currently stronger than the market on the Norwegian Continental Shelf. We have all our seven operating vessels in the UK sector of the North Sea. Three ships are in lay-up and ready to be reactivated if required." "Going forward, we are hopeful that we can conclude fixtures at higher rates than in the first half of this year. The market is volatile by nature. We do not predict how long the stronger market will last – the longer the better," Hansson said. *(Source: Offshore Energy Today)*

PROSAFE SEES RED INK AS REVENUES SLIP ON LOWER UTILIZATION

Prosafe, an Oslo-listed owner of accommodation rigs also known as flotels, sank to a loss during the second quarter of 2017 as its revenues nearly halved due to lower utilization and chopped dayrates. In its report on Wednesday, Prosafe posted a net loss for the second quarter 2017 of $33 million compared to a profit of $5.2 million Prosafe's operating revenues in 2Q 2017 period dropped to $61.7 million from $115.4 million in the prior-year quarter. The company explained that this decline reflects lower utilization and dayrates for **Safe Boreas**, **Safe Caledonia**, **Regalia** and **Safe Bristolia** units compared to the same period last year. Namely, the fleet utilization rate in the second quarter of 2017 declined to 38.5 percent compared to 41 percent in the corresponding period of 2016. Firm

order book at end of the quarter was $443 million. *'Lower for longer'* Looking ahead, the Oslo-listed player said that continued low oil prices and cautious E&P spending are indicating that activity levels may stay lower for longer than previously expected. Consequently, the near term market activity in terms of bidding has reduced. However, the prospect list with a three-year look-out remains at a relatively high level, the company said. Further, in the medium to longer term, Prosafe stated it is anticipated that a combination of efficiency gains implemented and accumulating work related to producing and ageing infrastructure, will lead to activity growth. It is further anticipated that exploration activity, new field developments and tie backs will result in demand also for offshore accommodation services. From a longer term perspective, activity may also be supported by the decommissioning market, the company concluded. *(Source: Offshore Energy Today)*

VESSEL IMPAIRMENTS DRAG SIEM OFFSHORE DEEPER INTO THE RED

Norway-based offshore and subsea shipping company Siem Offshore sank deeper into the red over the second quarter 2017 period while recording over $70 million in vessel impairments. According to its financial report on Thursday, Siem Offshore's operating revenues for this year's second quarter were $117.7 million compared to $99.6 million in the prior-year quarter. The net loss attributable to shareholders was $71.4 million in 2Q 2017 compared to $6.6 million in the same period last year. During this year's second quarter, Siem Offshore conducted a periodic review of vessel values and recorded aggregated impairments of $70.8 million, which is a result of reduced vessel utilization arising from excess capacity. At the end of the quarter, Siem Offshore's fleet totaled 44 vessels compared to 46 vessels last year, including partly-owned vessels. Five vessels were in lay-up at the end of the quarter. The company had eleven PSVs in the fleet at the end of the quarter, which is two vessels less than in the prior-year period. The utilization in this segment dropped to 76% in 2Q 2017 from 82% in the same period last year. Two vessels were in lay-up at the end of the quarter. The company had five offshore subsea construction vessels (OSCVs) and two well intervention vessels (WIVs) in the fleet at the end of the quarter,

compared to five OSCVs in 2Q 2016. In this segment, the utilization increased to 97% from 96% last year. At the end of the quarter, the company had ten anchor handling tug supply (AHTS) vessels in the fleet, unchanged from last year. Utilization increased to 48% from 45% last year. The total backlog at the end of the second quarter was $1.11 billion. *Oversupply lingers* The shipping company said in the report that, despite the North Sea spot market having experienced increased activity due to the reactivation of rigs, the dayrates remained low during the second quarter because of continued excess supply in the market. The demand side has recently improved, Siem said. However, an oversupply of both AHTS vessels and PSVs still remains. "We believe the market will remain challenging for the next couple of years as well-based rig contracts expire and vessels continue to arrive from other regions. Many competitors that have a weak balance sheet will struggle to maintain safe and predictable service as cash for operations is reduced," the shipping company concluded. *(Source: Offshore Energy Today)*

THREE DAMEN STAN PONTOONS TO SUPPORT CONSTRUCTION OF LONDON'S 'SUPER SEWER'

The Ferrovial Agroman Laing O'Rourke joint venture (FLO) has taken delivery of two Damen Stan Pontoons. FLO will deploy the vessels – a **SPo 7120** and a **SPo 4113** – for marine infrastructure construction duties on the Thames Tideway Tunnel project in London. The joint venture company has also chartered a smaller **SPo 3011** for a period of one year. Considered to be one of the most important civil engineering projects currently under construction. The Thames Tideway Tunnel represents the modernisation of London's subterranean sewage system. Totalling more than 25 km in length, the tunnel will carry London's sewage to treatment works east of the city. The FLO joint venture will construct the central section of the tunnel, which, measuring almost 13 km, is the longest section of the whole project. In preparation for the principal tunnelling operations, FLO will construct a number of cofferdams in Chelsea, Victoria, Blackfriars and Albert Embankment. Further works are located in Kirtling Street, Heathwall, Cremorne, Tilbury, Cliffe and

Northfleet. *A flexible platform* "We are building ten marine sites for this project, and in order to facilitate the delivery of these sites, we will need a combination of crane barges and flat top transport and supply barges," says Mike Toulson, Senior Project Manager for the FLO joint venture. The versatility of Damen's Stan Pontoon design means the two purchased vessels will be able to perform both aspects of this work. "We will initially use these two barges as crane barges for the delivery of facilities at East Tilbury, Victoria, and Blackfriars." To this end, FLO is currently installing a 600-tonne crane onto the deck of the **Stan Pontoon 7120**, and a 250-tonne crane onto the **Stan Pontoon 4113**, ready for mobilisation in August. "Then we will convert them back to flat top transport barges for the delivery of the additional river sites. They will be used to transport the sheet piles, tubular piles, tie bars and other structural steelwork used in the construction of cofferdams and jetties." *Long-term programme* As the Thames Tideway Tunnel progresses, the true scale of the works will come to light. An estimated 1.6 million tonnes of tunnel spoil will be exported from the Kirtling Street site alone. As the project nears completion (expected in 2024), FLO will be required to remove all the temporary marine infrastructure. At this time, the joint venture will convert the pontoons back into crane barges once again. "These vessels were the right size and the right fit for this project – fulfilling our long-term requirements. And the fast delivery was perfect for us and our programme requirements," Mr Toulson adds. Shortly after delivery in June 2017, the two Stan Pontoons were named and registered under the UK Flag. The 71-metre Pontoon was named **TTT 7120**, and the 41-metre Pontoon was named **TTT 4113**. Reflecting the financial intricacies of vessel acquisition for project-based contracts, FLO has chartered a third vessel – a Stan Pontoon 3011 – from Damen for a 12-month duration. During this time, this vessel will undertake crane barge activities at the Victoria site. *Changing client needs* "For both the sold and chartered vessels, we are proud that these Damen pontoons will be contributing to the success of this major urban infrastructure project," states Damen Sales Manager UK & Ireland Arjen van Elk. "The adaptability of our Stan Pontoon makes it an ideal platform for FLO's changing requirements over this long-term project. And, of course, having the vessels on stock, ready for delivery, means that operations can start as quickly as possible." For the sale of these two Stan Pontoons, the business contact between Damen and FLO was facilitated by London-based shipbrokers DSB Offshore. "The team at DSB mediated a large part of this deal – including a visit to view the vessels in the Netherlands," Mr Van Elk notes. "We would like to thank them for their cooperative involvement." *(Press Release)*

BP'S SHAH DENIZ SCV COMPLETES SEA TRIALS AHEAD OF DELIVERY

Azerbaijan's Baku Shipyard has completed sea trials for the subsea construction vessel (SCV) **Khankendi**, which is being built under BP-operated Shah Deniz Stage 2 Project in the Caspian Sea. The vessel has been specifically designed and built to install subsea structures of the giant Shah Deniz Stage 2 gas development project. It will perform subsea construction activities on the field for the next ten years. The six-week trial took place in the Caspian Sea and represented the vessel's initial voyage in open waters, the Azeri shipyard informed on Thursday. The shipyard said that throughout nearly two

months of intense diagnostics, maritime experts executed more than 120 different tests designed to evaluate everything from **Khankendi's** engine and propulsion performance to its dynamic positioning, navigation systems, cabin acoustics as well as the offshore capabilities. The completion of sea trials brings the shipyard step closer to the imminent delivery of vessel to BP, which is now back at the shipyard for finishing touches ahead of its naming ceremony scheduled for early September. The vessel will be equipped with dynamic positioning to allow working in 2.5 meter wave height (Hs), a 900 metric tonne main crane for 600m subsea operation, an 18-man two-bell diving system, two work-class remotely operated vehicles (ROVs), a strengthened moon pool, two engine rooms with 6×4.4MW + 2×3.2MW generators and has a total weight of 17,600 tonnes and a carrying capacity of 5,000 metric tonnes at 6.5 meters draft. *(Source: Offshore Energy Today)*

SCHLUMBERGER WRAPS UP SEISMIC SHOOT OFF MALAYSIA FOR ROC OIL

Schlumberger's WesternGeco has completed a hybrid seismic acquisition survey offshore Malaysia using its newly deployed multipurpose vessel (MPV). According to Schlumberger's statement on Thursday, this was a first acquisition of towed-streamer and ocean-bottom nodal seismic data with a single vessel. The 340 km2 3D seismic survey was acquired offshore Sarawak, Malaysia, for Roc Oil using a triple source array with simultaneous recording by ocean-bottom nodes and a towed-streamer spread, all from a single seismic vessel. The **WG Vespucci** MPV acquired the ocean-bottom seismic (OBS) data required around existing platform obstructions supplemented by streamer seismic data. Simultaneously acquiring the OBS and streamer data without having to employ multiple acquisition vessels and crews resulted in cost reduction and greater efficiency while achieving the survey objectives, the company said. "Providing a hybrid OBS and streamer acquisition option with our multipurpose vessel versus a traditional OBS or towed streamer survey gave the customer a versatile and cost-effective solution to better fit their specific challenges and budget," said Maurice Nessim, president, WesternGeco, Schlumberger. "This industry-first acquisition underscores our commitment to offering our customers innovative

approaches to offshore seismic acquisition challenges." The **WG Vespucci** is one of three newly configured MPVs in the WesternGeco fleet. The **WG Tasman** and **WG Cook** are equipped with Q-Seabed multicomponent seabed seismic systems. *(Source: Offshore Energy Today)*

i3 ENERGY CLOSING IN ON LIBERATOR FIELD DEVELOPMENT PLAN

Following completion of site surveys, oil & gas company i3 Energy plans to submit a development plan for the Liberator field in the UK North Sea to the authorities in the coming months. Located in License P.1987, Block 13/23d, Liberator was discovered by Dana Petroleum in November 2013 with well 13/23d-8. i3 Energy has a 100% operated interest in the license. The field is immediately adjacent to the Blake field and only 2 km from Blake's producing drill center. The company reported on Friday that all site survey and pipeline route sampling operations at Liberator field have been completed on time and within budget. The MV **Poseidon**, operated by MG3, conducted site surveys across two areas close to the Liberator field, identified by i3 as development drill centers for expected future production operations. The survey acquired seismic, sonar, soils strengths and environmental sample data to assess drilling hazards and provide accurate soils data for construction activities on the field and associated in-field pipeline route. Part of the data was collected over the neighboring Blake field production manifold under agreements and cooperation with the Blake field operator, Repsol Sinopec Resources UK Limited, and its field partner Idemitsu UK. i3 Energy said that this detailed site information will be used in preparation of the Environmental Statement required for final Field Development Plan (FDP) submission and consideration for approval by the UK Oil & Gas Authority and to assist in the designing of the two development wells and associated tie-ins to be installed on the field. The company added it anticipates the publication of the Environmental Statement for the Liberator development for public consultation shortly and is focused on submitting its FDP in the coming months. John Woods, i3'sChief Development Officer, commented "I'm delighted that i3's first North Sea operation has been completed safely and successfully. This information will allow i3 to proceed with its Field Development Planning for the Liberator development. i3 has worked closely with our well engineering contractor, Petrofac, to secure this element of the field development activity to ensure readiness for the next operational stage of the project. We remain on track for drilling operations and the subsea tie-in activities in 2018." *(Source: Offshore Energy Today)*

MAERSK SUPPLY'S SECOND STARFISH AHTS REACHES AUSTRALIA

Maersk Supply Service's new anchor handler, the **Maersk Mariner**, has arrived to Australia for its first job with the energy company Woodside. Maersk Supply Service took delivery of the **Maersk Mariner**, the second of six Starfish anchor handling tug supply (AHTS) vessels being built in Norway, in early July. The vessel headed to Australia later that month. In its social media update on

Friday, Maersk Supply Service reported that the vessel completed its maiden voyage to Australia from Kleven Verft in Norway, and is resting up for its first job with Woodside. The Starfish series is of the Salt 200 AHTS design by Salt Ship Design. The entire series will be identical with 95 meters in length, 25 meters in width, an ROV garage for one ROV Launch and Recovery System (LARS) with a built-in ROV control room as well as accommodation for 52 persons. The delivery of the remaining four Starfish vessels should happen during 2017. *(Source: Offshore Energy Today)*

GLOMAR OFFSHORE COMPLETES ITS FIRST PROJECT FOR BRIGGS MARINE

Glomar Offshore has completed its first project for Briggs Marine & Environmental Services using the '**Glomar Wave**' multi-purpose DP2 subsea support vessel. The project, mobilizing from the Fairlie Quay, near Glasgow, involved inspection of submarine electricity cables. These cables provide a reliable supply of electricity to island residents and businesses, the company explained. The inspections were performed by a Schilling HD heavy duty work class ROV system from ROVOP. The system, fitted with a multibeam echo sounder and a cable tracker, launched and operated in the Tether Management System. "For everybody in Glomar, both

shoreside and crew, this has been a landmark project, as it showcased the DP capabilities, performance and fuel efficiency of the **Glomar Wave** in extremely high current areas, where accuracy is imperative during restricted maneuverability," Glomar Offshore said. *(Source: Subsea World News)*

WINDFARM NEWS - RENEWABLES

FIRST ORDER FOR SEA PUFFIN SES DAUGHTER CRAFT LANDS ON ESNA'S DESK

Esbjerg Shipyard in Denmark will build the first ordered ESNA Sea Puffin Surface Effect Ship (SES) Daughter Craft, to be delivered in early 2018 to WindPartner, an independent shipowner and ship manager based in Kristiansand, Norway. The high-performance 15m long SES daughter craft employs an air cushion for active motion damping, allowing offshore wind turbine access capability as for a much larger vessel, ESNA stated. The vessel is deployable by a standard 15-tonne davit system and is designed to distribute personnel from mother ships or platforms to offshore wind turbines. "We like to say that 'a SES punches above its length'. The air cushion takes away motions, giving transit motions and access to offshore turbines as had it been a much larger vessel," ESNA's Naval Architect Nere Skomedal said. "This is really the key to why we have so much faith in and interest for this daughter craft. Sea Puffin provides a significantly larger weather window than competing daughter craft and reduces the need of support from land based vessels". WindPartner will offer the vessel for charter to vessel owners and wind farm operators to support, for instance, an accommodation vessel in an installation campaign. "The Sea Puffin is really an optimum SES design. It is just the right size where there the SES properties provide greatly improved performances compared to other vessel solutions", ESNA Naval Architect Trygve Halvorsen Espeland explained. "Because of the limited vessel size the fuel consumption is also low. Replacing the lifting hook with passenger seats, it can be used as a 12pax fuel efficient near-shore crew transfer vessel". Development of the Sea Puffin has been supported by the Carbon Trust's Offshore Wind Accelerator, Regional Research Council Agder (RFFAgder) and The Sørlandet Knowledge Foundation (SKF). ENOVA and Innovation Norway is supporting WindPartner with building the first vessel. ESNA, a Norwegian company specializing in Surface Effect Ship (SES) design, introduced the vessel design in the fourth quarter of 2015. *(Source: Offshore Wind)*

KRIEGERS FLAK EXPORT CABLE MAKES LANDFALL IN DENMARK

An export cable for the 600MW Kriegers Flak offshore wind farm made a successful landfall at Rødvig, Denmark, Energinet reports. The cable pull-in operations were carried out with NKT's cable laying vessel – **NKT Victoria**. Energinet is constructing onshore and offshore infrastructure to connect Vattenfall's Kriegers Flak wind farm in the Baltic Sea to the Danish grid. The Kriegers Flak wind farm will be located approximately 15km east of the Danish coast in the southern part of the Baltic Sea, close to the boundaries of the exclusive offshore economic zones (EEZ) of Sweden, Germany and Denmark. The wind farm will be located a few kilometers from the German offshore wind farm Baltic 2. Energinet and German 50Hertz Transmission will connect the two wind farms, creating the world's first offshore power grid which combines wind energy with the possibility of exchanging power between the two countries. Kriegers Flak wind farm consists of two sections, each with its own substation. The west section, KFA, will have a total capacity of 200MW. The east section, KFB, will have a total capacity of 400MW. The KFB substation will also serve as the support for the KFE module which is part of the so called Combined Grid Solution project run by Energinet.dk and 50Hertz. The installation of two gravity based foundations (GBFs) for the two offshore substations is expected to start this autumn, and the topsides are expected to be installed in spring 2018. *(Source: Offshore Wind; Photo: Maria Tuxen Hedegaard/Energinet)*

VBMS FINALIZES GALLOPER OWF INTER-ARRAY CABLES INSTALLATION

VBMS has completed the installation of the inter-array cables for the Galloper offshore wind farm. VBMS installed the last inter-array cable, out of 56 total, for the offshore wind farm on Tuesday, the company informed through its social media. Cable laying vessel (CLV) **Ndurance** together with the HD3 plough have simultaneously layed and buried 70 kilometers of cable off the coast of Suffolk, UK. The company secured the contract for the supply and installation of the Galloper inter-array

cables in October 2015. VBMS hired JDR for the supply of cables, which were manufactured during 2016, at the JDR's Hartlepool facilities in the North East of England. The Galloper offshore wind farm will have a total capacity of approximately 340 megawatts. *(Source: Subsea World News)*

MHI VESTAS AND ESVAGT STRENGTHEN THEIR RELATIONSHIP WITH A NEW LONG-TERM SOV CONTRACT

A new ESVAGT Service Operation Vessel will support MHI Vestas Offshore Wind in its Deutsche Bucht Wind Farm project. The 15-year contract demonstrates a strong and collaborative relationship. MHI Vestas and ESVAGT are building on their existing relationship in the growing offshore wind market, with ESVAGT due to deliver another Service Operation Vessel (SOV) for MHI Vestas in August 2019. The SOV will operate in support of the Deutsche Bucht (DeBu) offshore wind farm project. The new 15-year contract is not only the longest in ESVAGT's history, but it is also the largest in terms of value. "This contract builds on the strong relationship we have had with MHI Vestas since 2010. We are very pleased with the trust MHI Vestas is showing in us by signing a deal of this magnitude", says Chief Executive Officer Søren Nørgaard Thomsen, ESVAGT A/S. MHI Vestas and ESVAGT have collaborated on the Belwind 1 and Nobelwind 1 offshore wind farm projects in Belgium since 2010, where a newly built SOV will commence its 10-year charter period as a replacement for the '**Esvagt Supporter**' this autumn.The SOV for the DeBu project reinforces ESVAGT's position as the market leader with the SOV-concept, efficiently servicing far-from-shore wind farms. The SOV will be equipped with a walk-to-work gangway system in a bespoke tower with a crane placed on top of the tower, which, together with ESVAGT's unique Safe Transfer Boats STB 7 and STB 12, will contribute to the safe transfer of turbine technicians, tools and spare parts. "The ship is optimised and tailored in accordance with the client's wishes and needs", says Kristian Ole Jakobsen, Chief Operating Officer, ESVAGT A/S: "MHI Vestas has prioritised a fuel-efficient ship and we are proud to be able to deliver a vessel of this size with remarkably low energy consumption. Simultaneously, the STB 12, which is able to call port independently, will positively contribute to a decrease in the overall fuel consumption of operating the wind farm," he says. *Facts* The SOV will be built in the

Zamakona shipyard in Bilbao, with whom ESVAGT has had a close association for a number of years. *About the Deutsche Bucht project* Name: OWF Deutsche Bucht ("DeBu"); Awarded output: 252 MW; Turbines: 31 turbines from MHI Vestas (V164-8.0 MW); Expected installation year: 2019; Location: German North Sea; Distance from coast: Approx. 95 km; Owner: Northland Power, Inc. *(Press Release)*

YARD NEWS

USACE NAMES NEW SURVEY VESSEL CATLETT

The U.S. Army Corps of Engineers, Baltimore District, named its new hydrographic survey vessel, the **CATLETT**, yesterday morning in a ceremony in Baltimore's Inner Harbor. The **CATLETT** will support Baltimore District's mission of ensuring safe navigation on channels in and out of the Port of Baltimore as well as on dozens of other channels throughout the region by mapping channel depths. Dredging these channels and keeping them open is critical to the region's economy, including 34,000 jobs that stem from the cargo that transits this Port of Baltimore. The vessel was named in honor of the late Harold Catlett, Jr., who was a hydrographic surveyor with Baltimore District for roughly 30 years prior to his sudden passing in 2014. Baltimore District Commander Col. Ed. Chamberlayne hosted the ceremony, with remarks provided by the Maryland Port Administration's Director of Harbor Development Chris Correale; U.S. Army Corps of Engineers Headquarters Command Sgt. Maj. Bradley Houston; and Catlett's sister, Angela Leone. *(Source: Dredging Today)*

DAMEN CEO RENÉ BERKVENS RECEIVES CEMT AWARD

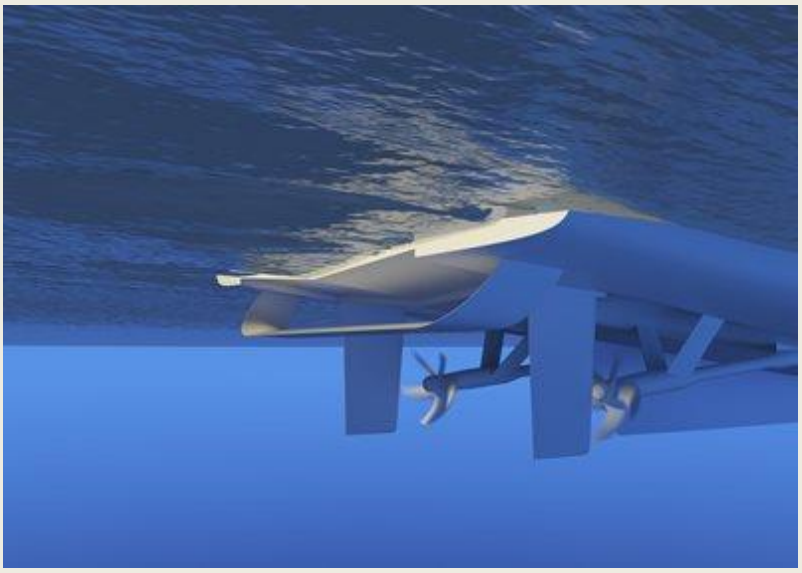
Award reflects contribution to the success of the European maritime industry. On Thursday 24th August, at Damen Shipyards Gorinchem, the Council of the Confederation of European Maritime Technology Societies presented Damen CEO René Berkvens with the CEMT Award. The Council bestows the award annually in recognition of the substantial contribution made to the success of the European maritime industry by an individual, company or organisation. The contribution can be either technological, political or economic. Mr Berkvens received the award in recognition of his leadership of Damen and the contribution this has made towards the successes of the European maritime sector. Chairman of the Council of the Confederation of European Maritime Technology Socieities Trevor Blakeley, said, "I am sure that your colleagues at Damen, and those in the maritime industry who have knowledge of your achievements, will join me in congratulating you on this well-deserved recognition." Receiving the award, Mr Berkvens said, "It is an honour to receive this award. Reflecting as it does, Damen's contribution to the success of our industry, it is a demonstration of the hard work and dedication of the entire Damen team." During the award ceremony, Mr Blakeley attended a presentation about the Damen organisation given by Design & Proposal Engineer Antonio Marte. A second presentation, on Research, Development, Innovation and Technology, delivered by Group Research Coordinator Peter van Terwisga, demonstrated Damen's determination to contribute to the success of the industry into the future. Over the past 33 years, Mr Berkvens has held many different positions within the Damen Shipyards Group. He began his career in the Sales department for Africa, before becoming Area Director for the Americas region. When Damen took over the Royal Schelde, the Netherlands' premier naval shipyard, in 2000, Mr Berkvens oversaw the programme to turn around the yard's fortunes. Between 2004 and 2006, he held the position of the Vice President of the group, responsible for the naval division and superyacht building at Amels. Since 2006 he has held the title of CEO, with overall responsibility for group operations. During that time, Damen has doubled its turnover and acquired 15 companies covering newbuild, shiprepair and engineering activities. The Council of the Confederation of European Maritime Technology Societies is a non-governmental organisation with the UN Economic Commission for Europe (UNECE) and the Central Commission for the Navigation of the Rhine (CCNR) The council is made up of representative organisations from European maritime nations. *(Press Release)*

IMPORTANT STEP FOR DAMEN ANTARCTIC SUPPLY RESEARCH VESSEL

Construction of the Damen Antarctic Supply Research Vessel (ASRV) has taken an important step forward with an official keel laying ceremony. Following the long-established maritime tradition of placing a coin under the vessel's keel, the ceremony was carried out by Dr Nick Gales, Director of the Australian Antarctic Division (AAD). The keel laying of the ASRV took place at Damen

Shipyards Galati, Romania. The ceremony was attended by invited guests and business contacts, including the Romanian Ambassador to Australia Mrs Nineta Barbulescu, and CEO of Serco Asia Pacific Mark Irwin. *Maintaining traditions* Placing a coin under the keel of a ship at the start of construction is a traditional part of the shipbuilding process. In the case of the ASRV, the choice of one particular coin was symbolic; it was a Dutch silver coin dated 1642, the year that Dutch explorer Abel Tasman become the first European to reach Tasmania. Tasmania is not only where the offices of the Australian Antarctic Division are located, but the island's capital, Hobart, will be the ASRV's home port. Damen is building the ASRV for Serco Defence on behalf of the Australian Department of the Environment and Energy. Damen Schelde Naval Shipbuilding in the Netherlands is responsible for engineering and project management, and Damen Shipyards Galati will perform vessel construction and outfitting. Speaking at the event, Dr Gales said, "This vessel is an important development for Australia's work in the Antarctic. It will ensure the future of the crucial research being undertaken there for the next 30 years. The people of Hobart will be impressed, both by the considerable increase in size, and in capabilities compared to the predecessor vessel." Damen Area Director Asia Pacific Roland Briene, said, "The ASRV, already at this stage in the shipbuilding process, demonstrates the close collaboration between Damen, the AAD and Serco. We are looking forward to the fruitful continuation of our partnership as we take the project forwards in the coming months." *Supply and research defined* The ice-breaking ASRV is a multi-mission vessel that has been designed to undertake a variety of roles. In terms of supply, the 160-metre long vessel will provide Australia's three permanent research stations on the Antarctic continent and its research station on Macquarie Island with cargo, equipment and personnel. This will be facilitated by the ability to stow more than 100 TEU. In terms of research, the ASRV signifies the Australian government's commitment to a long term scientific programme focused on the understanding and stewardship of the Southern Ocean. With laboratory and office spaces totalling 500 m2, up to 116 scientific staff will be able to perform a huge range of cross-disciplinary studies of the biological, physical, chemical and geological systems of the region. *(Press Release)*

NEW HULL VANE® PAPER ON CORVETTE PRESENTED AT FAST2017 CONFERENCE AND DSEI LONDON



Hull Vane will present a new paper at the FAST Conference 27-29 September in Nantes, France. The paper compares the performance of a naval ship with an appended Hull Vane® and an integrated Hull Vane® with both the benchmark 61 metre corvette and a lengthened version of the benchmark. The paper was written in collaboration with Damen Schelde Naval Shipbuilding, and answers some frequently asked questions, such as "can I achieve the same savings by simply lengthening the vessel?" and "how does an integrated Hull Vane® compare to an appended Hull Vane®?". Visitors of the leading Defence and Security Event DSEI, taking place in London from 12 to 15 September, will be able to get a sneak preview of the paper at Hull Vane's booth in the Holland Pavilion on N9-110. It will also be a good opportunity to hear more about some of Hull Vane's other naval projects, such as the recently completed model testing program at MARIN on the 108 m Holland Class OPVs of the Royal Dutch Navy. The Hull Vane® is a patented energy saving device, which uses a hydrofoil at the stern to reduce the resistance of relatively fast displacement ships and their motions in waves. On suitable ships, such as OPV's, corvettes and frigates, energy savings are typically 10 to 20%, leading to a longer tactical range, reduced propulsion power, lower lifecycle costs and improved seakeeping. Due to its simplicity and effectiveness, the Hull Vane® has been called "the bulbous bow of the stern" and – more in line with its looks – "the underwater spoiler". The Hull Vane® has been applied on five ships that are now sailing. Another eight ships with Hull Vane® are currently under construction. Hull Vane BV was established in 2014 after many years of research and development.(Press Release)

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 expanding port cover in Portugal
   - Tug No.7 Usiba is launched as No.6 Umbilo is handed over
   - GONDAN delivered AUDAX, the third dual fuel tug built in Europe, to Østensjø

Rederi A/S

- Adaptable RAmparts 2500 CL design Robert Allen Ltd.
- Multraship strengthens Black Sea presence with Multratug switch to Bourgas

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