

Tugs Towing & Offshore Newsletter



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

Distribution twice a week 10,900+

MIDWEEK-EDITION

TUGS & TOWING NEWS

ALP AWARDED 2 SEADRILL TOWAGE CONTRACTS



ALP is proud to inform that it has been awarded 2 towage contracts by Seadrill. The first contract concerns the towage of semi-submersible drilling rig West Orion from Walvis Bay, Namibia to Singapore. This towage is performed by our 298ts. Bollard Pull **ALP Centre**. The convoy is currently en-route and has just rounded Cape of Good Hope. The tow will take another full month before

arrival in Singapore, including time for a bunker call in Port Louis, Mauritius. The second tow concerns the semi-submersible drilling rig West Pegasus from Dos Bocas, Mexico to Tenerife, Spain by our 285ts. Bollard Pull **ALP Guard**. **ALP Guard** is presently mobilizing to Dos Bocas and the towage will commence around 3-September. ALP locally assisted Seadrill with the rigging of the rig and all required preparations for the towage. The tow to Tenerife is foreseen to take about 40-45 days, all going well. *(Source: ALP Maritime Services)*

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TOS STRENGTHENS OFFICE STAFF JAKARTA

As of the 1st of September, Sander van der Meer will be assuming his post as the new Commercial

Manager Indonesia at TOS. In this position, he will be the sparring partner for our clients to improve and expand our services in the region. He will also be responsible for improving & optimising processes of the crewing operation at our Jakarta office. Sander: 'I started on the 1st of March at our TOS HQ in Rotterdam. The last few months I've gotten to know the company and my colleagues in the Netherlands very well. I've also visited the Jakarta office several times. Next month I will be leaving this beautiful city of Rotterdam. Together with my girlfriend and newborn daughter, we'll be living in Jakarta for the coming years. A real adventure!' Sander is already a familiar name and face in the industry. As Crewing Manager, he worked for over six years for Anthony Veder, a shipping company of gas tankers. In this period, Indonesia was his special assignment and he visited their Indonesia crew offices regularly. Sander: 'There are many developments in the region and the demand for Indonesian seafarers is increasing. So, I will be busy optimising our internal processes, keeping the quality of our services high and in line with HQ. The office staff is already familiar and very professional. The lines of communication with our HQ in Rotterdam are short. I'm looking forward to creating a dynamic and smooth operation for our (future) clients.' At the end of March, Sander and Ivan Wagenaar (Executive Manager Sales TOS) visited the Jakarta office to get acquainted with the office staff. Also, Michal Gorski (Senior Consultant TOS Poland) was present, on his way to a client visit in Australia. *(Press Release)*



DRYDOCK TRANSPORT



Last week was seen the transport of a drydock for the Port of Antwerp enroute from Gorinchem to Antwerp passing Dordrecht. According some internet information's the docks are built at the van Ravenstein yard in Deest and replaced the old city docks at the island which will be integrated into the Maritime Museum. The waterways operator Waterwegen & Zeekanal is teaming up with the City of Antwerp to build a hexagonal Belvedere (viewing platform) on the banks of the Scheldt, as part of the former dry dock complex which is being repurposed as a visitor park. The park is being developed on the Dry Dock Island in the North of the city, near the Kattendijk lock. This 18-hectare park is one of the seven sub-areas of the Master Plan for the Scheldt Quays which aims to restore the links between the city and its river. *(Photo: Joop van Toorn)*

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PAPILLON FROM THE DAMEN HARDINXVELD YARD TO THE DAMEN GORINCHEM YARD



Last week was seen the launching of the Papillon and the transport from the Damen Hardinxveld yard to the Damen Gorinchem yard. The tugs [Merwestroom](#) and [Scheldestroom](#) (Imo 8434180) from Van Wijngaarden Marine Services towed the [Papillon](#) over the river Merwede to the other Damen location for further outfitting. The tug [Merwestroom](#) is built in 1969 by Scheepswerf Gebr. De Ruiter - Hardinxveld-Giessendam; Netherlands for J.A. de Ruiter – Hardinxveld as [Anja](#). In 1979 sold to D. Leijen – Ijmuiden; Netherlands and renamed [Olga C](#). In 1980 sold to P. Heuvelman & Zn Duwvaart Vof – Krimpen a/d IJssel; Netherlands and renamed [Roerdomp](#). Finally sold in 1981 to Van Wijngaarden Marine Services and renamed [Merwestroom](#). In the same year re-engined with a GM 12V-71N diesel engine with an output of 269 kW (365 bhp) which give vessel an free sailing speed of 9 knots and a bollard pull of 5 tons. The [Scheldestroom](#) is built in 1983 by van Mill Scheepswerf & Machinefabriek BV – Hardinxveld; Netherlands for the own yard as the [VMT 900](#). In 1983 chartered to Zanen Verstoep dredging. In the same year sold to Van Wijngaarden Marine Services and renamed [Scheldestroom](#). The tug has two GM Detroit diesels with an total output of 537 kW (730 bhp) with a free sailing speed of 10 knots and a bollard pull of 10 tons. *(Photo: R&F van der Hoek-Lekko)*

RUA - HISTORY



During 1967, a group of restless and visionary merchant marine captains and professionals connected with the shipping business considered the possibility of beginning the tugboat service in the port of Buenos Aires. So was the case that together with former members of SACE S.A., they bought the 50% ownership of the tugboat **ROCA III**, thus starting to operate under the name of RUA Remolcadores Unidos Argentinos S.R.L., rendering their first services to the

ferry Atlantic, considered at that moment the ferry of most advanced technology in the River Plate. As years elapsed, the investment began to yield results and they decided to reorganize the corporate structure by establishing a corporation and purchasing, on that opportunity, the tugboats **Antares**, **Lampport**, **Clyde**, **Rawson**, **Jaguar**, **Puma** and **Potro**. To the same extent the demand of tugboat services increased, some became more selective as far as the required type of tugboats was concerned. Not only were more powerful tugboats required but more maneuverability qualities were demanded, thus leaving aside the tugboats known as "Conventional", being increasingly required the "Schottel" ones. Without remaining out of this process which is at present still under way, the company purchases the tugboats **Tensho**, **Kyokko**, **Satecna II** and **Satecna IV**, built in Japan and undertakes the building of the tugboat **Soledad** which fulfills well in excess the necessary power and maneuverability requirements. Currently, the company owns a fleet of 9 tugboats operating at the ports of Buenos Aires, La Plata, Mar del Plata and Necochea. (<http://www.rua.com.ar/nueva/us/history.html>)



ACCIDENTS – SALVAGE NEWS

COAST GUARD RESCUES 12 PEOPLE ABOARD VESSEL TAKING ON WATER NEAR PORT MANSFIELD, TEXAS


The Coast Guard rescued 12 people aboard a 160-foot vessel taking on water near Port Mansfield, Texas, Friday. Coast Guard Sector Corpus Christi watchstanders received a report at 3:40 a.m. of the commercial diving vessel **Gulf Justice** taking on water with 12 people aboard. Watchstanders directed the launch of two Coast Guard Air Station Corpus Christi MH-65 Dolphin helicopter



aircrews at 12:40 p.m. after a tug was unable to assist as planned due to not being able to get underway. Watchstanders maintained hourly communication with the vessel operator throughout the morning and afternoon. The aircrews arrived on scene at 1:03 p.m. and hoisted seven people from the **Gulf Justice** and transferred them to Charles R Johnson Airport. The aircrews returned to hoist the remaining five people at 2:06 p.m. and transferred them to the airport.

“The Coast Guard was relieved to rescue these 12 people before Hurricane Harvey impacted the rescue efforts, making a bad situation worse,” said Capt. Tony Hahn, commander, Sector Corpus Christi. “Our crews did a fantastic job collaborating on this rescue.” All 12 people were reported in stable condition with no injuries. *(Source: USCG)*


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ELEVEN RESCUED FROM SINKING CARGO SHIP NEAR HONG KONG

Eleven crew members were rescued from a sinking cargo ship near Hong Kong on Sunday as Tropical Storm Pakhar hit China's southern coast. Xinhua news reported that the Hong Kong Maritime Rescue Coordination Center was alerted at about 7 a.m. local time on Sunday that a cargo ship was taking on water about



64 nautical miles east of Hong Kong. A helicopter rescue crew from Hong Kong's Government

Flying Service arrived on scene to find that the bow of the vessel had already sunk and the crew had made their way to the bridge deck as they awaited rescue. All eleven crew members were airlifted from the vessel and are in good condition. One crew member sustained minor injuries to both feet, Xinhua reported. Tropical storm Pakhar brought strong winds and heavy rain to Hong Kong and nearby Macau on Sunday, just four days after Typhoon Hato hit the area. Watch the video [HERE](#) (Source: *gCaptain*)

FREIGHTER BROKE IN TWO OFF KILYOS



Near the northern entrance of the Bosphorus the "[Leonardo](#)", which was unloaded enroute for repairs to Tuzla, started to buckle off Saryyer Demirciköy and then broke in two at 3 a.m. after the anchor chain parted off Kilyos while waiting for the transit on Aug 27, 2017. Turkey's General Directorate of Coastal Safety sent eight ships, including search and rescue towboats, to the scene. The crew of 11 of Russian and Indian nationality was rescued by the Coastal

Safety General Directorate with a speed boat and handed over to an ambulance for health checks at Rumelian lighthouse. The foreship was sinking, a tug and salvage boats belonging to the General Directorate of Coastal Safety were at the scene of the accident. The stern part drifted onto the rocks at the nearby shore. Watch the youtube video [HERE](#) (Source: *Vesseltracker*; Photo: *AA/İslam Yakut*)



CARGO FIRE PETERS OUT ON BRITISH BULK CARRIER MV CHESHIRE OFF CANARY ISLANDS

The fertilizer cargo on board a UK-flagged cargo ship has finally stopped smoldering more than two weeks after its crew was forced to abandon ship due to toxic smoke, the owner of the vessel said Sunday. In an update on the incident, Bibby Line Limited reported that Spanish authorities have permitted salvors to take the 56,597 dwt MV [Cheshire](#) closer to shore in Gran Canaria as salvage operations continue for the stricken ship. The MV [Cheshire](#) was underway off the Canary Islands on a passage from Norway to Thailand with a cargo of ammonium nitrate fertilizer when part of cargo began to overheat on August 12. The Cheshire arrived off Las Palmas on August 13, where it was scheduled to take on bunker fuel, but the vessel was denied entry to port because of the smoldering cargo. A day later two SAR helicopters evacuated all 24 crew members from the vessel with no reported injuries. Salvors from Resolve Marine arrived on scene on August 15 but were unable to



board the vessel due to weather and hazardous conditions on board. On August 21, Resolve was finally able to get a tow line attached and towed the **Cheshire** back towards Gran Canaria. Bibby Line said as of Sunday the **Cheshire** was located about 50 nautical miles southeast of Gran Canaria and was under tow by the **Red Sea Fos**. A plan to board the vessel on Sunday was called off again because of inclement weather. At the time of update, Bibby Line said it had received permission to

bring the vessel closer to shore but no closer than 12 nautical miles. It is now being reported that all 5 cargo Holds have cooled down and at present, there are no fumes emanating from the vessel. The fire is believed to have started due to a chemical reaction in the fertilizer that caused it to overheat.

(Source: gCaptain)

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SHIP RUNS GROUND IN PORT OF RICHARDS BAY

On August 28, a cargo vessel reportedly ran aground after coming in the way of a swift high tide. *What happened?* The Philippine-registered MV **Beaumont** cargo vessel had left the berth after loading cargo. The vessel was assisted by two tugs had left its berth at the Richards Bay Coal Terminal when it ran aground. *High tide pushes ship aground:* The loaded



cargo vessel came in the path of a swift incoming high tide. Fortunately, due to the pulling power of

three TNPA tugs prevented a serious situation in the Port of Richards Bay on Friday after a ship ran aground. *Tugs free ship:* Eyewitnesses said, ‘It turned into the main channel and just kept on turning. The tugs had already left her side and were heading back to the Small Craft Harbour.’ The ship was firmly grounded on the sandbank, and after a 30-minute battle to pull her off, and with the help of a third tug the vessel was pulled free. *Investigation launched:* The ship did not suffer any major damages, none were injured during the incident and no pollution to the environment was reported. The vessel has been towed to RBCT for further inspection. The authorities have also initiated investigation to determine the cause of the incident which could possibly be a mechanical failure. It is also unclear whether the vessel was under TNPA pilotage. *(Source: MFame)*

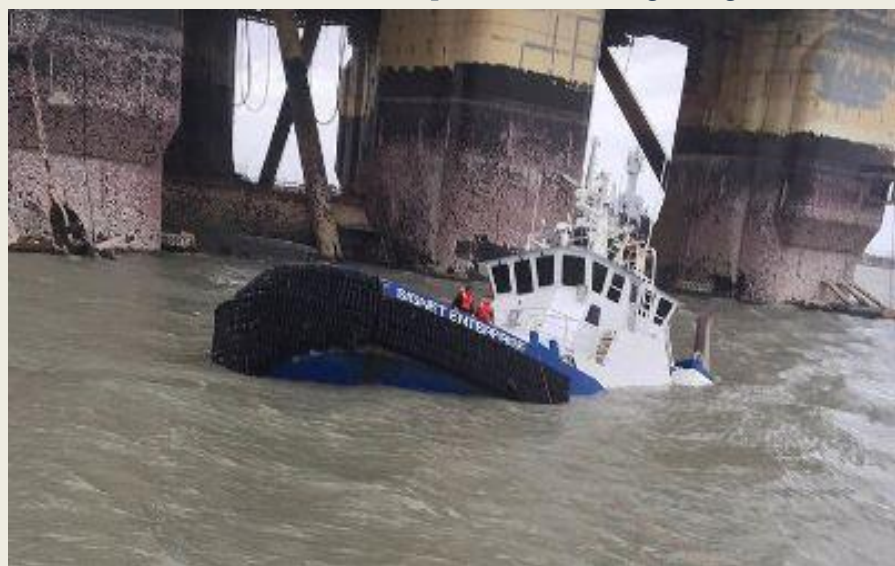
COAST GUARD RESCUED 15 PEOPLE NEAR PORT ARANSAS, TEXAS



The Coast Guard rescued 15 people aboard vessels in distress near Port Aransas, Texas, Saturday. Watchstanders at Coast Guard Sector Corpus Christi received notifications of people in distress aboard the vessels **Sabine Pass**, **Sandy Point**, and **Signet Enterprise**. Watchstanders directed a launch of two Coast Guard Air Station Corpus Christi MH-65 Dolphin helicopter aircrews. Coast Guard aircrews are conducting several search and rescue cases to include: – Seven people were rescued aboard the tugboat **Sabine Pass**

and airlifted to a rig near Aransas Pass. – Four people were rescued aboard the vessel **Signet Enterprise** that was taking on water and airlifted to safety. – Four people rescued aboard vessel **Sandy Point**. “This case included 2 Coast Guard MH-65 helicopters collaborating in a great effort to

save multiple lives. To complete the evolution quickly and take these mariners out of harms way, the aircrews delivered the survivors to a drop off point and the **Signet Constellation** transported the survivors to a safer location,” according to Capt. Tony Hahn, commander, Sector Corpus Christi. “This was a great effort between our Coast Guard aircrews and



Signet Constellation’s crew in very dangerous conditions.” *(Source: USCG)*

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HURRICANE HARVEY GROUNDS DRILLSHIP IN PORT OF CORPUS CHRISTI



Paragon Offshore's drillship has grounded in the Port of Corpus Christi, Texas, after Hurricane Harvey ripped the ship's mooring lines. According to My San Antonio, the DPDS1 drillship, formerly known as the **Noble Phoenix**, broke from the moorings on Saturday, sinking a tugboat in the process. Offshore Energy Today has reached out to Paragon Offshore, seeking more info on the

matter. We will update the article when we get a response. As for the port of Corpus Christi, the port is now in Post Storm Recovery mode. According to the Port Authority, Port personnel are continuing to assess hurricane impacts with initial assessments indicating light to moderate damage and debris. The Port has begun to recall Tier 2 Essential Personnel to support the recovery operations. Power has been restored to several facilities and numerous others are still on emergency power including the PCCA EOC, Security Command Center and Harbor Master's Office. These facilities have maintained continuous uninterrupted power. The port is working toward achieving normal operation by September 4. *(Source: Offshore Energy Today)*

OFFSHORE NEWS

CGG BEGINS SEISMIC SHOOT IN ESPIRITO SANTO

French geophysical company CGG has started work on Espirito Santo IV, a large BroadSeis 3D multi-client survey in the deep and ultra-deep waters of the Espirito Santo Basin offshore Brazil. CGG said on Tuesday that the **Oceanic Champion** was acquiring the survey, which is expected to take seven months. This industry-supported survey will cover 10,300 square kilometers and be processed at CGG's Rio de Janeiro subsurface imaging center. The high-end broadband sequence will

also include the latest 3D de-ghosting, full-waveform inversion (FWI) velocity modeling, and tilted transverse isotropy (TTI) imaging. According to CGG, the fast-track PSDM products will be delivered six months after completion of the acquisition. Jean-Georges Malcor, CEO of CGG, said: “This new survey will expand our high-quality coverage across the Espirito Santo Basin, enhancing industry understanding of exploration



potential in this promising region with an upcoming lease round. It reflects CGG’s commitment to invest in the innovative products required to support the successful development of Brazil’s oil and gas resources.” The prior, Espirito Santo III, survey covered an area of over 9,500 square kilometers and was announced in May 2014. *(Source: Offshore Energy Today)*

CRYO SHIPPING TO SET UP LNG TRANSPORTATION SERVICES IN NORTHERN NORWAY



Bergen-based shipping company CRYO Shipping AS revealed plans to establish seaborne LNG transportation services in Northern Norway, becoming the first company to offer LNG infrastructure solutions in the northernmost counties in Norway. As informed, the company intends to solve challenges associated with

LNG infrastructure and logistics by establishing short-sea shipping services for the transport of LNG in Northern Norway in order for natural-gas powered ships and the industry to finally have available LNG supply in a “cost-effective, environmentally-friendly and socio-economic way”. Distribution of LNG in the northernmost counties in Norway, Nordland, Troms and Finnmark, is currently carried out solely by land transport. Transport solutions that accelerate the green shift have high priority for Norwegian authorities, and it is important to ensure short-sea shipping is competitive in order to increase freight carried at sea, according to CRYO Shipping. Norwegian Coastal Administration has established grant scheme with the aim that more cargo is transferred from road to sea due to environmental and socio-economic benefits. In line with this scheme, the administration has awarded EUR 1 million (around USD 1.2 million) in grants to CRYO Shipping to

establish the LNG trade lane. “We are very proud of the positive market acceptance we have received for our planned shipping services in Northern Norway, and are very grateful for the support granted by the Coastal Administration. This is a valuable contribution to becoming the first company to establish a sea-based LNG supply chain in Northern Norway, thus ensuring transport of LNG is carried out in an environmentally friendly and socio economic way. We ... expect that this will be the foundation for even more Norwegian companies and ships to be able to use LNG as fuel,” Nicholai H. Olsen, Managing Director of CRYO Shipping, commented. “Currently, we (CRYO) are working to commercialize a unique concept that can supply LNG to land-based industry as well as bunkering ships in an efficient and cheaper way compared to today’s existing solutions,” Olsen added. LNG is an environmentally friendly fuel that is the most realistic solution for rapidly reducing global and local emissions of particles, sulfur oxides, carbon dioxide and nitrogen dioxide. There are large deposits of natural gas in the world, and the commodity is initially very reasonably priced. However, the current lack of customized logistics and infrastructure solutions results in unnecessary expenses for LNG consumers who select to use the environmentally friendly fuel. Logistic costs have therefore been a barrier for rapid implementation of LNG in industry and shipping. *(Source: World Maritime News)*

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The advertisement features a blue and white Schottel logo on the left. The background is a photograph of a ship's wake on the ocean. On the right side, the text "YOUR PROPULSION EXPERTS" is written in white. At the bottom, a dark grey banner contains the text "THE DRIVE YOU DESERVE" in white.

TOPAZ CAPTAIN

On Monday 28th August 217 we see the afternoon arrival on the Caribbean Island of Curacao of the Marshall registered with call sign V7HT6 **Topaz Captain** (Imo 9255115) with destination the Damen shiprepair yard. The **Topaz Captain** is owned by Team XVI Ltd. – Dubai; United Arab Emirates and managed by Topaz Energy & Marine Ltd. – Dubai; United Arab Emirates. She has a grt of ,992 tons and a dwt of 3,848 tons. *(Photo: Kees Bustraan)*



OFFSHORE WIND OPPORTUNITY FOR UK SUBSEA FIRMS



UK industry body believes there is a huge opportunity for subsea companies to step up and play their part in helping to meet the world's renewable energy targets, as the global offshore wind expenditure expected to rise to over £350 billion between now and 2026. Subsea UK will be running an event to explore the

offshore wind developments that are currently underway, while offering practical help and advice to companies looking to access the rapidly growing offshore renewables market. Chaired by Neil Gordon, chief executive of Subsea UK, the event will welcome speakers from SIEM Offshore Contractors, Ecosse Subsea Systems, DeepOcean and James Fisher Marine Services, to discuss the synergies between the subsea and offshore renewable industries, share lessons learned, and examine the role that offshore renewables will play in the future energy mix. The seminar will also look at ways in which the industry could work together to simplify existing initiatives in a bid to increase efficiencies and reduce the cost of installing and maintaining wind farms. The event will take place at The Chester Hotel, Aberdeen on September 20. *(Source: Subsea World News)*

MMA OFFSHORE REPORTS LARGE LOSS BUT SEES POSITIVE SIGNS

MMA Offshore in Australia has reported a significant loss for the year to 30 June 2017 but believes the market has bottomed out and expects it to recover. During the 2017 financial year, MMA completed a major restructuring of its business, disposing of its



Dampier and Broome Supply Bases and its slipway assets to focus on its core offshore vessels business. The supply bases and slipway have been classified as 'discontinued operations' in the financial report with the ongoing vessel operations classified as 'continuing operations.' MMA reported a loss for the year of A\$378.0M (US\$300M) after booking a non-cash impairment charge of A\$312.2M against the carrying value of the company's vessel, supply base and slipway businesses. Excluding the impact of the impairment charge, the company recorded a loss for the year of A\$65.8M and a loss for the year from continuing operations of A\$66.7M, reflecting the ongoing challenging market conditions being experienced in the offshore vessel industry. EBITDA for

continuing and discontinuing operations was A\$21.7 million, in line with market guidance. MMA chairman Tony Howarth said MMA continued to face challenging market conditions through FY2017, although market sentiment is improving. “The oil market appears to be rebalancing and we have seen global inventories begin to reduce in recent months. However, we expect ongoing volatility for some time. “Global E&P spending, which has been drastically cut over the past three years is insufficient to offset reserve depletion and meet future demand growth. The International Energy Agency recently forecasted a global supply shortage by 2020 if underinvestment continues. Whilst it will take some time for the vessel market to come into balance, the early signs are encouraging for a market recovery.” Mr Howarth said MMA’s banking syndicate “remains supportive, notwithstanding the challenging market conditions being faced by the offshore vessel industry.” In February 2017, MMA agreed a number of amendments to its banking facility including a reduced amortisation profile and an extension of the term of the facility to enable it to trade through the current market downturn. Following the sale of the supply bases, there are no further amortisation payments required until the expiry of the facility in September 2019. Managing director, Jeffrey Weber said “Overall vessel utilisation averaged 52% for the year including the laid up vessels, down from 59% in FY2016, however utilisation of our core fleet was significantly higher due to a number of ongoing long-term contracts and demand for our newbuild inspection, maintenance and repair vessels. “Rates remain depressed across all regions and vessel segments. Second half performance was better than the first half as newbuild vessels contributed to earnings and project scopes extended, utilisation improved slightly and the sale of underutilised non-core vessels reduced holding costs. MMA continues to focus on streamlining its business to position itself for a return to more positive market conditions. “The offshore vessel market has been through one of the biggest downturns in living memory,” said Mr Webber, “however general market sentiment is that we are at the bottom of the cycle. It will take some time for the vessel market to come back to balance, however we are seeing early signs of increased activity at the front end of the value chain which should translate to increased vessel demand over time.” *(Source: Offshore Support Journal)*

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VOS SUGAR - IRM CAMPAIGN 2017

VOS Sugar, modern DP2 subsea-support vessel fitted with a 24-tons active heave-compensated crane, has been performing a string of IRM (Inspection, Repair and Maintenance) campaigns on southern North Sea assets operated by both Oil & Gas and Renewable Energy clients since June 2017. The operations fall under the scope of a cooperation agreement between Vroon Offshore Services (VOS) and Bluestream Offshore aimed at leveraging their respective core competencies, ultimately maximising the added value delivered to their clients. **VOS Sugar**’s versatile design allowed efficient mobilisation of Bluestream’s ROV (Remotely Operated Vehicle) spread (consisting of inspection class Seaeeye Tiger and compact-work class Seaeeye Cougar XT ROVs), Diving spread



and Rope Access Team, in order to cater the broadest scope of services. Among the assets visited by **VOS Sugar** in this summer campaign, were platforms operated by NAM Shell, Total EPNL (which between 2009 and 2016 were served by VOS Shelter) as well as the Gemini Offshore Wind Farm. **VOS Sugar** will continue her successful operations under the joint Vroon-Bluestream

flag until the end of the summer serving multiple Renewable Energy and Oil & Gas clients. Vroon Offshore Services is a leading company providing offshore-support tonnage to the energy industry. VOS Den Helder's Managing Director Niek Spiljard, said: "The partnership with Bluestream was a natural step forward in the successful cooperation that our companies have developed over the years. Started as a conventional supplier/customer relationship, this has evolved into the shape of our joint IRM-focused solution. In addition to supplying first-class DP2 tonnage to our clients, VOS will maintain a focus on further developing services and seeking partnerships to meet our clients' project-specific requirements and deliver the largest contribution possible to our clients' value chains". *(Press Release)*

WEAK MARKETS AND EXTENSIVE SEASONAL LAY-UP IMPAIR Q1-17 RESULTS FOR ISLAND OFFSHORE

The Group reports revenue of NOK 259 mill in Q1-17, down from NOK 363 million in Q4-16, and NOK 419 million in Q1-16. Fleet utilization in Q1-17 was 49% including vessels in lay-up, but has improved in April and May 2017 following mobilization of vessels for contracted work. The fleet comprises 25 vessels.



Three vessels were divested in January/February 2017 as part of the ongoing restructuring of the Group. A total of 5 PSV vessels are currently in lay-up, and are expected to remain out of market until sustainable term work can be secured. Revenue this quarter is significantly reduced due to vessels in seasonal lay-up in addition to vessel sales. All three LWI units were in seasonal lay-up this quarter, in addition to PSVs and SCVs now mobilized for contracted work from Q2-17. As a result,

EBITDA in Q1-17 totals NOK 60 mill versus NOK 116 mill in Q4-16, with the reduction mainly due to low utilization and lay-up. Cost improvements provide important contributions to earnings, and will be continued but market conditions must improve fundamentally to enable significant earnings improvement. Due to the continued state of the market and the implications for cash flow, the Group initiated negotiations for a Standstill and Deferral Agreement with all secured creditors effective 22nd November 2016. Negotiations with the secured lenders are progressing but establishing a sustainable long-term solution will take more time than initially anticipated. Target closing date is 30th June 2017. Important recent contract awards allow for certain vessels to be taken out of lay-up and into operation. Day rates are low but acceptable considering the alternative of continued lay-up. The awards have been secured with strategically important and recurring customers. Overall spot and term rates in the PSV and AHTS markets continue to be depressed by reduced activity and vessel oversupply. However there are signs of increased activity enabling opportunities for certain vessels. Island Offshore do however not expect to see a more extensive market recovery until a more sustainable oil price is established, inducing increased E&P investment and market activity. The order backlog excluding charterer's options totals NOK 2.7 billion at 31.3.2017. Contract coverage for the remainder of 2017 is 55% and has improved following recent awards. *(Press Release)*

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STRILBORG CONTUNUES ITS OPERATION FOR THE NORWEGIAN COASTAL ADMINISTRATION



Simon Møkster Shipping today announced that their vessel the **Strilborg** will continue her work for the Norwegian coastal administration with an additional one year. The contract also includes an option of 1 year beyond the fixed period of time. Started as from January 2018. In connection with the contract the **Strilborg** will be customize for the use of shore power something with the emission reduces in line with owners

Green profile. Simon Møkster Shipping is looking forward to continue the cooperation with the Norwegian coastal administration. *(Source: Press Release)*

N-SEA'S INAUGURAL CAMEROONIAN CONTRACT UNDERWAY

N-Sea, a subsea IMR provider, has begun work in the Cameroonian offshore market, via a contract win with Jumbo Offshore, a Dutch offshore lifting and transportation company. With phase one completed in mid-July, the project takes place off the shores of Cameroon's South Province, as a part of the Hilli Episeyo subsea soft



yoke installation. N-Sea's workscope comprises diving and ROV support, performing all subsea installation of the soft yoke system. The activity N-Sea will perform on the floating liquified natural gas (FLNG) mooring and loading facility includes seabed measuring, mattress placement, anchor base and pile positioning support and pile sleeve sediment removal. Final connection between the yoke and FLNG will be undertaken by N-Sea later in 2017, the company said. N-Sea group commercial director, Gary Thirkettle said: "We are delighted to be supporting Jumbo Offshore with the expertise of N-Sea's dive team, who will be utilizing our ROVs on this FLNG project. "Whilst N-Sea has been active in Nigeria since early 2016, this contract award represents not only our first partnership with Jumbo, but also our first project offshore in Cameroon. As such, the contract reflects our continued strategy to actively target potential clients throughout West Africa." Hilli project manager for Jumbo Offshore, Tim Klieverik said: "Good cooperation with the Jumbo Offshore and N-Sea teams helped to bring the first phase of this significant project to a successful completion. The skilled N-Sea team will again assist us in bringing phase two of this project together at the end of the year and we look forward to working with them again." *(Source: Subsea World News)*

WINDFARM NEWS - RENEWABLES

TIDEWAY AND TURBINE TRANSFERS PREPPING CTV QUARTET FOR MERKUR OFFSHORE WIND FARM

Wales-based Turbine Transfers has won a contract to provide Tideway B.V., part of DEME Group, with four crew transfer vessels (CTVs) for the Merkur offshore wind farm project in the German North Sea. Set to commence later this year, Turbine Transfers will supply the four vessels to the project, including two XSS Semi-Swath vessels. The company has now entered an initial planning phase with the Tideway team to ensure smooth preparation and delivery of the vessels. Dylan Jones, General Manager of Turbine Transfers, said: "We are extremely happy to have won this competitive tender, and are very much looking forward to developing our relationship with TIDEWAY B.V to deliver an efficient project." Merkur offshore wind farm, owned by Merkur Offshore GmbH, will



consist of 66 GE Haliade 150-6MW wind turbines installed some 45km north of the Borkum Islands. Tideway is in charge of the installation of the inter-array cables on the wind farm. The company will deploy its new subsea cable installation/trenching vessel **Living Stone** to carry out the installation works. Offshore cable construction works are expected to commence later this year, and the project is scheduled to be completed

by 2018, Turbine Transfers said. Merkur Offshore expects to commission the EUR 1.6 billion Merkur wind farm in 2019. *(Source: Offshore Wind)*

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NEXANS BOOSTS CABLE LAYING FLEET WITH HIGH CAPACITY NEWBUILD

Nexans has announced the start of construction of a new cable-laying vessel for submarine high voltage (HV) cable systems installation. Being built by Uljanik Group, a Croatia-based shipyard, the high capacity Nexans vessel is designed for worldwide installation of large volumes of HVDC and HVAC cable systems, even in the most severe weather conditions, the company said. The vessel covers the complete Nexans submarine product range, and has a 10 000-tonne capacity turntable. “The construction of this new cable-laying vessel is a fundamental milestone in our commitment to cleaner energy,” said Arnaud Poupart-Lafarge, Nexans CEO. “In this next exciting chapter of our capacity to meet customer expectations, the cutting-edge technology of the new ship will enable Nexans to support countries in their development of the unlimited potential of renewable power generation”. The new ship, designed by consulting agency Skipsteknisk AS, comes with Dynamic Positioning (IMO class 3) capabilities. The laying equipment allows the vessel to perform complex installation operations of flexible products in shallow to deep water. “Together with our legendary vessel CLV Nexans Skagerrak, the new ship will reinforce Nexans’ position as a leading player in the

growing submarine HV cabling market,” said Dirk Steinbrink, Senior Executive Vice President High Voltage and Underwater Cable Business Group at Nexans. “With the advanced technology, impressive capacity and the many cable-laying capabilities, this vessel will be one of Nexans’ key strategic assets”. The new cable-laying vessel is expected to be delivered and start operations by the third quarter of 2020. *(Source: Offshore Wind)*



EIDESVIK BOOSTS EARNINGS



Norwegian vessel owner Eidesvik Offshore has posted quarterly profit of NOK 201 million (approximately \$26 million) or NOK 6.54 per share, against loss of NOK 27 million (approximately \$3.5 million) or NOK 0.74 per share for the quarter that ended on June 30, 2016. Result for the first six months of 2017 was profit of NOK 336 million on revenues of NOK 465 million, compared to profit

of NOK 93 million on revenues of NOK 373 million in the prior-year comparable period. In the second quarter 2017, Eidesvik generated revenues of NOK 216 million. Revenues in the corresponding period in 2016 were NOK 180 million. The revenues includes a remainder settlement of contract change for Viking Vanquish of NOK 72 million. EBITDA was NOK 126 million, versus approximately NOK 90 million, and operating profit (EBIT) was NOK 243 million, compared to NOK 35 million after impairments. The company booked quarterly asset impairment charge of NOK 23 million. Year-to-date impairments amounted to NOK 89 million. *(Source: Subsea World News)*

SEA CHALLENGER LOADS FINAL DUDGEON TURBINE PARTS IN HULL

A2SEA’s wind turbine installation vessel **Sea Challenger** has loaded the final set of wind turbine components for the 402MW Dudgeon offshore wind farm project at the Port of Hull. In total, the vessel made 17 runs between the load out port in Hull and the installation site some 32 kilometres off North Norfolk to install all of the wind farm’s 67 Siemens 6MW turbines. The first turbines were

installed at the site in early January 2017. **Sea Challenger** had also served as an accommodation vessel on the project from September 2016 to the end of the year. The Dudgeon offshore wind farm is a GBP 1.5 billion project being jointly developed by Statoil, Masdar and Statkraft, expected to be fully commissioned by late 2017. Statoil is developing the Dudgeon offshore wind farm and will continue as its operator. *(Source: Offshore Wind)*



DREDGING NEWS

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JAN DE NUL GROUP LAUNCHES WORLD'S MOST POWERFUL CUTTER DREDGER



At the Uljanik Shipyard in Croatia, Mrs. Julie De Nul released the self-propelled Cutter Suction Dredger **Willem van Rubroek** in the sea the 25th August 2017, by cutting the traditional ties of the rope. The delivery of the vessel will take place in 2018. The vessel has a length of 151.3 m, a width of 36 m and can develop a speed of 12 knots. It has an installed power of 40,975 kW, making it the world's most powerful cutter dredger. It disposes of two retractable

thrusters with a total power of 6,000 kW and three dredging pumps with a total power of 25,500 kW, of which two located in the pump room and one in the cutter ladder. This vessel will have a cutter power of 8,500kW and will be able to dredge compact sand, clay and rocks up to 45 m deep. The operation, controlled from a central station, is almost completely automated. The vessel will have a high standard accommodation for 67 crew members. *(Press Release)*

YARD NEWS

BRISTOL HARBOR GROUP, INC. WELCOMES IAN LAWSON

Bristol Harbor Group, Inc. (BHGI) would like to introduce Ian Lawson, BHGI's most recent addition to its naval architecture and marine engineering practice. Ian has joined BHGI as a Naval Architect. He holds a B.S. in Naval Architecture & Marine Engineering from Webb Institute located in Glen Cove, New York. Ian served as Class President, Honor Council Chairman, and has participated on the Education Committee, sailing team, jazz band, and choir during his time at Webb. Ian interned at BHGI in January and February of this year. He has a keen interest in the marine LNG industry. Prior to interning at BHGI, Ian spent the previous winter working on an LNG carrier. He also interned at Foss Maritime in Seattle where he provided engineering support for a fireboat new-build project and helped with the preliminary design of a warehouse barge. Ian loves sailing and has experience racing sailboats during high school and at Webb. Ian's father is a merchant mariner which has contributed to Ian's love for the water and boats. Ian is a member of the Society of Naval Architects and Marine Engineers, American Society of Naval Engineers, and the Marine Technology Society. BHGI is excited to have Ian join its team of experienced engineers. Welcome aboard Ian!

(Press Release)



HOMELAND TAKES DELIVERY OF DAMEN 3307 PATROL VESSEL GUARDIAN 3



A Damen 3307 Patrol Vessel has been delivered to Homeland Integrated Offshore Services Ltd (Homeland) of Lagos, Nigeria, taking their fleet of these award-winning craft up to three in number. A fourth is also currently under construction. **Guardian 3** along with its sister ships **Guardian 1** and **Guardian 2** is now providing security and other support services to the international offshore oil companies active off the coast of Nigeria in the Gulf of Guinea, in

cooperation with the Nigerian Navy. The Guardian series of 3307 Patrol vessels are themselves

unarmed, but in the course of their duties carry security personnel along with their firearms. Protection for those on board is provided by an armoured wheelhouse and internal safe haven, while accommodation for up to 16 individuals enables them to remain at sea for extended periods of time. Damen's 3307 Patrol design is exceptionally versatile and can be configured for a wide range of roles. Its axe-bow design and high-speed hull form delivers rapid acceleration and a top speed of around 30 knots, making them exceptional interceptors, each capable of providing a credible deterrent across wide areas of open sea. However with 70 m² of open aft deck they can also support offshore industries in a number of other ways, including crew transfers and equipment deliveries, quickly and safely in sea states that would leave conventional vessels struggling. Additional features on board Guardian 3 include 15 extra seats for crew transfers, thermal imaging apparatus, a Fast Rescue Craft, a self-cleaning fuel separator to protect the engines and generators from contaminated fuel and a FuelTrax fuel management system that measures, monitors and reports on fuel consumption and efficiency. In-Country maintenance services and technical support will be provided by the Damen Service Hub in Port Harcourt. "We are excited to have received our third FCS 3307 Security vessel from Damen Shipyards, whilst awaiting the delivery of the fourth in the 4th quarter of 2017 and the planned acquisition of the fifth vessel," stated Louis Ekere, Managing Director and CEO of Homeland. "Homeland is one of the few Government-approved, private maritime security companies operating in Nigeria, so the delivery of Guardian 3 has added tremendous value to our ability to provide turnkey security services to our clients and to meet their specific offshore and onshore deliverables; namely security protection of offshore oil and gas installations, passenger and crew transfers and emergency evacuation, cargo transfers and generally to provide security services to deter and intervene in piracy attacks which makes the maritime waterways safer for the benefit of all legitimate stakeholders." "Damen has been a dependable partner," he continued, "and has collaborated with Homeland to achieve this exceptional feat. Congratulations to Homeland and to Damen." Homeland was founded in 2006 to support international oil companies working in Nigeria's offshore oil and gas fields by providing a wide range of services both at sea and on shore. 11 years later, it now operates a sizeable fleet that includes fast supply intervention vessels, platform support vessels, anchor handling tug supply ships, security and patrol vessels, and tugs. Led by managing director Louis Ekere, the company works with many of the international oil companies (IOCs) operating actively in the region. With a vast wealth of experience in maritime security services, Homeland has grown its capacity with the acquisition of additional Damen 3307 Patrol fit-for-purpose security vessels which use the breakthrough Axe Bow technology for improved interception speed and stability even in the most challenging terrain with minimal fuel consumption. The Group's integrated services also cater to other production support services including the provision and deployment of semi-skilled and highly skilled manpower support services, the supply of Automated Gas Oil (AGO) to all onshore and offshore oil installations, as well as the supply of a full range of premium quality casing and tubing, drill pipes, connectors and pipe accessories for use in all types of oil and gas drilling and well completion activities. *(Press Release)*

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VOITH COMPLETES FIRST MAJOR MARINE OVERHAUL FOR RED FUNNEL AT NEW UK FACILITY

Voith Turbo, a manufacturer of a wide range of products for the marine industry, has just completed its first major refurbishment project in a brand new UK facility. The complete overhaul of a 26-tonne Voith Schneider Propeller (VSP) has been carried out for Red Funnel, the Isle of Wight ferry company based in Southampton, at Voith's Croydon workshop. The refurbishment follows Voith's investment in specially designed



jigs, fixtures, machinery and lifting equipment capable of handling Voith Schneider propellers, gearboxes and other ancillaries. Sean Chambers, technical manager at Red Funnel, said: "We have had issues in the past with previous companies but Voith have done a fantastic job with the first propeller. "We chose Voith because we wanted to work with the original equipment manufacturer who would do a quality job using original parts." He added: "We have seven propellers in our fleet and we are now looking to refurbish one every year. We have now transported the second propeller to Voith and the refurbishment should be completed in November." Mark Harvey, Voith's UK marine manager, said: "In the past refurbishment contractors have taken in propellers, refurbished them, and then simply sent them back to the customer without recording what has been changed and for what reason. "By contrast we have adopted a collaborative approach involving the customer at all critical stages of the refurbishment process. "We strip down the propellers completely and then prepare a detailed report on the propeller's condition. The customer is then invited to inspect the propeller and be involved in the decision process for remedial work. "The customer then has the option of repairing the unit, or replacing it with a new one depending on the expected life of the propeller." He went on: "We want to develop long-term relationships with our customers so we help



them get a better understanding of how their propeller is performing and how we can develop maintenance procedures to achieve the optimum performance of their equipment." During the refurbishment work Voith carried out extensive rigorous testing, including non-destructive testing of critical parts, before the unit was transported back to Red Funnel. During the installation phase Voith service technicians supervise the installation of the VSP and carry out full HATs (Harbour Acceptance Trial) and SATs (Sea Acceptance Trial) to ensure everything is operating as specified before the propeller is handed back to the owner. "We ensure the propellers also meet the rigorous engineering and safety

standards of both navigation bodies as well as insurance inspectors,” added Mark. For over 80 years Voith has been designing systems for safety and precise manoeuvring on the seas, lakes, rivers, waterways and in harbours. Voith marine products have applications in ferries, offshore supply vessels, tugs and other specialised vessels. The most well-known Voith Turbo marine product is the Voith Schneider Propeller (VSP) which was first developed in the 1920s. It is used by a growing number of specialised vessel operators because of its ability to work in adverse conditions. The VSP thrust can be generated in any direction and in any magnitude so it can operate even in narrow ports where strong winds and currents are critical factors in the safe operation of the vessel. The larger swept area of the VSP’s rectangular blade, compared to the circular blade of a screw propeller of the same diameter, produces a higher efficiency compared to other steerable thrusters. *Voith Turbo* Voith Turbo, a Group Division of Voith GmbH, is a specialist for intelligent drive solutions, systems and comprehensive services. Customers from highly diverse industries such as oil and gas, energy, rail and commercial vehicles, ship technology, mining and mechanical engineering rely on the advanced technologies and solutions-driven expertise of Voith Turbo. *(Press Release)*

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ST ELECTRONICS AND ALPHA ORI COLLABORATE TO DRIVE DIGITAL TRANSFORMATION OF THE MARITIME INDUSTRY

Co-development of STARRI, a Data Platform with Cloud-based Architecture to Power Smart Data Analytics Capabilities for Enhanced Maritime Operations. Singapore Technologies Electronics Limited (ST Electronics) and Alpha Ori Technology Holdings Private Limited (Alpha Ori) today signed a Memorandum of Understanding (MOU) to co-create digitalisation solutions for shipborne and shore-based maritime fleet control and



management. STARRI (ST-Alpha Ori Reliable & Intelligent platform), a unified, secured and smart data lake platform equipped with communications connectivity, ship and environment converged data, data analytics and machine learning will be jointly developed to provide smarter solutions to power maritime Fleet Control Centres for ship management and operations based on berth-to-berth concept out at sea, on passage transit or port calling. With this collaboration, key maritime industry players will be able to speed up digitalisation of their ship operations and enable advances in the

automation of traditionally manual processes. Ship owners and operators will also enjoy smarter Fleet Management Systems resulting in better anticipatory capabilities in resource planning, utilisation and assets optimisation. “Digitalisation will change the landscape of the maritime industry. We are pleased that this partnership will contribute to the digital transformation of the industry with our strong engineering capabilities in data analytics, cybersecurity and cloud-based architecture. This cooperation brings together complementary expertise and capabilities of both companies and I am confident that it will create value for the maritime industry,” said Mr Ravinder Singh, President, ST Electronics. Working with Alpha Ori, ST Electronics will leverage its digitalisation expertise to co-create a new data analytics engine with machine learning solutions and anti-collision capabilities, enhanced with smart sensors. The partnership will also focus on strengthening cyber security for shipborne systems including Cyber Security Operations Centres for fleet monitoring, cyber protection for critical shipborne control systems and communications transmission protection. Capt. Rajesh Unni, CEO of Alpha Ori shared his vision by stating, “Our aim is to create, design and transform maritime landscape by leveraging cutting edge technology. We are thrilled to join hands with ST Electronics to build a future ready ecosystem that will add value to all stakeholders in both local and international markets. I am also hopeful that this collaboration will help address the current community challenges and prepare one and all to embrace the next wave of digitalisation.” Under the collaboration, applications with smart data analytics software will also be created, enabling the provision of 24x7 Maritime information as a Service (MaaS) on the Cloud platform for both ship owners and operators. This will allow both companies to proactively pursue business opportunities in Singapore and globally, with innovative digital use cases in the maritime business. *(Press Release)*

SREDNE-NEVSKY SHIPYARD LAUNCHES SECOND BOAT OF PROJECT R1650, RONDO



Sredne-Nevisky Shipyard OJSC (part of the United Shipbuilding Corporation) says it launched the second multi-purpose boat of Project R1650, **Rondo**, on 24 August 2017. The boat is built for the Border Service of Russia’s FSB. The boat is intended for different tasks including patrol and inspection in designated areas, delivery

of personnel to / from inspected ships, transport of personnel and cargo, rescue people in coastal areas. The boats of Project R1650 Rondo developed by Design Group RICOCHET LLC feature a number of advantages. The R1650 is based on a hull that has been constructed in steel which was chosen to give the patrol boat the capability of operating in ice covered waters. This will extend the operation window of the boats during the winter months. The steel hull is combined with a deck and superstructure that are constructed from composites in order to achieve a significant reduction in the overall weight and to reduce the draft which will allow the vessel to operate in shallow waters. The hull is of the semi-displacement type with a skeg to give good directional stability. The boat is to be delivered to the customer upon completion of mooring and sea trials in autumn 2017.

The shipyard has started the works on construction of the next serial boat the delivery of which is scheduled for 2018. *(Source: PortNews)*

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BW CATCHER FPSO SAILS AWAY TO NORTH SEA

BW Offshore informed that the FPSO **BW Catcher** has left Keppel Shipyard in Singapore and is currently in transit to the Catcher field in the central North Sea. **BW Catcher** is expected to reach UK waters early in the fourth quarter, depending on prevailing weather conditions. Upon the arrival, **BW Catcher** will start a seven-year fixed term contract, with extension options of up to 18 years, with Premier Oil. Based on a field life of 10 years, the contract



value is USD 2.3 billion including FPSO charter rate and opex, the company said. “The **BW Catcher** has been completed on time and within budget, and we are especially pleased with the good HSE performance during the construction project. We have worked over 11 million man hours without a lost time injury and in total around 19 million man hours. The FPSO is now underway to the North Sea for hook-up at the Catcher field, and with first oil scheduled later this year,” said Carl K. Arnet, the CEO of BW Offshore. BW Catcher has an oil storage capacity of 650,000 barrels and a processing capacity of 60,000 barrels per day. The FPSO has a design life of 20 years of uninterrupted operations, and will be moored using a submerged turret production system. *(Source: Subsea World News)*

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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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