Tugs Towing & Offshore Newsletter

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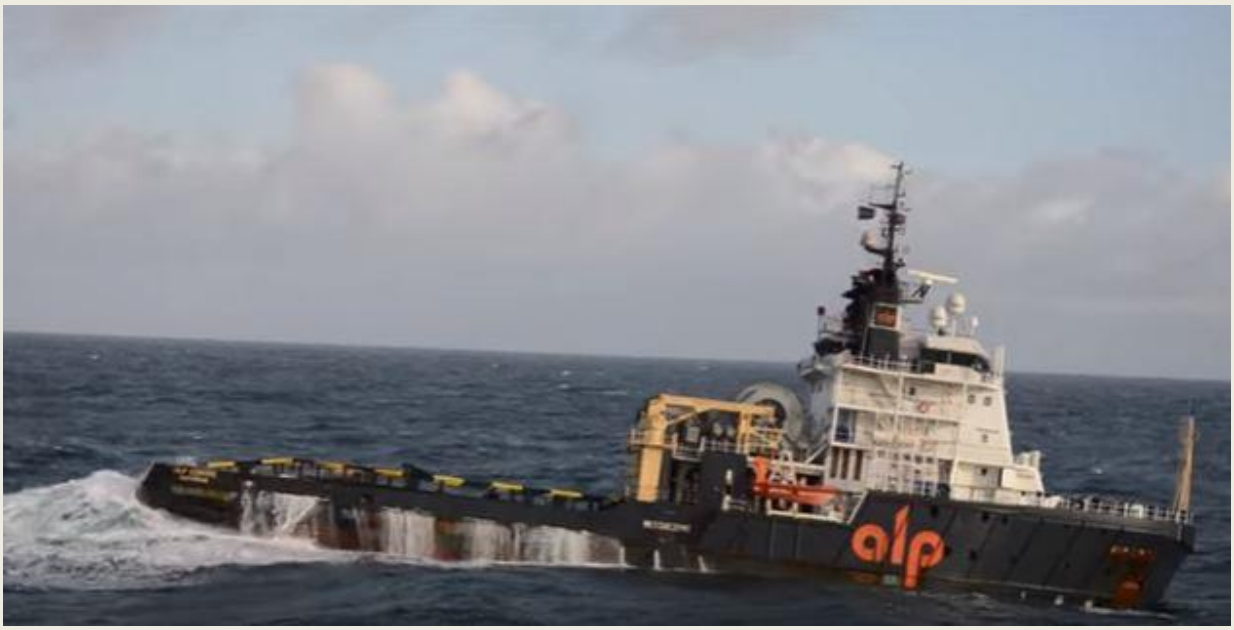
BUYING, SALES, NEW BUILDING, RENAMING AND OTHER TUGS TOWING & OFFSHORE INDUSTRY NEWS

Distribution twice a week 10,900+

TUGS & TOWING NEWS

BIG TUGS IN HIGH SEA.

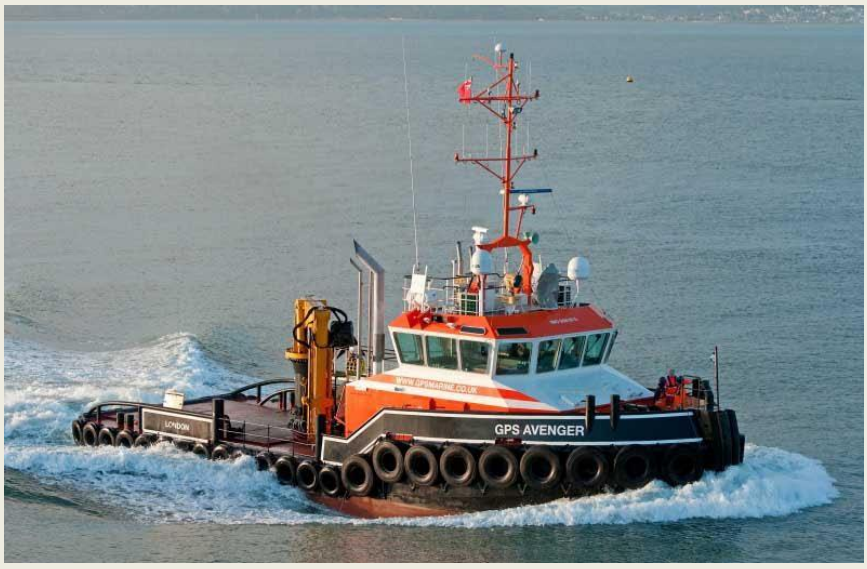


Tugboats **ALP Centre** & **ALP Guard** towing the **Armada Kraken** from Singapore to Shetland islands offshore. Filmed from the **ALP Guard** by Jan Dootjes. Watch the youtube video HERE *(Movie by Jan Dootjes)*

GPS MARINE REACTIVATES ITS SHOALBUSTER

The Netherlands-based Van Grevenstein's Scheepswerf BV has completed the reactivation of a

British-owned Shoalbuster following a period of lay-up. The 2013-built Damen Shoalbuster 2709 **GPS Avenger** had been laid up at Upnor on the River Medway for 21 months when its owners took the decision to reactivate the vessel. GPS Marine turned to Krimpen aan de Lek-based Van Grevenstein's along with nearby Dockside Facilities BV to complete the work. The tug was towed to Rotterdam and dry-docked for the work which in effect amounted to 90% of Special Survey 1, almost 12 months before the vessel's fifth birthday. Following sea trials **GPS Avenger** was returned to active service once again. Work carried out was extensive: on deck, with exception of towing chains and the installed steel wires, all the towing gear was returned to the suppliers for inspection and replacement where required. The main towing wire was visually inspected, a section cut off and tested where the breaking load was found to still be above maximum load of the original certificate. Shackles and other hardware was similarly tested, recertified and stamped by Vlissingen-based Liftal. Dutch Marine inspected the Heila deck crane and a corroded cylinder was removed and overhauled, Heila themselves tested the crane to its original specifications including a load test under class supervision. Caterpillar serviced all the engines rectifying small defects and the propeller shafts were withdrawn and inspected, the propellers themselves were also inspected and cleaned. Following an incident during a previous tow the starboard gearbox was dismantled with all bearings and coupling plates renewed by manufacturer Reintjes, meanwhile **GPS Avenger**'s fire-fighting equipment was serviced by an approved contractor. Looking at other areas of the vessel, a dual ECDIS chart system was installed and all life-saving equipment serviced including replacement of the medical chest by an approved marine pharmacist. An inventory of the ship's stores was made and missing items replaced including all nautical books and publications with updated versions ordered as required, where possible with digital versions. The radio equipment was tested, the Radio Survey carried out after installation of the ECDIS system. Bureau Veritas were tasked with surveying the vessel to meet UK Workboat coding and MLC requirements. Van Grevenstein's Scheepswerf BV was founded by the Van Grevenstein family in 1926, its original location on Rotterdam south side at Ijsselmonde. In 1961, it relocated to Krimpen aan de Lek at the same time as construction of the Van Brienenoord



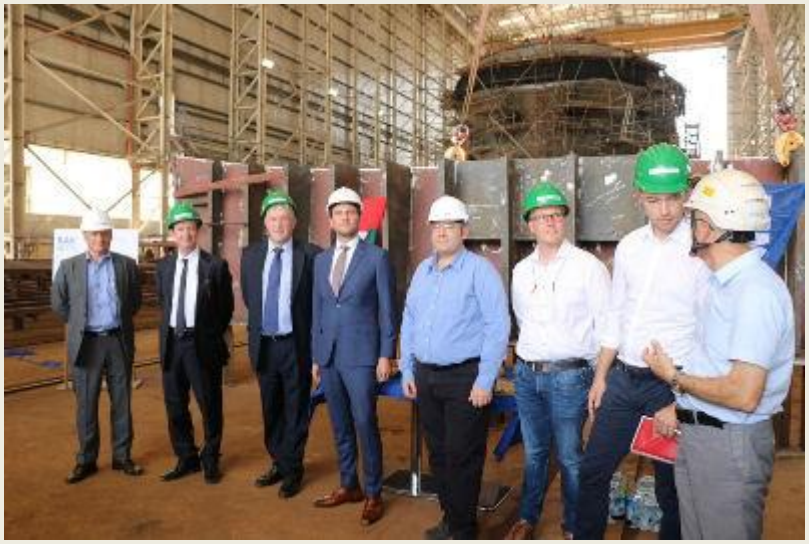
bridge and since its establishment around 300 small ships and yachts have been built by the yard with many more being serviced and repaired. This work will ensure **GPS Avenger** is now fully-equipped and ready for its continuing service with GPS Marine. *(Source: Maritime Journal by Peter Barker; Photo bottom N. Watkin)*

BUREAU VERITAS RELEASES NEW RULES FOR OFFSHORE SERVICE VESSELS AND TUGS

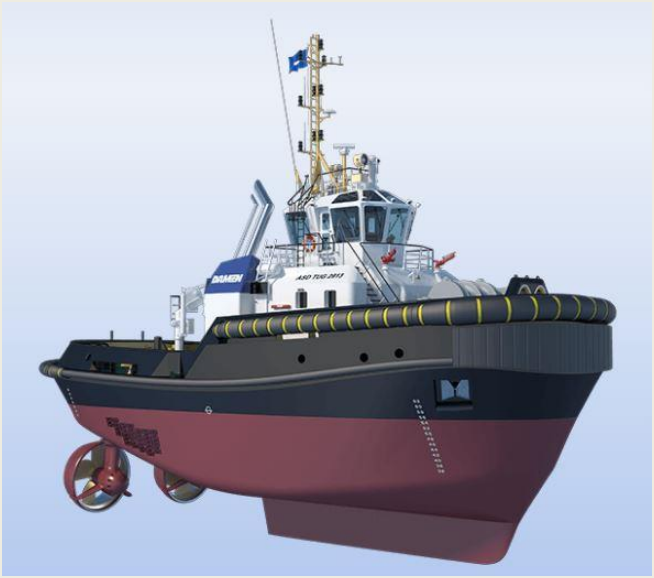
Leading international classification society Bureau Veritas has issued new rules for the Classification of Offshore Service Vessels and Tugs, including new class notations for pipelay vessels, accommodation units, offshore construction vessels and offshore support vessels. Gijsbert de Jong, Bureau Veritas Marine Marketing and Sales Director, said: "With this new publication Bureau Veritas provides the industry with a clear framework for the classification of offshore service vessels and tugs based on an end-user friendly system of class notations reflecting the terminology used by the industry. This document is the culmination of a development plan aimed at addressing the specific requirements of key offshore operations in our rules." The new rules set out requirements for the classification of a wide range of vessels performing construction, installation, maintenance and other support activities at sea. These requirements cover towing, anchor handling, supply, fire-fighting, oil recovery, diving support, lifting, standby and rescue, accommodation, pipe laying, cable laying and semi-submersible heavy transport vessels. *New and updated class notations and service features have also been included for:* - Wind turbine installation vessels; Self-elevating units - covering the legs and elevating systems fitted on liftboats; - MOUs (Mobile Offshore Units) Code compliant accommodation; - SP[PoB]-capable (Special Purpose / number of persons on-board), indicating compliance with the

2008 SPS Code for an anticipated increase of the number of persons on-board; - Service notations for tugs and escort tugs - indications for the design values of bollard pull, steering/braking force and speed, in combination with operating area notations for restricted operations as applicable, i.e. for harbour tugs or coastal tugs. Feedback, from international cross-industry projects and working such as SafeTug and a range of IMO groups focused on stability for towing, anchor handling, lifting operations and supply operations, has been incorporated into the new rules. The rules entered into force on July 1st 2017 as described in a new booklet (NR467-E), which is now part of the Rules for the Classification of Steel Ships. Visit BV's Marine client portal www.veristar.com for a copy of the Rules NR467, Part E (free download) or email benjamin.eustache@bureauveritas.com *(Press Release)*

KEEL-LAYING AT DAMEN SHIPYARDS SHARJAH FOR RAK PORTS ASD TUG 2913

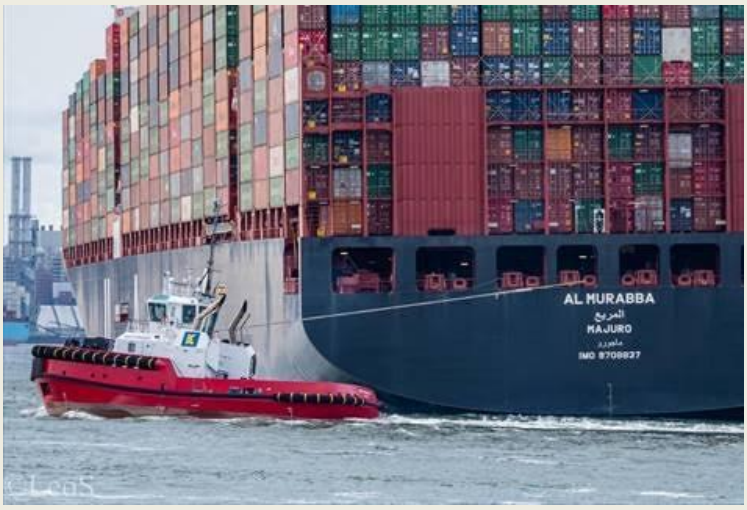


On 28th August, a keel-laying ceremony was held at Damen Shipyards Sharjah. Damen is building an **ASD Tug 2913** for Saqr Ports, part of Rash Al Khaimah (RAK) Ports. The keel-laying was attended by, Captain Brand, Group General Manager RAK Ports, Captain Magee, Harbour Master RAK Ports, Pascal Slingerland, Damen Sales Manager Middle East and the Albwardy Damen management and project teams. The keel was lowered onto the building blocks by Captain Brand. Following this, both Captain Brand and Captain Magee marked the occasion by breaking a coconut over the keel. Furthermore, during the event, the 3D engineering model of the vessel was shown to the client. This is a tool used by Damen for the design of its vessels and the detailed engineering of all systems on board. The 3D engineering models allows Damen to design its vessels in such a way as to optimise the ergonomics for the crew onboard and to ensure accessibility of all systems for easy maintenance during the lifetime of the tug. Captain Magee commented; ""The experience at the yard reinforced our belief that the decision to build with Damen was a wise one. We were able to visit the tug via a 3D CAD presentation and see all aspects of the vesel from the wheelhouse to the bilges." General Manager Captain Cliff Brand stated, "Damen have shown great versatility – to be able to produce their first 2319 in the UAE at our request is indeed impressive." Damen will deliver the vessel to RAK Ports next year, in time for the opening of a new bulk terminal at Saqr Port. RAK Ports required a



tug that was both compact and powerful, in order to handle the large carriers that will call at the port. Saqr Port is the main bulk-handling port in the Middle East and a vital part of the regional economy. *(Press Release)*

TWO NEW TUGS 'ROTTERDAM' AND 'SOUTHAMPTON' TAKEN INTO SERVICE BY KOTUG SMIT TOWAGE



Kotug Smit Towage has taken the two sister tugs ASD 2913 '**Rotterdam'** and '**Southampton'** into service for its European harbour towage. The tugs were built by Damen Shipyards. Recently, the tugs '**Rotterdam'** and '**Southampton'** commenced their harbour towage activities, starting in the Port of Rotterdam and the Port of Zeebrugge respectively. Both tugs have a length of 29 meters, a width of 13 meters and a bollard pull in excess of 80 tons. The '**Southampton'** is equipped with a fire-fighting1 system. The tugs were selected for their high performance and short delivery time. The characteristics of these tugs match the fleet of tugs Kotug Smit is currently operating and fit perfectly into its European harbour towage operations. Jeroen van Rookhuijzen, General Manager Operations Rotterdam, mentioned: "We welcome the '**Rotterdam'** in the Port of Rotterdam to assist all types of vessels of our clients at the Maasvlakte 2 and the Rotterdam area." Geert Vandecappelle, General Manager Operations Scheldt Area, stated: "We are glad that the

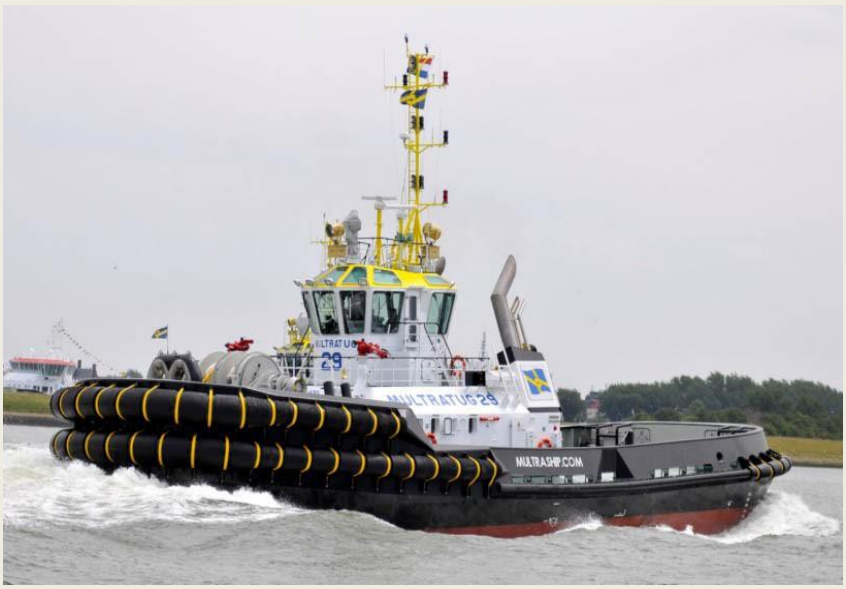
'**Southampton'** will complement our fleet of tugs operating in Zeebrugge to meet and exceed our clients' needs."*(Press Release)*

ISV DESIGN IS CUSTOMISED TO WORK WITH LNG AND FLNG CARRIERS

July 2017 saw the first examples of a new class of support ship – an infield support vessel or ISV – mobilise to go to work with Shell's Prelude floating liquefied natural gas unit. Perth-based KT Maritime Services Australia, a joint venture between Kotug International and Teekay Shipping Australia, is providing the Prelude floating liquefied natural gas (FLNG) unit with three 42 m, 100-tonne bollard pull ISVs. The tugs are of Robert Allan's advanced rotor tug ART 100-42 design and were built by ASL Marine Holdings. The ISVs have Robert Allan's RAstar hullform and three separate azimuth propulsion units – two astern and one amidships – that comprise the rotor tug power system technology pioneered by Kotug. The primary roles assigned to KT Maritime's ISVs include assisting LNG carriers approaching the Prelude FLNG and when LNG and LPG is offloaded via a side-by-side vessel configuration using specially designed cryogenic loading arms. Although this is an operation that is similar in some respects to normal berthing of LNG tankers, the unsheltered environmental conditions and impact of waves at the FLNG location can be a challenge. Apart from berthing and assisting LNG tankers, the ISVs also have a number of secondary roles for which they are responsible, including safety standby, evacuation, personnel transfer and surveillance. Speaking to OSJ earlier this year, Osman Munir, KT Maritime's director commercial/Kotug's chief commercial officer, explained that LNG tankers will have to berth alongside the FLNG's manifolds to take on the LNG produced on board. Although this is an operation similar to normal berthing of LNG tankers, this is usually carried out in sheltered waters. In the procedure developed by KT Maritime for this kind of operation, an amended push-pull method has been developed. Two of the ISVs, sailing stern first, establish a towline connection, one at the bow and one at the stern. The tanker is brought alongside the FLNG, and the tugs move in to the side of the tanker in order to push it against the side of the FLNG. Pushing against the side with standard stern drive tugs can only be done in good weather conditions. Maintaining an acceptable footprint with a stern drive tug would be impossible in adverse conditions, with the increased risk of damage to the tug's fender and the LNG carrier's hull. In contrast, with the rotor tug, if the significant wave height increases, the unique propulsion configuration enables it to maintain position whilst applying force against the hull of the tanker in the designated area. For work in increased wave heights, KT Maritime has also proposed an alternative procedure, known as 'rotoring' or indirect towing, which will be used when required on the Prelude contract. This particular technique sees the rotor tugs assisting the LNG carrier on a short wire length. The tugs stay connected centre forward and centre aft on a short wire, and the tugs then push against the short tow line. They do not need to be repositioned to transfer forces onto the tanker. This alternative procedure mitigates the risk of damaging the hull of the LNG carrier and is only possible with the unique rotor tug configuration. In the event of an emergency on board the

FLNG, personnel will be able to make their way safely to temporary refuge sites on the vessel via multiple escape routes forward and aft. They can then be evacuated from the facility in a controlled manner using helicopters, freefall lifeboats and integrated chute-based liferafts. Once evacuated, they can be recovered by the ISVs. Each of these tugs will be able to accommodate 85 people in such situations. The ISVs are the most powerful and sophisticated rotor tugs in the world and were purpose built to support the Prelude FLNG facility, which is located in the Prelude and Concerto gas fields in the Browse LNG Basin 200 km off the coast of Australia. Ard-Jan Kooren, director of KT Maritime and acting CEO of Kotug, described the introduction into service of the vessels as a historic moment for KT Maritime. "With the development of FLNGs, natural gas production is moving in a new direction, and our new ISVs are at the vanguard to support that development," he said. *(Source: Offshore Support Journal)*

COOPER 'UNCOMFORTABLE' ON TUG PURCHASE



AN EMERGENCY meeting of Shetland Islands Council's harbour board is due to take place to allow it to have its say on proposals for the local authority to buy its leased tug at Sella Ness at a cost of over £7.6 million. Members of the policy and resources committee on Tuesday were asked to approve the council's plans to buy the **Multratug 29**, which was chartered in April for three years as a replacement for the outgoing **Tirrick**. But North Mainland councillor Alastair Cooper questioned why the harbour board had not been consulted, leading to a motion from South Mainland member Robbie McGregor for an emergency meeting to be held "urgently". The motion was passed, meaning that it is likely an emergency policy and resources meeting will also have to be scheduled as members examine the financial aspect of the plans. SIC lawyer Jan Riise said the harbour board had effectively been bypassed because the proposal was developed as a business justification case, which are heard through the policy and resources committee. The matter was due to be passed through to Wednesday's full council meeting. A report presented by capital programme manager Robert

Sinclair on Tuesday said the council has an option in its contract to purchase the two year old Dutch **Multratug 29**, which would cost £7,614,640 if bought after six months of operation on 25 October. The performance of the tug has been monitored and the "vessel has in most cases exceeded both the specifications and expectations of sea staff". The option to purchase the tug was deemed to be more cost effective than to continue to charter the vessel for the next three years, which would cost £1,040,250 per annum. The capital costs of buying the boat would be funded by external borrowing. The borrowing costs are estimated to be in the region of £716k per annum over a 20 year period, and they would be "funded through the fees and charging structure within the harbour account" and therefore would not "impact on the council's financial position." Cooper also raised concerns that if the council decided to externalise towage in the future, the local authority might lose out financially if the tug was later sold. "I'm rather uncomfortable with it," he said, but finance chief Jonathan Belford noted that the value of the vessel in three years' time would still be around £6.96m. Lerwick North member Stephen Leask suggested that there needed to be more time for consideration of the proposal. He said letting go of tugs previously had been like a "fire sale" and added that it is never guaranteed you can sell things at what you deem the highest value. Leask said he doesn't want members to be "lost in some sort of quagmire of fire sales" and expressed his desire to see more discussions held on the matter, particularly due to the "high figures" involved. The council needs to give firm notification of its intent to buy the tug by 20 September if it wants to purchase it on 25 October. *(Source: Shetland News; Photo: Richard Wisse)*

ACCIDENTS – SALVAGE NEWS

MAERSK SUPPLY'S RISK MITIGATION PROVED INEFFECTIVE IN VESSEL SINKING CASE, ACCIDENT REPORT REVEALS

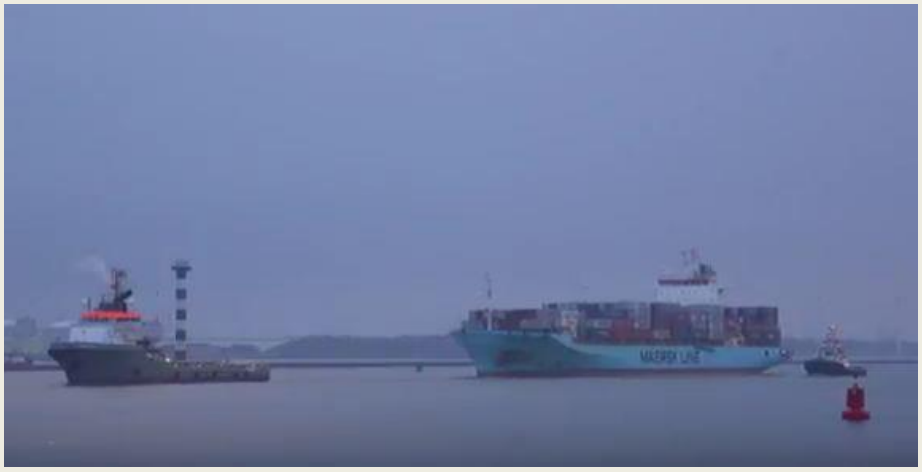
The Danish Maritime Accident Investigation Board (DMAIB) has published a marine accident report on the sinking of a pair of Maersk Supply Service-owned supply ships in December 2016. The report concluded that the vessel owner's risk mitigating initiatives were present but ineffective. On the night between 21 and 22 December 2016, the Danish offshore supply ships **Maersk Searcher** and **Maersk Shipper** capsized and sank in the Bay of Biscay approximately 65 nm off the French coast while being towed by another offshore supply ship, **Maersk Battler**, en route to Aliaga, Turkey for recycling. **Maersk Searcher** and **Maersk Shipper** were configured in a side-by-side towing setup during the voyage. During the passage of the English Channel, the fenders between the ships on tow failed, and the ships started to interact. This caused damage to the ships' superstructure, which eventually compromised **Maersk Searcher**'s watertight integrity and led to water ingress. **Maersk Searcher** capsized and sank, and subsequently **Maersk Shipper** was pulled under by **Maersk Searcher**. The crew on **Maersk Battler** carried out a controlled

breakage of the towing wire and came loose of the foundered towage. The DMAIB considered the total loss of the ships is considered a serious accident of special concern to the potential risk of harm to the marine environment. Therefore, the agency launched an investigation to establish the circumstances leading to the foundering of the two vessels. The investigation focused on the technical circumstances leading to the foundering of the two ships and on the organisational circumstances facilitating these technical circumstances. The DMAIB published its marine accident report on Wednesday, August 30. The purpose of the investigation and the subsequent report was to understand why the accident happened in spite of the efforts made by the involved parties, the agency explained. *'Ineffective risk mitigating initiatives'* It is concluded in the report that the loss of fenders, collision and flooding of the unmanned ships under tow had been addressed in the risk assessment carried out, and that risk mitigating initiatives were in place for each risk item. However, these initiatives were ineffective, the report said. The DMAIB concludes that the risk mitigating strategies were mainly focused on preventing risk factors in isolation and left little or no contingency for acute interaction between the risk factors. The risk management system used by Maersk Supply Service is one of the most common in the shipping industry and the problems connected to the risk management system which led to the insufficient risk mitigation of the towing operation are hence not out of the ordinary, the report further detailed. The risk management system offers to handle risk as an objective value and to provide a structure for handling risk. However, there is no aid or control of what is put into the system when it comes to which risk factors are identified, the agency elaborated. *New preventive measures at Maersk Supply* Commenting on the accident report, Maersk Supply Service COO, Claus Bachmann, said: "The DMAIB investigation shows that the incident emerged from a unique conjunction of events and circumstances — not a single factor. The thorough and transparent description of the incident and conclusions in the report are consistent with Maersk Supply Service's internal investigation." Bachmann added that, since the incident, the company has taken actions and implemented several preventive measures to ensure a similar incident does not happen again. "This includes upgrading our risk management system, implementing revised marine procedures and conducting comprehensive training programs of key personnel," he said. The company's investigation team has identified preventive measures which have been implemented in Maersk Supply Service's procedures and operations, most of them during the spring and summer of 2017. Among other things, Maersk Supply conducted thorough training programs of all key personnel on- and offshore in management of change procedures and decided to upgrade its risk management system. In addition, per the request by French Authorities, Maersk Supply Service will inspect the wrecks and monitor any potential environmental impact twice a year until 2019. *(Source: Offshore Energy Today)*

SAFETY ALERT: FAST RESCUE CRAFT CAPSIZED DURING SEISMIC SURVEY

The International Marine Contractors Association (IMCA) has issued a safety flash about an incident in which a fast rescue craft (FRC) being used in a near-shore shallow water seismic survey capsized, causing four people to fall into the sea. There were no injuries, but most of the work equipment was either damaged or lost and two of the personnel on the FRC were not wearing lifejackets. The operation had been taking place in good weather; however, minutes before the incident the weather conditions deteriorated rapidly with the wind quickly changing direction. The coxswain recommended running for shelter, but was overruled by offshore vessel management. Towed equipment became snagged on the seabed causing it to act as an anchor, turning the small boat stern towards the weather. The crew were not able to free the equipment, and the small boat, which was operating at its maximum load capacity, took on water over the stern and capsized. *Describing the lessons learned, IMCA said:* Never allow production pressures to take precedence over the safety of personnel. In this instance, the coxswain effectively called a 'stop the job' and was overruled. Small boats should be capable of operating safely in all expected weather conditions. In this case, the FRC being used for operations was loaded to capacity and had limited deck space for efficient deployment/recovery of equipment. Always ensure that procedures are in place for foreseeable emergency situations. This scenario (equipment snagging) had not been adequately risk assessed and mitigations were not in place. Had a system been implemented to allow the inwater equipment to be released from the vessel then it is unlikely the situation would have resulted in a capsize. After a review of the incident a number of actions were taken. The first was to reiterate to all personnel that the company will always support a 'stop the job', putting safety over production. A review of small boat procedures and associated risk assessments were undertaken to ensure all reasonable emergency situations have been considered. The company undertook to ensure that small boats are suitable for the task and capable of working in all expected environmental conditions. IMCA has received further incidents involving small boats recently, which are included here: Incident 1 – during small boat (Zodiac) operations, a boat was thrown by a long and heavy swell against the side of a boat landing on a single point mooring. As a result, the Zodiac was damaged; there was an air leak to the rear end floatation collar. No one was harmed. The boat was safely recovered after operations and was examined on deck. A crack 150 mm long was found on the inner face of starboard side rear floatation. Repairs were made. Incident 2 – a small boat (Zodiac) was involved in tanker mooring operations at a single point mooring and was dealing with attaching floating hoses. Owing to swell conditions, the rolling and pitching of the Zodiac during this operation endangered the safety of the personnel on board. The small boat was pushed under a floating hose and a rigger was hit on his shoulder with a hose chain. IMCA reiterated recommendations outlined above, particularly encouraging members to ensure that small boats are suitable for the task and capable of working in all expected environmental conditions. *(Source: Offshore Support Journal)*

MAERSK PEMBROKE TOWED TO ROTTERDAM



The "**Maersk Pembroke**" which had suffered a fire on Aug 21 at 11 p.m. in the Celtic Sea west of Lizard Point, while en route from Antwerp to Montreal, arrived at Rotterdam under tow of the Belgian offshore tug "**Union Lynx**", 2556 gt (IMO-No.: 9178410), on Aug 29 and berthed in the Waalhaven North. Watch the youtube video from Kees Ton Here *(Source: Vesseltracker)*

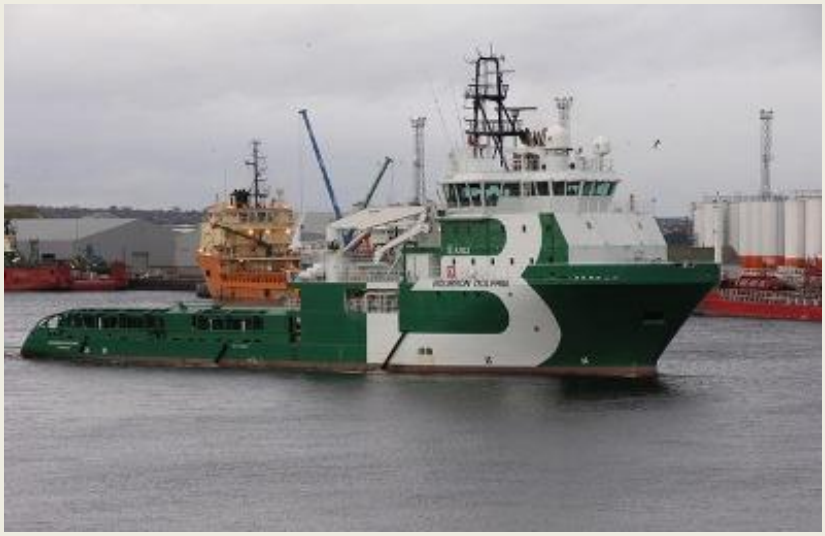
BULKCARRIER REFLOATED AFTER TWO DAYS

It took the four tugs "**Axel**", (IMO: 8918590), "**Bugsier 16**" (IMO: 9021124), "**Fairplay-35**" (IMO: 9565194) and "**Fairplay XII**" (IMO: 9107409) 7,5 hours to refloat the "**Star of Sawara**" on Aug 31. At 1.35 p.m. the " **Star of Sawara** " managed to get off of the shallows in the Cadet Trench on which the ship ran aground two days ago. The ship must now be investigated for damage before it is allowed to continue with New Orleans. It was held off Ahrenshoop by the tugs "**Axel**" and "**Fairplay 35**". After the salvors have deemed the ship safe to sail, it is to proceed to Kalundborg, where a dive investigation is to be conducted. The ship had chosen to disregard IMO's recommendation that ships of more than 11

meters draught should be guided by pilots in Danish waters. The ship was contacted by the Armed Forces Operations Center regarding this issue, who reminded the captain of the pilot recommendation while he was off Bornholm on Aug 29, but without luck. The bulkcarrier was expected to continue the voyage to New Orleans with its fertilizer cargo once it has been released after the inspection in Kalundborg. Watch the youtube video HERE *(Source: Vesseltracker; Photo: Claus Hansen-Folketidende)*

OFFSHORE NEWS

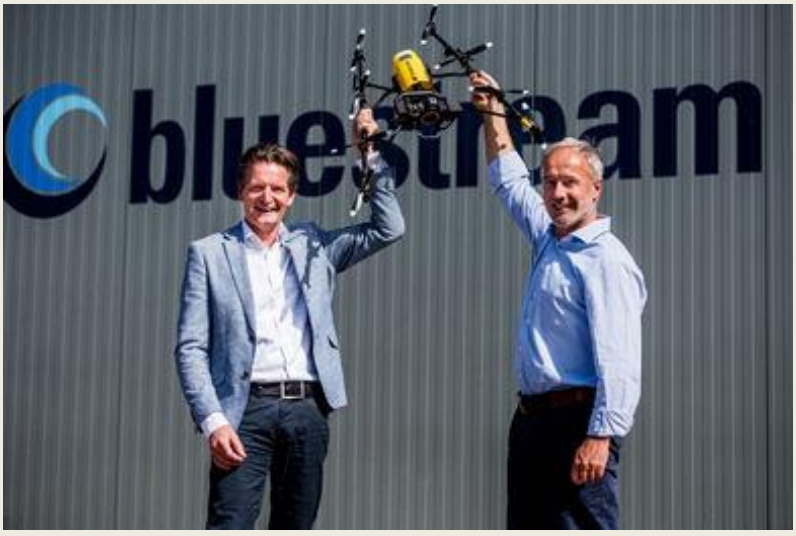
HISTORIC SUPPLY SHIPS – THE BOURBON DOLPHIN



The Ulstein A102 **Bourbon Dolphin** entered service in late 2006 and capsized with the loss of eight lives while anchor-handling at the **Transocean Rather** in April 2007. This then might be the only claim to fame for the vessel type, of which no more have been constructed. It appears that the intent of the design was to produce a high specification vessel in a smaller hull than the Ulstein A101, and here I might have to declare a bias, in that I was employed by Chevron who had chartered the ship for the anchor job, to be part of their investigating team which attempted to determine the reasons for the accident. It was also investigated by a Norwegian Royal Commission and by the UK Health and Safety Executive. In short the **Bourbon Dolphin** was running the last anchor of the eight used to secure the rig at the second well site of the drilling campaign, and nothing seemed to have gone well, the vessel struggling for several hours and finally, during a confused interaction with the rig, appearing to have lowered the towing pins and this to have resulted in the anchor wire running across the deck, and apparently pulling the ship over. The Norwegians determined that Bourbon should be fined for not following their own hand-over procedures, since the crew of the ship had been changed out in Scrabster on 30th March 2007, the change of captains taking less than an hour, and the UK HSE issued Improvement Notices under the Health and Safety at Work Act against Chevron, Transocean and Trident (the writers of the rig move procedures). The companies all appealed against the notices and

prepared for court, but on the day of the hearing the HSE withdrew. In addition to the legal actions a number of recommendations were initiated as a result of the disaster, the main one being the formal limitation of the angles of departure of the anchor wires from the quarters of anchor-handers during rig moves. Much of the focus was on whether the ship was actually suitable for the task. The move took place in what, for the North Sea, is deep water and the forces involved were considerable. Was its 16,000 bhp and less than 200t bollard pull enough? Much time was given to this question, and the answer appeared to be that the brokers and Bourbon knew what the job was, so they would have said yes, even though one of the masters seemed to have had doubts. Was the risk assessment process effective; indeed was one carried out? The answer was not really, but who was going to judge the capabilities of the vessel which had been built by the most experienced yard in the world and the stability book of which had been approved by the Norwegian Maritime Directorate. Obviously there is more and those who are not familiar with the accident might have a look at the Norwegian report or the summary available on my website. (Photos of the ship in Aberdeen by the author) *(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.)*

BLUESTREAM AND SKEYE PARTNERS IN OFFSHORE INSPECTION SERVICES



Bluestream, one of the leading providers of innovative inspection services to the oil, gas and wind industry, and Skeye BV from Alphen aan den Rijn, one of the most successful UAV operators in the Netherlands and UK, have announced a partnership providing visual inspection services and geographic data acquisition for offshore assets using unmanned aerial vehicles (UAV). According to a statement by both companies, this move is a good example of embracing innovations in the inspection market. Thanks to this extension of

Bluestream's own topside inspection capabilities, the Den Helder-based company can now provide clients with a total inspection solution utilizing Skeye's advanced small unmanned drones, capable to reach places that are difficult, expensive, dangerous, or even impossible to approach by manned inspection teams. The drones are particularly suitable for live flare & vent stack, topside, splash zone and under deck inspections. "Our professional rope access, diving and ROV inspection, repair and maintenance services combined with the Skeye UAV-based inspection services will provide a unique advantage for customer's maintenance campaigns and projects. We are now tailored to meet the most challenging of customer needs," commercial manager Anton Janssens of Bluestream said. "Not only does this high-grade inspection service allow a fast and efficient collection of extensive footage in a short amount of time, whilst the asset is still in production, it also improves the targeted delivery of Rope Access work. This cooperation enables both subsea and topside inspections to be done by a single party, resulting in integrated reports of inspections done, creating added value to the customer." Operations Director Jan van Liebergen of Skeye added: "Through this partnership we are able to offer full UAV inspections, complete with report, and including recommendations if requested. This new service will position both companies as more complete and efficient service providers within the offshore industry." Both Bluestream and Skeye are well introduced in the offshore and windfarm work practices, ensuring a suitable and safe concept of operations for any mission. The inspections are performed by highly competent personnel, that will ensure compliance with (local) legislation regarding UAV operations as well as inspection requirements. In the meantime the new business partners have already successfully executed various inspection scopes together, including a comprehensive inspection program for a client in the North Sea wind sector. *(Press Release)*

OCEANTEAM SEES REVENUES HALVED, SUSPENDS INTERIM CFO

Oslo-listed Oceanteam has booked net profit of some $23.3 million for the first six months of 2017. This result compares with $4.1 million loss for the period ended June 30, 2016. For the first six months of 2017, the Norwegian-Dutch offshore service provider generated $16.8 million in operating revenues, down approximately 47% compared to $31.6 million in the same period last year. Earnings for the second-quarter 2017 came to $23.3 million, on operating income of $7.9 million, against loss of $4.1 million on operating income of $16.8 million same time last year. To note, net profit for the first-half 2017 and second quarter included a fair value effect of a new bond loan of USD 29.7 million. EBITDA for 1H 2017 came at $6.8 million, compared to $15.8 million in 1H 2016. According to Oceanteam's

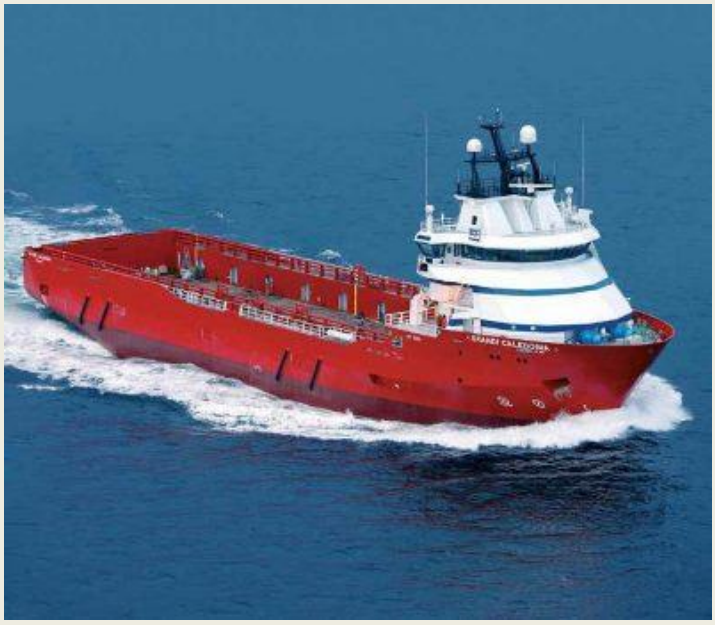
CEO Haico Halbesma, cost implications from uncertainties and delays concerning the conclusion of company's refinancing and related issues resulted in a negative effect on the performance in the first six months. Furthermore, Oceanteam said it has suspended its interim CFO, Wilhelm Bøhn, who had been hired in October last year as a consultant to manage the company's refinancing process. "After a series of incidents we obtained external advice on this matter and with the interests of all stakeholders in mind we were left with no other option than to suspend Mr Bøhn and make a fair settlement offer. Closure of the case is now in the hands of our corporate lawyers," Oceanteam said on Wednesday. *(Source: Subsea World News)*

CGG SIGNS DEAL FOR MULTI-CLIENT SURVEY OFFSHORE MOZAMBIQUE

French geophysical services company CGG has signed a multi-client data agreement with Mozambique's Instituto Nacional de Petroleo (INP). CGG was chosen following a competitive tender process held by INP in 2016. As a result of this agreement, CGG will shortly begin acquisition of a new multi-client survey of up to 40,000 square kilometers of 3D data over the Beira High in the Zambezi Delta, covering blocks Z5-C, Z5-D, and surrounding open acreage. Although it is not included in the current deal, the tender win also means that CGG will do a 2D survey over 6,550 kilometers in the offshore Rovuma basin, including blocks R5-A, R5-B, and R5-C. CGG said on Thursday that the deliverables would include fast-track PreSTM, Final PreSTM, and PreSDM. According to the company, the seismic data will be imaged with the latest 3D broadband de-ghosting and advanced demultiple, velocity modeling and imaging techniques, including full-waveform inversion. "This survey will form part of a comprehensive, fully integrated JumpStart geoscience program that will deliver a better overall understanding of the prospectivity of the region. Marine gravity and magnetic data will be acquired simultaneously with the seismic to accelerate regional interpretation," said CGG. Jean-Georges Malcor, CEO of CGG, added: "This agreement marks the beginning of a fruitful partnership with the INP to promote the potential of the Zambezi basin and other regions of

Mozambique. Our advanced 3D seismic and integrated geoscience program will enable oil companies to confidently de-risk this exciting new exploration area and accelerate development of the country's resources." *(Source: Offshore Energy Today)*

DOF WINS DOUBLE IN MEDITERRANEAN



Norwegian shipping company DOF Group has been awarded contracts for two vessels for work in the Mediterranean. In its Oslo Stock Exchange filing on Friday, DOF said that the contracts awarded were for the provision of the multipurpose support vessel (MSV) **Skandi Skansen** and the platform supply vessel (PSV) **Skandi Caledonia**. The contracts will start in the fourth quarter and secure utilization of 90 days plus options for the **Skandi Skansen** and 300 days plus options for the **Skandi Caledonia**. The 2011-built **Skandi Skansen** is a new generation high powered anchor handling vessel designed for field installation operations across a wide range of water depths and environmental conditions. **Skandi Skansen** is also classified as a CSV as the vessel is also equipped to carry out construction support activities. The 2003-built **Skandi Caledonia** is of an MT 6000 design. It is used to transport materials, supplies and personnel to and from offshore drilling rigs and platforms. *(Source: offshore Energy Today)*

NEW PARTNERSHIP CELEBRATES AMIDST ADVERSITY

M3 Marine Group and ROV Inspeksi celebrates a new partnership amidst adversity. *Transforming working collaboration into partnership* Singapore-based M3 Marine Group and Indonesia-based PT ROV Inspeksi have transformed years of working collaboration into a new partnership despite tough times in the maritime industry. At a time when the industry is plagued by persistent downward pressure on cost and a continued strong focus on asset integrity, we believe this union will enhance our collective capabilities in the offshore marine surveying and inspection arena. *About the new company* The new company, M3 Marine Remote Inspection, offers remote aerial, underwater and confined space survey and inspection services for both onshore and offshore marine projects and assets. Using drones and mini ROVs, we go where man cannot go (sky high, deep down and into narrow spaces) safely, efficiently and cost

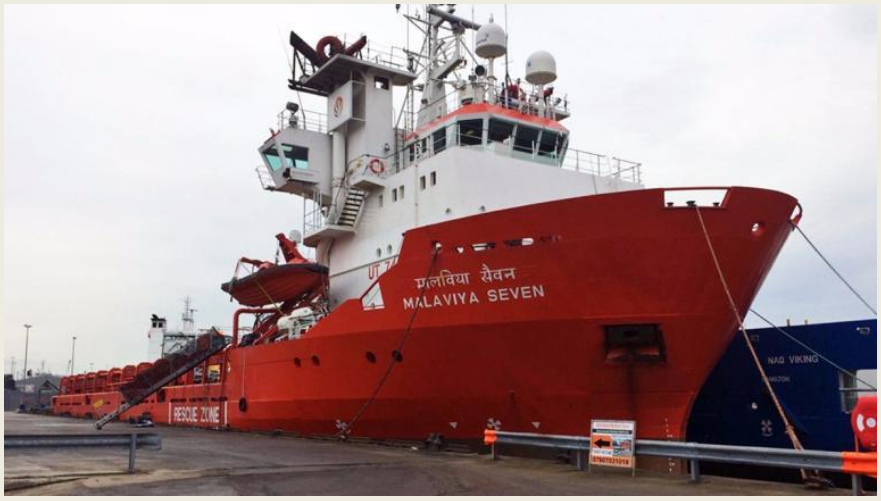
effectively. Eradicating significant risk and the need for expensive scaffolding, rope access work, over side work, working at heights, underwater and in inaccessible confined spaces, inspections can be undertaken swiftly, safely and cost effectively. Previously cumbersome yet essential inspections for hard to reach areas, such as flare booms, double bottoms, storage tanks and underdeck areas, can now be completed in a fraction of the time of traditional access methods and with significant cost savings but without the corresponding safety risks. The applications are many, and will be particularly useful to ship owners, shipyards, ship management companies and Classification societies. *"Sometimes the opportunities are closer than we think"* Of the new partnership, M3 CEO, Mike Meade, says "When I first started M3 Marine in 2005, I did so with conviction that we stay focused on 'adding value' where it truly matters. We believe in helping our clients get ahead of the game by supporting them in their quest to meet the triple demands of marine businesses today – safety, efficiency and cost effectiveness." Mike adds, "It is important that in times like this that we keep our minds open to opportunities for further cost savings and safer practices. Partnering with ROV Inspeksi who have a credible track record in the sector makes sound business sense for both of us." *(Press Release)*

MEGA-COMPANY MAKING GOOD ON COST REDUCTION EFFORT

SolstadFarstad – the huge offshore vessel owner formed by the merger of Solstad, Farstad and Deep Sea Supply – says its strategy assumes a return to mid-cycle levels of activity by 2020. Announcing details of its Q2 2017 results, SolstadFarstad said it is using the current downturn to optimise its operating model and strengthen the company. "Even though demand from customers has increased compared with the same period last year, the offshore service vessel market is still characterised by low activity and overcapacity of vessels," said the company. "Commercial conditions are weak, especially the supply and anchor handling segments, where the market is dependent on increased rig activity for demand to increase again. "However, we have seen an improvement in the spot market in the North Sea, both for supply and anchor management, so far in Q3. In the subsea segment, the company has experienced somewhat higher levels of activity. SolstadFarstad said the subsea market is benefiting from growing activity in the renewable energy industry. Looking further ahead, it said "In a slightly

longer term, a combination of stable oil prices and a reduced cost levels may cause oil companies to increase their exploration and production budgets. This will then positively affect the market." Having merged the three organisations, Solstad having earlier taken over Rem Offshore, the new company is working on restructuring. A new onshore organisation is expected to be in place late in September or October 2017. "Some one-off costs can be expected in connection with this work, but at the same time the goal is to realise large cost synergies," said the massive offshore vessel owner. The company has reduced its onshore organisation by 80-90 people worldwide and increased efficiency through economies of scale and harmonised use of systems. Its cost base is also being reduced by using best practice and its newly-enlarged and strengthened purchasing power. "The process is ongoing to reduce our onshore organisation globally," said SolstadFarstad, noting that it was combining organisations in Rio de Janeiro, Perth, Singapore and Aberdeen and planned to make more use of cost-efficient countries such as the Philippines, Ukraine and Cyprus in future. A new run rate for administration expenses will be in place from January 2018 onwards. Overall, said the company, a stable oil price in combination with reduced costs at its customers should lead to a gradual increase in offshore spending. Renewable energy demand is expected to continue to increase, but given the level of overcapacity in the market SolstadFarstad does not expect owners to place orders for new offshore support vessels (OSVs) until 2020 at the earliest. It anticipates that many vessels that are stacked will not return to the market. The company expects to exploit a lean operating model with high operational leverage and says restructuring has secured a sufficient runway and financial flexibility for it to focus on creating shareholder value through size and liquidity. The company is also open to further consolidation in the OSV space. Lars Peder Solstad, chief executive officer at SolstadFarstad, will be delivering the keynote address at the 2018 Annual OSJ Conference, Awards & Exhibition in London. Full details at: http://www.osjconference.com/index.htm *(Source: Offshore Support Journal)*

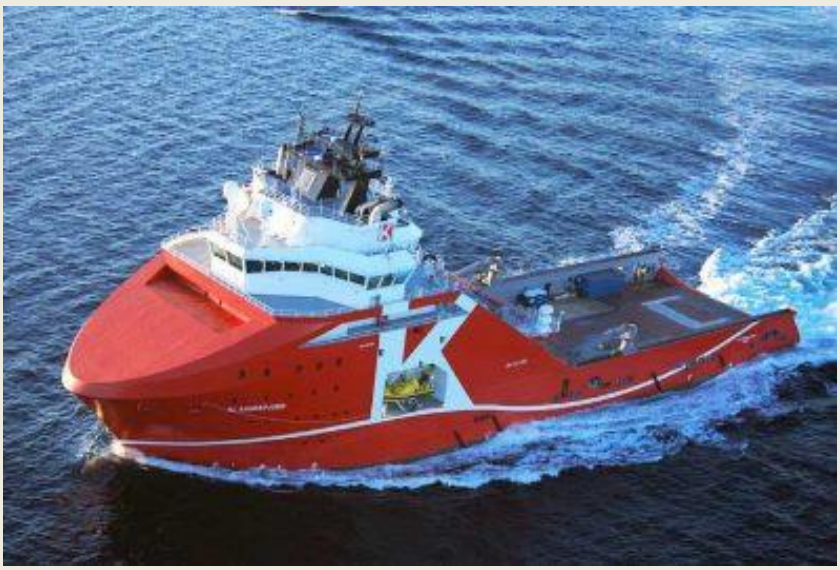
HARBOUR COULD EARN £100,000 FROM STRANDED SAILORS' SHIP



The crew of the **Malaviya Seven** could be left out of pocket by the sale. Aberdeen Harbour could earn around £100,000 from the sale of a ship stranded in Scotland for almost a year, STV News understands. The **Malaviya Seven** was detained last October after it emerged her crew had not been paid in months and they are now due almost £670,000. While they have won the right to sell the ship and recover their wages, Aberdeen Harbour is also seeking to cover its costs. The ship's stay in port is understood to have racked up a bill of around £100,000. The union representing the crew, the International Transport Workers' Federation (ITF), said it will not agree to any deal which takes money out of their hands. The crew may still be left out of pocket if the ship sells for less than the amount they are due, however, with one estimate putting its sale price at £850,000 and its scrap value at £670,000. Several seafarers have been forced to take out loans to support their families, including chief officer Bamadev Swain, one of 11 Indian sailors remaining aboard the Seven. "I have had a very unpleasant and miserable time," he said. "I'm very sad inside

because my wife never thought she would have to face these problems. "We've taken loans with very high rates of interest. All the [money] she had saved is gone. "When my daughter asks my wife 'when is papa coming?' it is really painful for me." Some 24 past and present crew are due money and the sailors still aboard the Seven had to agree to cap their future collective daily wages at £1100 to secure permission to sell the ship. The crew have been supported by local charities during their time in Scotland and were taken in by the city's Catholic community at Christmas. A spokesman for Aberdeen Harbour Board said: "**Malaviya Seven** has been in port since September 10, 2016, and no associated harbour dues have been paid during this period. "Beyond that, it is inappropriate for Aberdeen Harbour Board to comment on matters of commercial confidentiality." The Malaviya was detained twice last year over unpaid wages. It was first held in June after being contracted to BP. The crew were eventually paid and the ship was released but it returned to Aberdeen under a different contract two months later and detained on identical charges. Foreign sailors working in the North Sea were owed more than £1m in unpaid wages last year alone, according to an STV News investigation supported by the ITF. *(Source: STV News)*

KL SANDEFJORD - FIRST OFFSHORE VESSEL WITH DNV GL'S "SHORE POWER" CLASS NOTATION

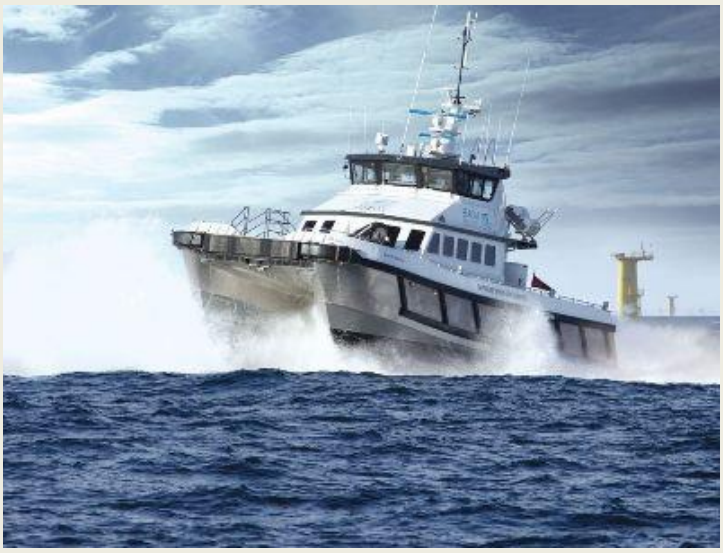


The offshore vessel "**KL Sandefjord**" owned by K Line Offshore AS being a 100% subsidiary of Kawasaki Kisen Kaisha, Ltd , is the first offshore vessel with the DNV GL class notation "Shore power". The "Shore power" notation, verifies the design and installation of a vessel's on-board electrical shore connection. When in port, the vessel can shut down its engines and rely on a shore based electrical supply for its needs at berth – so called "cold ironing", the company said in its press release. By tapping into an onshore electrical supply, vessels not only reduce their fuel consumption, but they also eliminate the associated emissions. This will have a marked improvement on the air quality in the port and surrounding environment, cutting PPM, NOx, SOx and reducing CO2, through the use of more

efficient shore based electricity. In combination with renewable energy sources, it can even result in zero emission operation for the duration of a vessel's stay in port. On top of which it can free the engines for maintenance, and reduces wear and tear, and noise. The DNV GL electrical shore connection class rules cover safety requirements for a vessel's on-board electrical shore connection. The Shore power notation ensures a safe and efficient way of performing the connection and disconnection of shore power by verifying and checking the total system of the electrical shore connection, verifying compatibility between ship and port and provide recommendations for a well-defined future proof technical solution. *(Source: PortNews; Photo: Shipyard)*

WINDFARM NEWS - RENEWABLES

SEACAT LIBERTY READY FOR GALLOPER OFFSHORE WIND FARM



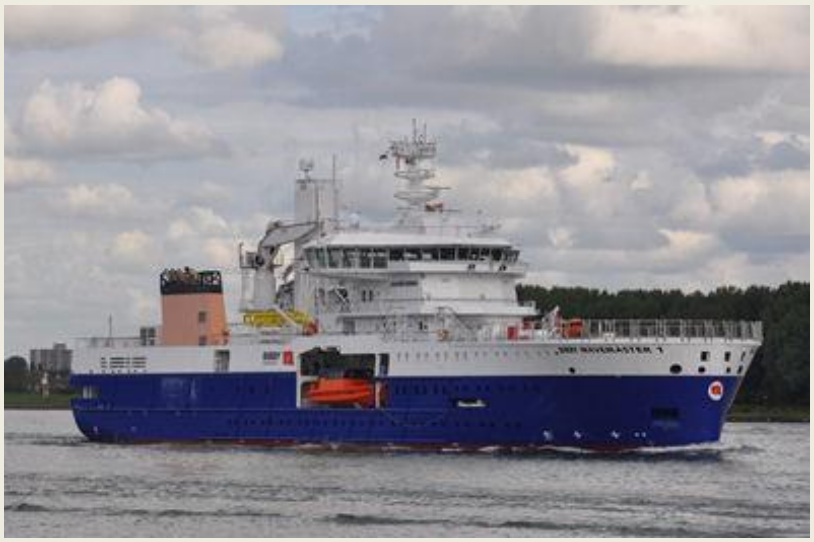
Isle of Wight-based Seacat Services has held an official naming ceremony for the 23-metre wind farm support vessel – **Seacat Liberty**. Following the naming ceremony, **Seacat Liberty** and the 24-metre **Seacat Vigilant** are heading to Harwich to start a two-year charter with Siemens Gamesa on the Galloper offshore wind project. There, they will join **Seacat Ranger** which began her charter for the project team at Galloper at the start of August. The vessels are expected to start servicing the charter from the start of September and support early operations & maintenance (O&M) activities at the 336MW wind farm off Suffolk. For the duration of the 24-month charter, Seacat Services will provide specialist logistical support to the Siemens Gamesa technical teams based out of Harwich, transporting technicians and equipment as they tackle both scheduled maintenance and technical requirements. Siemens Gamesa has supplied and will maintain the 56 turbines at the wind farm for a period of 15 years. Development and construction of the GBP 1.5 billion Galloper offshore wind farm is led by innogy SE on behalf of the project partners, UK Green Investment Bank (GIB), Siemens Financial Services and Macquarie Capital. The wind farm is expected to be commissioned in 2018. *(Source: Offshore Wind)*

MAERSK CONNECTOR LOADS FIRST NEMO LINK CABLES

DeepOcean's **Maersk Connector** has completed loading of the first phase on the Nemo Link cables in the port of Blyth. Two 59-kilometre-long 400kv HVDC XPLE cables were simultaneously spooled from a freighter onto the 7,000 te. split capacity duel concentric carousel. The vessel is now on her way to the UK coast near Ramsgate where she will commence the installation of the cables. The cables will be buried by DeepOcean's T3200 trencher. The second phase of the project is scheduled to be completed by DeepOcean in the second quarter of 2018. Nemo Link will consist of two subsea and underground cables connected to a converter station and an electricity substation in Belgium and the UK, which will allow up to 1,000MW of electricity to flow in either direction between the two countries. Under the contract with J-Power Systems, a division of Sumitomo Electric, DeepOcean is responsible for all marine works associated with the installation and protection of the

HVDC bundled cables from the transition joint bay in Kent, UK to the transition joint bay in Zeebrugge, Belgium. The offshore works is scheduled to be completed in 2018. In addition to the installation and trenching of the bundled cable system, DeepOcean's work scope includes route surveys and engineering, pre-lay grapnel runs, out of service cable clearance, pre-sweeping in sandwave areas and crossings construction. *(Source: Offshore Wind)*

BIBBY WAVEMASTER 1 ARRIVES IN ROTTERDAM PORT



Bibby Marine Services' service operation vessel (SOV), **Bibby WaveMaster 1**, has completed her maiden voyage from Damen shipyard in Galati, Romania, to the Port of Rotterdam, the Netherlands. The SOV will now undergo final sea trials and gangway tests prior to heading to the Galloper offshore wind farm to start her charter with innogy and James Fisher Marine Services, Galloper's main offshore marine services contractor. The vessel is expected to start supporting the commissioning works on the 336MW wind farm off Suffolk, UK, by mid-September. **Bibby WaveMaster 1** is a custom-designed 90-metre SOV, built on a DP-2 (Dynamic Positioning) platform, with a motion compensated Walk-to-Work

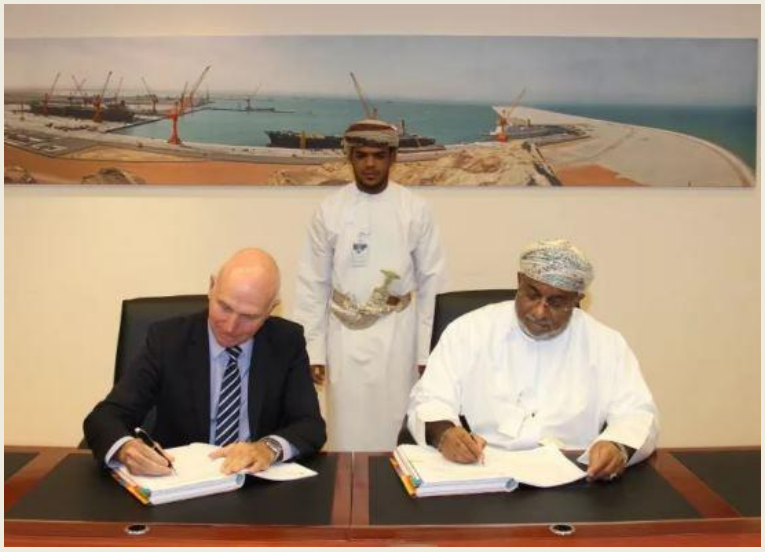
(W2W) access system and a Comfort Class 2 standard accommodation comprising 60 individual en-suite berths. The project has been delivered on time and within budget, Bibby Marine Services said. **Bibby WaveMaster 1** is Damen's first purpose-built SOV with W2W capability. *(Source: Offshore Wind; Photo: Ruud Zegwaard)*

DREDGING NEWS

JAN DE NUL TAKES DELIVERY OF NEW MULTIPURPOSE VESSEL

Offshore contractor Jan de Nul has taken delivery of its new multipurpose vessel '**Daniel Bernoulli**' at the Avic Weihai Shipyard in China. A sister vessel of the recently delivered '**Adhémar de Saint-Venant**', has a length of 95 meters and a beam of 22 meters. Daniel Bernoulli will be capable to conduct subsea rock installation, subsea trenching, installation of cables and umbilicals and installation works by means of a heave compensated crane. In the cable laying mode, the vessel can be equipped with a carousel or with cable reels along with tensioners, chute and auxiliary equipment. An A-frame and ROV trencher can be deployed from the vessel for burial of the installed cables. The vessel, while in the subsea rock installation mode, will be able to install about 5,100 ton of rock in a single load by means of the excavator, conveyor belt and the fall pipe for accurate rock installation at up to 600 meters water depth. The DP2 Daniel Bernoulli can accommodate up to 60 people onboard. *(Source: Subsea World News; Photo: Jan de Nul)*

BOSKALIS SIGNS MAJOR DUQM PORT DEAL



The Special Economic Zone Authority in Duqm (SEZAD) and Boskalis Westminster (Oman) LLC today signed an agreement for the construction of the liquid Bulk Berth Project at Duqm Port. The new agreement, worth approximately $517 million, prepares Duqm Port to export liquid refined products and enhance its value in national economy. According to the agreement, Boskalis will carry out detailed engineering designs, construction of

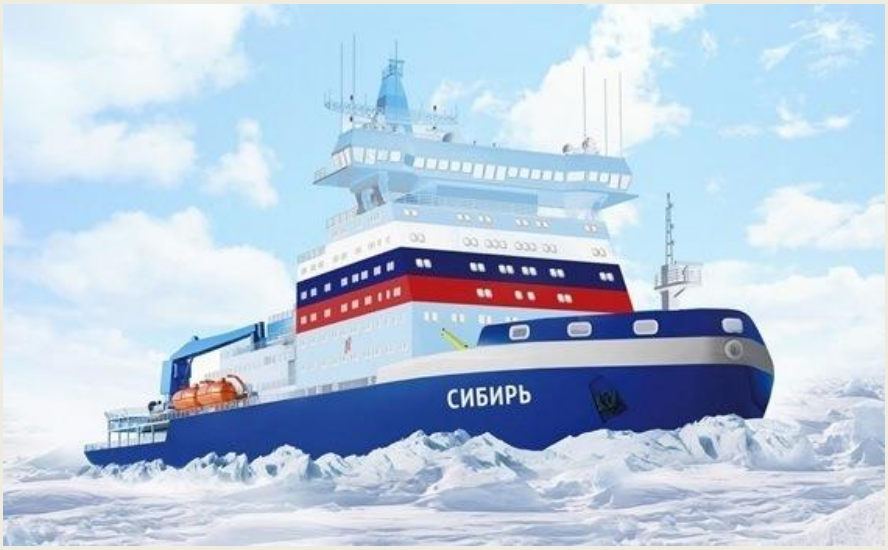
marine infrastructure, dredging and reclamation works, while Worley Parsons Engineering will oversee the engineering and construction works of the project scheduled to be ready within 32 months from the date of awarding. Under the deal, 2.4 km of the 4.6 km of secondary wave breakwater will be developed and reclaimed for the construction of the liquid quay, and the dual berth marina will be constructed with accessories and navigation equipment. The project calls for the excavation of approx 26 million cubic meters of material in order to deepen the port's basin and channel to 18 meters. About 5 million cubic meters of the material will be used to reclaim and fill the site dedicated to the quay. The agreement also provides for the construction of the 1 kilometer quay wall and installation of buoys and navigational devices. *(Source: Dredging Today)*

TSHD ARZANA LAUNCHING CEREMONY TAKES PLACE NEXT MONTH

Royal IHC is putting final touches on the new trailing suction hopper dredger (TSHD) **Arzana** at their shipyard in Kinderdijk, the Netherlands. The TSHD **Arzana**, built for the Abu Dhabi based marine contractor National Marine Dredging Company (NMDC), will be the first custom-built trailing suction hopper dredger in the middle east constructed by IHC, said NMDC. The vessel will have a capacity of 6.000m³ and will form a part of NMDC's international growth and fleet investment strategy which is aimed at positioning the company as a leader in the industry, Royal IHC said in its announcement. The launching of this new TSHD is set to take place in September 2017 and the vessel will be delivered in the first half of 2018. The contract for the dredger was signed in March 2016 and follows successful cooperation between the two companies in the past such as the construction of the 10.919 kW heavy duty cutter suction dredger (CSD) **Al Mirfa**, built by IHC Merwede (now Royal IHC) for NMDC back in 2000. *(Source: Dredging Today)*

YARD NEWS

BALTIYSKY ZAVOD SHIPYARD SLATED LAUNCHING OF FIRST 22220-SERIES NUCLEAR ICEBREAKER SIBIR FOR SEPTEMBER 22



The ceremonial launching of the first serial nuclear-powered icebreaker **SIBIR** (Siberia) of Project 22220 will be held on September 22, 2017 at St. Petersburg based Baltiysky Zavod–Sudostroyeniye, the shipbuilding firm said. The ceremony is said to be attended by the officials of Russian Government, of the Federation Council of the Federal Assembly, the government of St. Petersburg, by Alexei Likhachev, CEO Rosatom State Corporation, Alexei Rakhmanov, president of the United Shipbuilding Corporation, Vladimir Vorobyov, chief designer of Iceberg Central Design Bureau and Alexey Kadilov, General Director Baltiysky Zavod Shipyard. Currently Baltiysky Zavod Shipyard is building three LK-60 60MW icebreakers of Project 22220 (**Arktika**, **Sibir**, **Ural**) scheduled for delivery in 2017 – 2020. The 22220-series flagship the **Arktika** was laid down at the St. Petersburg shipyard's slipway "A" on November 5 2013 and launched on June 16 2016. The **Sibir** was laid down on May 26, 2015 and the **Ural** – on July 25, 2016. The serial icebreakers will be built to RS class and will be commissioned into service by the State Corporation Rosatom. General characteristics of the vessels: capacity - 60 MW, operational speed - 22 knots (clean water), length - 173.3 m (160 m, DWL), beam - 34 m (33 m, DWL), depth - 15.2 m; draft (DWL) - 10.5 m / 8.65 m, maximum icebreaking capability - 2.8-meter-thick ice; full displacement – 33,540 tonnes; designated service life - 40 years. The icebreaker will be powered by two RITM-200 reactors of 175 MW. The system of the new generation was developed specially for this ship. The icebreaker engineering design was developed by CDB ICEBERG in 2009. The vessels dual-draft concept and capability will allow operating them both in the Arctic and in the mouths of the polar rivers. Icebreakers will be operated in the western region of the Arctic: in the Barents, Pechora and Kara Seas, as well as in shallower areas of the Yenisei estuary and the Ob Bay area. Baltiysky Zavod OJSC (Saint-Petersburg) specializes in construction of rank 1 surface-crafts, ice class vessels with nuclear and diesel-electric propulsion plants, nuclear floating energy units, floating distilling plants. The shipyard was set up in 1856. To preserve the staff and the competence of the shipyard, USC founded Baltiysky Zavod – Sudostroyeniye LLC. The Company's staff currently numbers 4,000 employees. The backlog of orders of Baltiysky Zavod-Sudostroyeniye LLC is currently valued at about RUB 150 bln. The largest orders are: three 60-MWt nuclear icebreakers, 25-MWt diesel-electric icebreaker, floating power unit of the world's first floating nuclear heat and power plant, engineering products. *(Source: PortNews)*

WORKER PROTEST SHUTS DOWN DAMEN SHIPYARDS GALATI

Workers at Damen's Romanian subsidiary Damen Shipyards Galati have staged a protest which has

shut down work operations at the yard for the third day now. As confirmed by Damen to World Maritime News, the protest was launched on the morning of August 29, when a number of workers held a spontaneous demonstration in front of the company's headquarters. The workers are said to be disgruntled by levels of wages and are asking for a pay increase. "The demonstration involves cessation of work activities and seems to be related to salary payment levels," a Damen spokesperson said in a comment. "The management of the yard and the workers' council are willing to sit down with representatives of the demonstration to discuss the situation. In this way, we hope to find a mutually satisfactory way to resolve the matter as soon as possible." Self-managed Damen Shipyards Galati (DSGa), which joined the group in 1999, is the largest of Damen Shipyards Group's 32 shipyards. Damen Galati's portfolio of vessels includes anchor handlers, coast guard vessels, patrol ships/navy vessels, platform supply vessels and logistic support vessels, RoRo ships, ferries, dredgers and barges. *(Source: World Maritime News)*

GLOBAL MARINE GROUP CHOOSES THE PORT OF BLYTH TO EXTEND UK FOOTPRINT

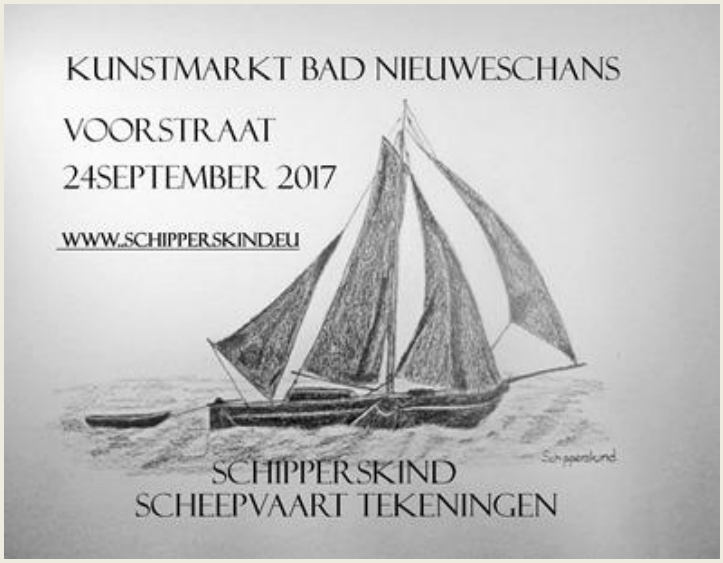
The Global Marine Group (GMG), a market leader in offshore engineering services to the renewables, telecommunications and oil & gas industries, announced today that it has expanded its operations base in the United Kingdom to include the Port of Blyth, Northumberland. Blyth, a modern, well-specified port, has emerged as a major support base for UK offshore energy projects. Operating from the Port of Blyth, both of GMG's two business units, CWind, which provides services to the offshore wind industry, and Global Marine, which provides fibre optic cable solutions to multiple sectors, will be able to offer regionally-focused support, resulting in faster mobilisation, greater flexibility and enhanced response times for customers. The expansion to the Port of Blyth is the latest step in GMG's plan for continued growth and the development of a suite of local operational hubs situated where customers need support. Beginning in August, Blyth will serve as a regional base for strategic asset management and modular equipment storage, as well as a

mobilisation and deployment site for the GMG fleet, complementing the Group's existing operational UK bases at Grimsby, Lincolnshire and Portland, Dorset. A number of GMG assets, including C.S. Sovereign and CS Recorder, two highly capable, multi-role DP2 vessels with excellent track records in both power and fibre optic cable installation and repair, will operate out of Blyth, utilising local engineering skills and regional business support networks. Recently, CS Recorder and Q1000, a jet-trenching remotely operated vehicle (ROV), mobilised from Blyth to undertake a cable reburial contract for the Prinses Amaliawindpark, located off the West Coast of the Netherlands. Subsequently, the port will serve to mobilise future telecommunications and power projects for the GMG. Portland will continue to provide services to GMG's power, renewable energy, oil & gas and telecommunications cable maintenance agreement customers, while Grimsby will predominantly deliver regional support for the offshore wind sector. Blyth will enable GMG access to a wider market in the Greater North Sea, as well as further afield in Europe, where a large offshore wind customer base already exists. "It has been a pleasure to work with the Port of Blyth, which has been extremely supportive throughout our integration period," said Ian Douglas, Chief Executive Officer of Global Marine Group. "We expect that by operating in close physical proximity to our customers, suppliers and trusted partners, we will further strengthen our relationships with key market players and continue to reinforce our reputation for delivering projects safely, on time and to a high level of quality. The combination of being in the right physical location, having a team of highly-capable onshore and offshore staff and access to Group assets, enables us to offer cohesive installation and maintenance services to our customers in multiple sectors." "We are very pleased to have attracted a company with the profile of Global Marine Group to operate from the Port of Blyth," said Martin Lawlor, Chief Executive of the Port of Blyth. "We view this as another critical step forward in our development as an offshore energy base. We believe building infrastructure and partnerships in a single location is the formula for growth and innovation in the sector." *(Press Release)*

THE SHEARER GROUP, INC. AWARDED FERRY DESIGN CONTRACT BY THE TEXAS DEPARTMENT OF TRANSPORTATION

The Shearer Group, Inc. (TSGI) was recently awarded a five-year Indefinite Deliverable contract with the Texas Department of Transportation (TxDOT). TSGI will provide design, engineering and construction oversight services to TxDOT for a new 500 passenger, 70 car ferry providing service from Galveston Island to Bolivar Peninsula. *(Press Release)*

KUNSTMARKT BAD NIEUWESCHANS



Op 24 september 2017 is er een expositie van Schipperskind. Aan de Kunstmarkt Bad Nieuweschans – Voorstraat worden diverse scheepvaart tekeningen tentoongesteld. Onder deze tekeningen zijn ook diverse sleepboten te zien van o.a. de Raderstoomsleepboot '**Hercules**". Het is zeker de moeite waard om hier eens binnen te lopen. *(Press Release)*

ALICAT WORKBOATS SIGNS SIGNIFICANT NEW ORDER

Alicat Workboats Ltd., builders of aluminium workboats, is pleased to announce that contracts have been signed with Renewable Energy Support Ltd. (RES) for the construction of '**MCS SWATH 2'**, a 26m Typhoon SWATH Crew Transfer Vessel. It is understood RES has signed a contract with Maritime Craft Services (Clyde) Ltd to manage and market '**MCS SWATH 2**'. '**MCS SWATH 2**" is being designed by Ad-Hoc Marine Designs and is a development of the company's existing vessel '**MCS SWATH 1**' delivered from the Far East in 2016. Alicat Workboats won the order through a competitive tender process and, despite not being the cheapest, offered the most compliant technical and commercial proposal. Peter Curtis of DS Leasing has provided the financial solution that RES needed to facilitate the

order. The vessel will start construction in October 2017 and be delivered in October 2018. The vessel is to be powered by quad Scania DI16-076M 600kw main engines coupled to Hundested marine gears driving two shafts to controllable pitch propellers that will drive 'MCS SWATH 2' to speeds in excess of 25 knots in 2,5m Hs. The sophisticated craft will also have active ballast management and an active ride/motion control system to ensure extremely comfortable sea keeping and fuel efficiency. Whilst loitering in the field 2 engines can be disengaged to save fuel and there is a lot of redundancy with the quad engine set up. Menno Kuyt, MD of Maritime Craft Services (Clyde) Ltd.: "MCS SWATH 1 has proven to be able to transfer in Hs 2,25m. In these difficult conditions and pushing against the tower with only 60% of power there was 100% NO slipping. MCS SWATH 1 is designed to be able to transfer in HS 2.5m, while maintaining a cruising speed of 22kts. There is no slamming and a very comfortable ride for the technicians and crew." Ben Colman of Alicat Workboats Ltd.: "In conjunction with RES, we are very pleased to bring the Typhoon SWATH construction to the UK following extensive development of the hull form in independent model testing. We have worked with John Kecsmar at Ad-Hoc for many years and we are delighted that Dirk and RES have selected us for the construction of delivery of this technically advanced vessel. This project proves that SWATH vessels can be built in the UK and yards such as ours can offer the technical and commercial solutions required by vessel operators and financial package providers." Simon Coote of Alicat Workboats Ltd.: "Alicat Workboats is very proud to have been awarded this contract by RES following collaboration over the last 9 months and to be given the opportunity to prove that SWATH technology can be cost effectively delivered within the UK. *(Press Release)*

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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

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

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