Tugs Towing & Offshore Newsletter

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

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TUGS & TOWING NEWS

EMBA COMMENCED TRAILS

Last week the new build Damen Shoalbuster 2709 **Emba** (Imo 9787962) with yard number 571706 was seen commencing technical trails and bollard pull tests in the Rotterdam Europoort. The tug has a length o.a. of 27.02 mtrs a beam o.a. of 9.10 mtrs a depth at sides 3.60 mtrs and a approx.. draft 2.63 mtrs. Her grt is 221 tons. The two Caterpillar main engines develops a total output of 2,238 bkW (3,000 bhp) at 1,600 rpm. Her basic functions are Towing, mooring, pushing, anchor handling, dredge support operations. She is classed I HULL • MACH Tug unrestricted service AUT-UMS. *(Photo: Ruud Zegwaard)*

BALTEXPO

Alphatron Marine and JRC are pleased to welcome you to Baltexpo exhibition in Gdansk, Poland. Here we will be presenting our unique, fully integrated AlphaBridge tugboat console. Experience first-hand the simple and innovative design where all the information is accessible at the click of a button. The AlphaBridge comprises of two ergonomic and dynamically designed consoles with a

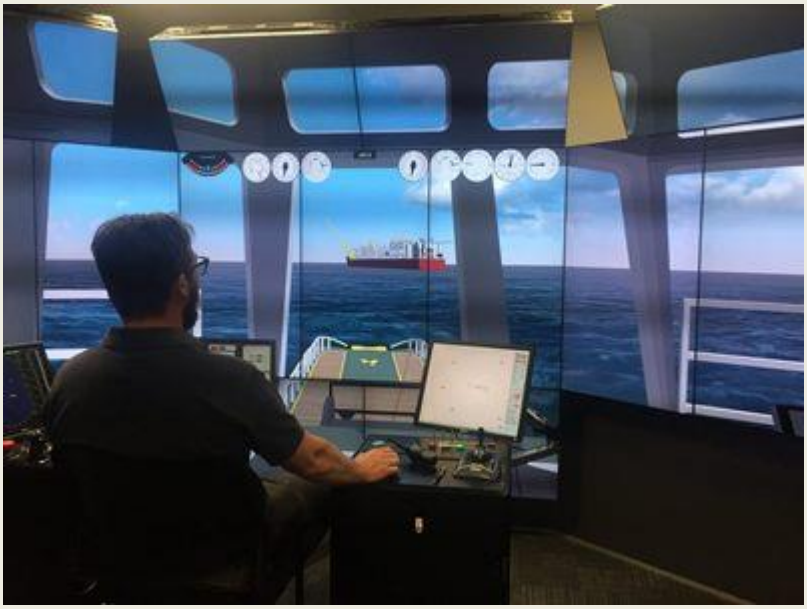
central captain's chair mounted on rails. It is distinguished by the best all-round visibility offered from a sitting position, ensuring uncompromised command and control at all times during intensive harbor operations. This innovative tug bridge concept has been fully equipped with a high quality and ruggedized Alphatron Marine and JRC navigation and communication package. As the exclusive authorized dealer in Poland, we will also be presenting a wide range of WEMPE Marine clocks and ship's time systems. Their master and slave clocks are specially designed to meet the needs on board a vessel for a long-lasting trouble-free function by very low lifecycle costs. WEMPE time systems are used worldwide on various cruise ships, mega yachts, merchant and navy vessels and guarantee an unified time distribution of the UTC and Local time around the vessels clock, automation systems and LAN. Additionally we will also be showing our Multi Function Display (MFD). MFD is packed with powerful components that give you smooth graphics, fast processing and all-round serious performance. The MFD offers an incredibly easy-to-use icon based navigation experience with simple menus and dedicated functions. With a few clicks, you can do actions like route planning, acquiring targets, switching between the systems or show alarm information. All-in-all, the MFD is diverse, flexible and relevant to the many different markets and vessel types, it makes navigation significantly more interactive and intimate than ever before. *(Press Release)*

DAMEN SHIPYARDS GROUP DELIVERS SHOALBUSTER 3209 TO ISA TOWAGE B.V.

ISA Towage B.V. (formerly known as V.O.F. Sleepboot ISA) has taken delivery of a Shoalbuster 3209 from Damen Shipyard Hardinxveld (DSHa). The vessel was already in stock at the yard and was handed over to the client within four weeks of the order being agreed. Damen's extensive range of Shoalbuster vessels offers some of the most versatile workboats available in the marketplace today, capable of taking on a wide variety of roles. The purchase of the 3209

by ISA Towage B.V. marks the return of the Dutch towage and marine assistance company to DSHa following it taking delivery of a smaller version in December 2016, its first purchase from the Damen Group. The Shoalbuster, named **ISA**, is now working on a contract in Germany. 32 metres long and with a beam of over 9 metres, **ISA** is ready to operations such as towing, mooring, pushing, anchor handling and dredging support. These are supported by an equipment package specified by the client that includes twin Caterpillar engines delivering 3500 bhp for 52 tonnes of bollard pull and a top speed of 11 knots, an HS Marine deck crane giving 8 tonnes of lift at 16-metres, and a 50-tonne towing and a 12-tonne tugger winch. The fully air-conditioned interior has comfortable accommodation for up to seven crew. "We're delighted that ISA Towage B.V. has returned to us so soon," says Jos van Woerkum, Managing Director of Damen Shipyards Hardinxveld. "Willem-Harm Mastenbroek, owner and managing director of ISA Towage B.V., was able to take advantage of a great deal and immediate availability to provide an enhanced capability to his clients, and it is very gratifying to welcome back him and ISA Towage B.V. back to the Damen family." "When in July, Jos van Woerkum at DSHa offered us the opportunity to upgrade to a Shoalbuster 3209 that had just been just completed and completely outfitted at the shipyard, it was just too good to miss," says Willem-Harm Mastenbroek. "Our current client at the time had recently informed us that our existing vessel did not have sufficient bollard pull for their next contract and that 50 tonnes of bollard pull would be needed. So the decision to make the step up to a bigger vessel with more capabilities was easily made. The new 3209 has now replaced its predecessor in the Baltic Sea, and we look forward to the new and better opportunities and different types of contracts that our new ISA will open up for us." Based in Wijk bij Duurstede in the Netherlands, ISA Towage B.V. undertakes projects across Europe and into Asia. *(Press Release)*

TOWING - ALL ABOUT THE PREPARATION



HR Wallingford and its Australia Ship Simulation Centre in Fremantle have shed interesting light on the degree of planning involved in the towing and positioning of the largest offshore floating facility ever built. The towage industry has been handling the transport of large vessels and odd-shaped structures since the dawn of ocean towing. Perhaps the most noteworthy period was in the 1960s and '70s when records were successively broken with the enormous offshore oil and gas production platforms towed from manufacturing sites in Norwegian fjords and Scottish lochs to their permanent locations in the North Sea. Extensive planning was naturally involved in these early days but state-of-the-art technology now allows detailed simulation of such operations where tug masters and pilots can simulate various scenarios and evaluate the effects of elements such as environmental changes and unplanned events. UK-based HR Wallingford is an independent civil engineering and environmental hydraulics research institution providing practical solutions to water-related challenges. It is a truly global organisation and includes the Australia Ship Simulation Centre in Freemantle and these resources were used recently in planning the month-long towing of Shell's Prelude FLNG facility from its builder's yard in South Korea 5,800km to its permanent location at a remote gas field 475km off the coast of Western Australia. Catchy comparisons are used to describe the formidable structure that is the Shell Prelude FLNG facility. At 488m in length it displaces the same amount of water as six of the world's largest aircraft carriers and consumes 50m litres of cold water every hour to help cool the natural gas but it is the sheer dimensions of the vessel that required careful planning for the tow to site. The tow was entrusted to Singapore-based POSH Terasea with PACC Offshore Services Holdings in charge of the operation with three ocean-going tugs employed for the journey and a fourth accompanying and in reserve during the voyage. The Australia Ship Simulation Centre created a detailed navigation simulation of Prelude which was used to prepare the tow masters, tug masters and pilots, allowing them to familiarise themselves with how the FLNG manoeuvres at sea. HR Wallingford's involvement included real time navigation simulation for **Prelude**'s departure from the Geoje Shipyard in Korea, along the Busan Channel and the positioning and mooring once on site. Also included were berthing and departure simulations of the LNG, LPG and condensate offtake tankers that will moor alongside the FLNG along with the provision of ongoing pilot and tug master training. A bespoke web-based decision support tool was also supplied to assist with operations planning. Up to six integrated simulators at the Ship Simulation Centre were used to simulate **Prelude** and the tugs for the departure operation and positioning during connection of the mooring lines once at the installation site. Actual wind, wave and tidal conditions were recorded and then modelled allowing the crew to accurately test the capability and power of the tugs in advance. The simulated positioning element was used to prepare for the real-life operation in which the tugs were attached to the 700m long towing wires weighing approximately 30t tonnes each. Captain Roy Lewisson, master of **Deep Orient**, the vessel that

connected **Prelude** to its 16 mooring lines, and who took part in the simulator training said: "Being able to accurately test the maneuvering beforehand was a real advantage. Never before in oil and gas history have we had the chance to practice in the simulator before we get on the water." Dr Mark McBride, HR Wallingford's Ships Group manager, said: "There was a need to assess many aspects of this unique offshore floating facility, which included the maneuvering issues associated with the arrival and departure of the offtake LNG carriers. For this we used real time navigation simulation, so that we could identify the limiting conditions for safe maneuvering, as well as the tug requirements, and for developing appropriate maneuvering strategies." *(Source: Maritime Journal; Photo: Mercator Media*

NOBISKRUG TRAINEES BUILD OWN YARD TUG

Nobiskrug shipyard in Rendsburg on the Kiel Canal has put into service the first tug to be designed and built by trainees for the German facility's own use. The 12m long and 4m wide **Bagalut** draws 2.2m and went into operation after completion by a group of 26 Nobiskrug trainees and students, supported when needed by specialist staff members and by management and other engineering and administrative bodies. Planning and work got underway in 2015 and the design and construction phase of the project, codenamed "**Popeye**", was completed earlier this year after trials on the Kiel Canal. "This has been something entirely new for Nobiskrug", project leader Robert Stephan told Maritime Journal. "For the first time our trainees have organised themselves into an inter-disciplinary project team to design and build their own ship". He added that because there was a real need for such a tug in the yard, the construction project had served two main aims. Nobiskrug had been able to meet its educational obligations by providing practical experience while getting the trainees thoroughly used to the tug – a great advantage for maintenance. The project had also served to put the yard's internal processes and interface links to the test, he said. The punchy **Bagalut** displaces 25 tons and has a

bollard pull of 3.2 tons. It is driven by a Volvo Penta DH90 engine of nominal 500hp and has a Schottel SRP320 rudder propeller rotating through 360° allowing the tug to turn on the spot. It is mainly for use by Nobiskrug but will also be available for use by the yard's two sisters Lindenau Werft and German Naval Yards Kiel further along the canal and with others on the Kiel Canal, the Nobiskrug project team told this correspondent. A yard spokeswoman said **Bagalut** had been designed as a one-off project. "However, because of the generally positive feed-back, along with the clear educational value for our trainees, Nobiskrug is very open to other practical trainee projects". She stressed however that no final decision on further new projects had yet been taken. Nobiskrug has built well over 750 vessels since it was founded in 1905. Its main business today is the development and construction of large, individually manufactured mega yachts of up to 400m in length and it is a world leader in the sector. In addition, however, the yard specialises in the refit and conversion of yachts, naval ships and public authority vessels and it is active in Germany as well as globally in repair and maintenance. Together with the sister yards in Kiel, Nobiskrug is part of German Naval Yards Holdings. It has an integrated management and administration structure and employs some 1,000 people in the region. *(Source: Maritime Journal; Photo: Mercator Media)*

TALAS ON TRAILS IN THE ROTTERDAM EUROPOORT

This morning, 7 September 2017 I have receive a report that the Damen built Shoalbuster 2709 with yard number 571705 named **Talas** (Imo 9787950) commenced trails in the Rotterdam Europort. In the above article we have read that ISA Towage B.V. has bought a new Damen Shoalbuster 3209 and named her **ISA**. The question was what happened with the former **Isa** from ISA Towage B.V. The answer is here. The former **Isa** from ISA Towage is sold to Kazmortransflot and named her **Talas**, This Shoalbuster was handed over last year 9 December 2016 to ISA Towage B.V. Within one year the owner Willem-Harm Mastenbroek, at that time of delivery from V.O.F. Sleepboot ISA sold her vessel and bought a bigger and stronger Shoalbuster. As we know the "**Talas**" has a length o.a. of 27.02 meters. She is width o.a. 9.10 meters and has a depth at half-length at sides of 3.60 meters. Her approx. draft aft is 2.63 meters. She has a grt. of 221 tonnes and has a displacement of 370 tons. The main power is provided by two Caterpillar 3512C TA/A diesel engines each developing 1,119 bkW (1,500 hp) at 1,600 rev/min. This is delivered to a two screw arrangement 2,100 mm Promarin fixed pitch propellers turning in Damen Marine Components "Optima" nozzles via Reintjes WAF665 gearboxes with reduction ratio of 5.95:1. On trails, this configuration gave the vessel an average bollard pull ahead of 40.2 tonnes with a maximum bollard pull of 41.2 tons and a free running speed of 11 knots. The 200 bhp bow thruster is hydraulically driven. The **Talas** has two Generator sets made Caterpillar C-4.4 TA units, each with an output of 86.3 kVA, 50Hz – 230/400V AC; A diesel drivene hydraulic set Caterpillar C-90 TA with a capacity of 269 kW at 1.,800 rpm. The fuel separator is from Westfalia type OTC-2. The transfer pumps for water and fuel are type SIHI with a capacity of 50m3/hr at 4.8 bar. The two Compressors has a capacity of 175 L/min each. The deck

machinery comprises a two DMT hydraulic driven Anchor Winches. Two Pool (HHP) anchors of 275kg each with a 19 mm short-link anchor chain 192.5m. The anchorhandling/towing winch is a DMT Waterfall execution, hydraulically driven winch with a towing pull capacity of 50 ton at 4.0 m/min pull, slack 0-23m/min and a holding power 125 ton. On the drum is a wire fitted with 850 mtrs in length and with a diameter of 40 mm. The anchor handling winch has a towing pull capacity of 100 ton at 2.8 m/min pull, slack 0-16/min and a holding power 125 ton. On her drum is a wire with a length of 650 mtrs and a diameter of 40 mm fitted. The deck crane is from HS Marine type AKC185/18.5 E4 with a lifting capacity of 5.5 tons at 18.5 mtrs. On the aft deck is a Dromec HPV-12000 tugger winch mounted with a capacity of 12 tons at 4,5m/min. Finally fitted on the vessels stern deck is a towing pin set type WK Hydraulics double pin type with chain stop. *(Photo: Ruud Zegwaard)*

'ODDS STACKED AGAINST SMALL NEW SHIP REGISTRIES'

Small, start-up ship registries have the odds stacked against them by the current industry ranking system, claims the boss of one registry. Panos Kirnidis is CEO of the Greece-headquartered Palau International Ship Registry, which was formed in 2010. Writing in the latest issue of International Tug & OSV magazine, he argues that the Paris MoU ranking system – which lists registries as white, grey or black – is anti-competitive and mathematically unfair to new, smaller flag organisations. New ship registries often have to compromise on the age of the vessels they accept and there is a higher risk of these older ships being detained. Kirnidis said: "Older vessels are not necessarily of a lower standard or quality, but they will be more rigorously inspected more often." He added that there is an "inevitability" of a small registry such as Palau being placed on a black list – the lowest

ranking – because it can never attract enough vessels to its fleet "to escape the formulaic consequences". Kirnidis is urging other registries to support calls to rewrite the mathematical algorithms used in the ranking system to create a more level playing field. "We are not asking for a dilution of the regulations affecting the critical issues that classification societies, flags, registries and any other relevant bodes are subject to. We are asking for the anti-competitive practices defining the

performance lists to be reviewed." • Read Panos Kirnidis's article in full in the September/October issue of IT&O. *(Press Release)*

AZIMUTHING STERN-DRIVE TUG NOW LOOKS TO DIVERSITY WITH NEW AFT WINCH

The azimuthing stern drive (ASD) tugs are the most common, many owners today look to maintain diversity and choose to add a towing winch aft as well, said Sealink Marine Shipyards of Sarawak, Malaysia. MT Chong, sales manager, engine Business unit of Scott & English Sdn Bhd, of Miri, Sarawak, says azimuth systems far outnumber full tractor tugs with the azimuthing drives set forward. For those new to the concept, an azimuth thruster is a configuration of marine propellers placed in pods that can be rotated to any horizontal angle (azimuth), making a rudder unnecessary. They now far outnumber the full tractor tugs with the azimuthing drives set forward under the house as do they the cycloidal drive tugs. Often, the ASD tugs are dedicated shiphandling units with a single hawser winch forward. Sealink Marine Shipyards have recently launched one of these versatile tugs from their facility in Miri, Sarawak, Malaysia, said Mr Chong. The 32 by 11.8-metre tug has a 5.2-metre molded depth. Mounted forward it a Macgregor: MG-HAT/GDG22-0115U02080 combination anchor and hawser winch with 150-ton braking. Mounted aft is a Macgregor: MG-HTW1-0218008048 towing winch also with a 150-ton holding brake. Power for this capable vessel derives from a pair of Cummins QSK60M diesels each generating 2,300 HP at 1900 RPM. These turn 2.4-metre controllable pitch propellers on Rolls Royce azimuting drive units. This power gives the tug a 57.56-ton bollard pull ahead, a 53.87-ton bollard pull astern and a 13.6-knot free running speed. The one-man bridge has a 360-degree view along with extensive electronic navigation and communications equipment. Accommodation for up to eight crew is provided in two one-person and three two-person cabins. All accommodations are centrally air-conditioned. *(Source: SeaNews Turkey)*

ACCIDENTS – SALVAGE NEWS

NAVY SINKS 'GRAVEYARD' INS SINDHURAKSHAK

The Russian-made submarine was decommissioned in March after two Boards of Inquiry stated that the vessel was "not seaworthy'. After decommissioning, the submarine was used for target practice by the Navy's marine commandos and recently sunk. The Navy has sunk decommissioned submarine **INS Sindhurakshak** after using it for target practice. A fire and series of explosions on the

submarine in 2013 had killed 18 Navy personnel. The Russian-made submarine was decommissioned in March after two Boards of Inquiry stated that the vessel was "not seaworthy'. After decommissioning, the submarine was used for target practice by the Navy's marine commandos and recently sunk. "We lost our officers and sailors on-board the vessel. The vessel was like a graveyard for us and therefore we were not keen on scrapping it. After testing its viability for target practice, the submarine was used by marine commandos and subsequently disposed of at sea," said a senior official. "The berth it was occupying is clear and is now being used to anchor other vessels," added the official. In August 2013, a massive fire broke out on **Sindhurakshak** followed by a series of explosions, killing all the 18 Navy personnel, including three officers, on board. The 3,000-tonne submarine sank in the South Breakwater in Mumbai's naval dockyard within hours of the incident. *(Source: Indian Express)*

FERRY REFLOATED FROM THE ROCKS

On Sep 6, around 7 p.m. the "**Blue Star Patmos**" was finally pulled off the rocks off Ios. Earlier, specialized divers had carried out a new survey on the ship's hull, and minor sealing work was done. From now on the insurance companies, which have taken over the whole business, will have to re-inspect with special crews to assess the condition and magnitude of the damage. The ship was held near the grounding site by the tugs "**Christos XI**", "**Christos XXII**" and "**Pantokrator**" for surveys before allowed to be pulled to the port of Ios in order to unload the trucks and the vehicles and then, after some repairs, it will be taken to a yard for docking, possibly in Peraia. Watch the video HERE *(Source: Vesseltracker; Photo: Naxos Press)*

TUG SANK ON INTRACOASTAL WATERWAY

Part of the Intracoastal Waterway near the Ellender Bridge was closed on Sep 5, 2017, after the

"**Savage Ingenuity**" took on water and partially sank at 1.30 a.m. The Coast Guard Marine Safety Unit (MSU) Lake Charles personnel responded to the partially submerged tug, and a Unified Command has been established in connection with this incident. The crew made it off the ship safely, and a salvage vessel was called in to remove the wreck . The incident happened around 1:30 a.m. The Calcasieu River ship channel remained open to all vessel traffic. The Coast Guard continued to monitor the situation. The vessel had 12,200 gallons of diesel fuel on board. Spill removal sources have been moved to the area and are monitoring for signs of pollution. *(Source: Vesseltracker)*

TRAWLER BEACHED AT GREENAWAY NEAR PADSTOW SUCCESSFULLY REFLOATED

The ship was freed from the rocks last night. A £1 million trawler which was left high and dry when it washed up on the Cornish coast yesterday (September 5) has been refloated. Le Men Du, a Cornish registered fishing vessel, was found yesterday morning on the north coast of Cornwall at Greenaway near Padstow. According to Marine Traffic, a website showing live vessel positions, the ship washed up on the rocks at about 6am. All crews were confirmed to be safe and coastguard attended to protect the ship and stop the public getting too close to it. "Padstow RNLI helped the vessel to safety around 7.30am this morning," Jonathan Cooksley, from Free Maps of Cornwall, said yesterday. He also shared on the website pictures of the three-year-old 15-ton scalloper trawler that was said to cost £1 million. The fishing boat, which is 15 metres long and 6 metres wide, is now back on the waters after it was refloated last evening with the high tide. It left Greenaway at about 4.40pm, according to Marine Traffic, and is now at Padstow Harbour. *(Source: Cornwall Live)*

ARDENTIA MARINE CONTRACTED TO REFLOAT SUNKEN FERRY

The salvage company Ardentia Marine this week started the work to refloat the "**Panagia Parau**" in the port of Algeciras. The work was divided into two phases centered on providing buoyancy to the ship, both from land with tensioning cables, and from the water with a pontoon, as well as using balloons for refloating and at the last moment using bilge pumps. In parallel, the company contracted by the Port Authority of the Bay of Algeciras (APBA) will install pollution control equipment such as floating barriers, absorbents and skimmers for fuel recovery around the wreck in prevent any contamination. In addition, an underwater inspection will be carried out to locate liquid waste in tanks and engines which, if necessary, will be extracted with valves. Once refloated, the wreck will be sealed. The work was expected to take until October. After the sinking the APBA required the shipowner NEL Lines to refloat the vessel without obtaining a response, so that the port institution started the process of finding salvors at the beginning of the summer. *(Source: Vesseltracker; Photo: Vicente Costa)*

OFFSHORE NEWS

HISTORIC SUPPLY SHIPS – THE NORMAND FERKING

The VS 490 **Normand Ferking** joined the Solstad fleet in 2007, and while it is not the most powerful ship in the world, indeed Solstad already had several more powerful vessels, I have included it because it embodies many of the features we have come to expect from modern anchor-handlers. It

was designed by Vik-Sandvik and is one of three. By today's standards it is a vessel of medium power with four Wartsila engines driving two propellers giving it 21,000 bhp and a bollard pull of 240 tons. It also has three thrusters forward and two aft, probably making its DP2 system extremely effective. However, what makes it a bit unusual is that it is (probably) the first ship to be fitted with the Triplex "MHD Travescrane". This is a sort of bridge crane which runs on rails along the sides and hence its various crane functions can be deployed anywhere on the deck (The 2010 photograph taken by Robby Norman clearly shows the system). The use of the ship's sides for a mobile crane is not totally new but this particular design offers 42 tonnes SWL. Naturally in order to make the ship's sides available for the crane it is no longer possible for the tow wire – if the ship is towing – to go round the side, to a point on more traditional ships about half way up the side. And for those who are unfamiliar with the business of towing, this traditionally allowed the ship to make a turn with tension in the system. The **Normand Ferking** would therefore only have a few degrees easily available, between the centre line and the rounded quarters of the ship and past that it would have to use the thrusters to move the vessel bodily sideways. I had been retired for years before any ships of this type appeared, so I have no experience, but I have spoken to some masters who have and they say that there are problems with this limitation. In addition to the Triplex system the vessel has two cranes on the after edge of the deck house and multiple wire and rope drums as well as an ROV hanger on the starboard side, and if one had any doubts about the accommodation it has 26 one man cabins and six two man cabins as well as two recreation rooms and a commodious mess room. As well as substantial bulk capability it also has 2800 tons of ballast capacity, and this will allow those loading the ship to ensure that it remains stable under all circumstances. The design served as a test bed, so to speak, for the VS 491 of which ten were built in subsequent years for Siem Offshore although these vessels were a little more powerful and a couple of metres longer. (A photo of the vessel leaving Stavanger in 2008 was taken by Jan Plug). *(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.)*

FIVE-YEAR CHARTER VOS FAMOUS

We are pleased to announce that **VOS Famous** has entered into a five-year charter (plus options) with Premier Oil, following a competitive tender. This is to attend their newly arriving Catcher FPSO (Floating Production, Storage and Offloading). This builds on a steadfast partnership built up over a number of years on a number of vessels. What is hugely encouraging is Premier Oil's pro-active approach and drive to explore enhanced recovery technology and invest in modern, state-of-the-art tonnage. Our F-Class incorporates a revolutionary, wave-piercing, bow design and has had glowing feedback from Masters when faced with challenging conditions. *(Press Release)*

BOSKALIS ACQUIRES USD 50 MILLION WORTH OF MARINE TRANSPORT CONTRACTS

Royal Boskalis Westminster N.V. (Boskalis) has recently been awarded a number of marine transport contracts with a combined contract value of approximately USD 50 million. Dockwise, a wholly-owned Boskalis subsidiary, was awarded a contract by Husky Oil Operations Ltd. for the transportation of the **West White Rose Topside** from Texas, USA to Newfoundland and Labrador, Canada. The contract includes the engineering, preparation and execution of the loading, transport and discharge operation of the topside. The topside will be skidded onto a large barge, which in turn will be floated onto the semi-submersible heavy transport vessel **Dockwise Vanguard** that will transport the cargo to Newfoundland and Labrador. The transport is expected to take place in 2021.

Dockwise was also awarded a contract by Lamprell Energy Ltd. for the transportation of **36 jackets** from the construction yard in Jebel Ali, United Arab Emirates to Vlissingen, the Netherlands. The jackets will serve as foundations for the East Anglia offshore wind farm development. Two semi-submersible heavy transport vessels will be deployed for this contract. In addition, Dockwise was awarded a contract by Heerema Marine Contractors for the transportation of the semi-submersible crane vessel **Hermod**. The **Hermod** will be loaded onto the **Dockwise Vanguard** in the port of Rotterdam, the Netherlands and will be transported to Zhoushan, China. Once discharged, the **Hermod** will be dismantled and recycled at the Zhoushan Changhong International Ship Recycling yard. The loading will take place in the coming days and the vessel is expected to depart shortly thereafter. Furthermore, Dockwise in partnership with Patriot Shipping received a contract from the US Navy's Military Sealift Command for the transportation of the destroyer **USS Fitzgerald**. The **USS Fitzgerald** will be loaded onto the semi-submersible heavy transport vessel **Transshelf** off the coast of Yokosuka, Japan and will be transported to the US port of Pascagoula in the Gulf of Mexico. The destroyer was damaged following a collision with a container ship on 17 June 2017. The transport will take place in the fourth quarter of 2017. *(Press Release)*

SUBSEA 7 TO ORDER NEW REEL-LAY VESSEL FROM ROYAL IHC

UK-based subsea engineering, construction and services company, Subsea 7, has signed a letter of intent with Royal IHC in the Netherlands for the construction of a new reel-lay vessel and associated pipe lay equipment. The cost, excluding capitalized interest, is expected to be below $300 million with an early 2020 delivery, Subsea 7 said on Wednesday. The firm contract with Royal IHC is expected to be awarded before the end of 2017, subject to certain conditions and final board approval, the subsea company added. When delivered, the vessel will be Subsea 7's highest specification reel-lay vessel, capable of installing complex rigid flowlines including pipe-in-pipe systems and electrical trace heating. This capability will address the market trend towards longer tie-back developments. The new vessel will replace **Seven Navica**, which is expected to be retired from reel-lay operations in due course. Jean Cahuzac, CEO, said: "We are committed to having the right fleet size and specification to meet the needs of our clients. We achieve this through a combination of owned high- specification vessels and leased vessels having strict regard to capital discipline. We have removed three owned vessels from our fleet during the last two years and will continue to actively manage our fleet composition. The expected gradual recovery of market activity and application of new cost-effective technology supports this investment decision, which will enable Subsea 7 to participate in new prospects that are already visible in the market." *(Source: Offshore Energy Today)*

BP LAUNCHES SUBSEA CONSTRUCTION VESSEL FOR CASPIAN SEA PROJECT

The Shah Deniz consortium has launched the **Khankendi** – a new flagship vessel for the Caspian Sea. The subsea construction vessel has been specifically designed and built to install the biggest subsea

production system in the Caspian Sea as part of the BP-operated Shah Deniz Stage 2 project. The vessel completed its six-week sea trials in August. The official inauguration of the new $378 million vessel took place in Baku on Wednesday in an event which was attended by the President of Azerbaijan, Ilham Aliyev. The **Khankendi** has been designed and built by the Baku Shipyard – a joint venture of SOCAR, the Azerbaijan Investment Company (AIC) and Keppel O&M. The vessel will now be deployed to the Shah Deniz field where it is expected to perform subsea installation and construction work over the next eleven years. The vessel is 155 meters in length and 32 meters in width with 2000 square meters of deck space. It has a total weight of 17,600 tonnes, a carrying capacity of 5,000 metric tonnes at 6.5 meters draft and two engine rooms with 6 x 4.4MW and 2 x 3.2MW generators. It is equipped with dynamic positioning to allow working in 3.5 meter significant wave height, a 900 tonne main crane capable of placing 750 tonne subsea structures down to 600 meters below sea level, an 18-man two-bell diving system, two work-class ROVs and a strengthened moon pool. The **Khankendi** can carry out complex activities without the need for anchors. The vessel has a maximum capacity of 175 people on board, including the marine crew and discipline specialists. Gary Jones, Regional President for Azerbaijan, Georgia and Turkey for BP, operator of the Shah Deniz consortium, said: "We are proud to deliver this complex and truly multi-functional vessel, capable of installing the latest subsea production technology in the Caspian as part of the giant Shah Deniz Stage 2 project. This is another great milestone for Shah Deniz, achieved in cooperation with a local service company, and we look forward to the essential support the **Khankendi** will provide. I would like to thank the Baku Shipyard and all other parties whose efforts have been key to delivering this unique vessel safely and efficiently." *(Source: Offshore Energy Today)*

MERMAID NETS NEW SUBSEA CONTRACT AWARDS

Mermaid Maritime, a subsea and offshore drilling services company, has been awarded three subsea

contracts with a combined value of $12 million. Mermaid said on Wednesday that the company would utilize two of its vessels as well as ROVs, specialist equipment, and project teams. All three deals are for undisclosed clients. The work under the first contract will begin in the third quarter of 2017 and involve the use of the DP2 saturation diving vessel (DSV) **Mermaid Commander** with a Quasar work-class ROV. The deal entails a 60-day saturation diving and ROV inspection, repair, and maintenance (IRM) project in Malaysia. The second and third contract will also begin in the third quarter and involve the use of the DSV **Mermaid Endurer**. The contracts also include using an ROV and grouting spread to carry-out combined survey, spool-piece tie-in, and free span correction projects on subsea pipelines in the Middle East. *(Source: Offshore Energy Today)*

FIDS SUGGEST CONSTRUCTION SHIPS WILL BENEFIT FROM INCREASED CAPEX

Things are starting to move in the right direction in the offshore construction vessel market, driven by project FIDs and higher capex, but oversupply remains an issue and recovery will be uneven. Clarkson Research Services Limited (CRSL) says that with estimated offshore project capex having risen by 23% year-on-year on an annualised basis since the same point in 2016, the market for offshore construction vessels should begin to improve. However, risks remain, principally in the form of vessel oversupply, with even modern subsea support vessels put into layup. CRSL estimates that rates for a construction vessel with a 100-tonne crane deployed in the North Sea on inspection, maintenance and repair work are at a level of around US$17-22,000/day currently, down from US$35-48,000/day at the start of 2014, prior to the steep fall in the oil price. “Any improvement in utilisation and day rates is likely to be spread unevenly across the complex and diverse construction fleet,” said CRSL, noting that increased decommissioning activity and chartering opportunities in adjacent sectors such as renewables have given limited support to construction units. “The short-term outlook for the construction vessel fleet seems to be improving on the basis of offshore project sanctioning and capex trends, even if improvement is likely to remain fragile for a time,” CRSL said. “Looking to the longer term though, a somewhat more encouraging and robust picture is apparent. There are currently 718 offshore projects in the

appraisal, pre-FEED and FEED stages of project contracting. The combined CAPEX of these projects – that is, the investment to be made at the EPC stage of contracting – is an estimated US$1.96 trillion. "This capex, which would fuel demand in the construction vessel markets, is likely to be gradually unlocked in an improving energy price environment in which more projects would become commercially viable over time." CRSL anticipates that this process is likely to play out well beyond 2020. It might be expected that the shallow water segments of the construction vessel fleets will be the first to benefit from any improvement in the oil price, as shallow water fields tend to have lower break-evens than deepwater fields. However, CRSL believes that, so far in 2017, the main change in project sanctioning has been the return of large, deepwater projects where FIDs had been delayed since the downturn. It cites examples such as the FID for the US$3.75Bn Leviathan Phase 1 project off Israel as examples of this trend. "Based on the portfolio of projects on the verge of FID in 2014, this somewhat counterintuitive trend might continue into 2018 and 2019, creating more opportunities to utilise high specification construction assets such as large multipurpose vessels with cranes of 250 tonnes or more sooner than might otherwise be expected." *(Source: Offshore Support Journal)*

EMPYREAN IDENTIFIES 'EXCITING NEW PROSPECT' OFFSHORE CHINA

London-listed Empyrean Energy has confirmed structural validity of two prospects and identified a third significant target in a block offshore China, following preliminary mapping of 'raw seismic 3D data.' Empyrean has completed the preliminary internal interpretation of the 'fast-tracked' processing of raw seismic data from the recently acquired 3D seismic on Block 29/11, offshore China, the company said on Thursday. Empyrean has a 100 percent working interest during the exploration phase in the block, which is situated approximately 200 kilometers off Hong Kong in water depths ranging from 340-600 meters. The seismic survey, which began in June and ended in August, was performed by China Oilfield Services Limited (COSL). After the data was acquired, the seismic vessel demobilized from the survey area. The survey evaluated the extent of a potential geological tie between the LH 23-1d oil discovery

and Jade and Topaz prospects. Empyrean said that the preliminary interpretation confirmed the structural validity and the potential size of the Jade and Topaz prospects and revealed "an exciting new prospect" named Pearl which is located north of Topaz. According to the company, the preliminary prospective resources low estimates for the Jade prospect is 89 mmbbls. The best and high estimates equal 103 and 143 mmbbls, respectively. Likewise, the low, best and high estimates for the Topaz discovery are 280, 365, or 498 mmbbls and Pearl estimates are 84, 123, and 206 mmbbls. Empyrean CEO, Tom Kelly, said: "Empyrean is excited to confirm that, based on our internal preliminary analysis, Block 29/11 contains prospects of truly significant scale and size. That the three priority targets have a cumulative mean potential to contain 591 million barrels of oil is a great early result from the 3D seismic data recently acquired. "We will obtain better resolution and imaging from the full processing of data, a process which is underway and the results of which will be announced in due course, but these early results greatly exceed our expectations, and the data quality is excellent." *(Source: Offshore Energy Today)*

BOURBON SINKS DEEPER INTO THE RED AMID CHALLENGING OFFSHORE MARKET

French shipping company Bourbon Offshore recorded a bigger loss in the first half of this year compared to the prior-year period impacted by challenging offshore oil and gas services market. In its financial report on Thursday, the French company posted adjusted revenue of €459.5 million ($550M), down 23.3% compared with €599.2 million ($717.5M) in the first half of 2016. In the first half of 2017, the company recorded a net loss of €170.4 million ($204M), compared to €87.3 million ($104.5M) loss in the prior-year period. Group share net loss was €170.1 million compared to €104.3 million 1H 2016. This year's result was impacted by unrealized foreign exchange losses amounting to €50 million mainly due to the weakening of the US dollar. According to the company, during the first half of the year, the offshore services market continued to face a standstill on investment by the oil companies and consequently, a reduction in activity. Bourbon emphasized that the offshore PSV market continues to be affected by significant overcapacity and strong pressure on daily rates. The company maintained its vessels stacking policy and by the end of the first half, it had 100 supply vessels stacked. Cost control efforts enabled a reduction of 10% in direct and general costs compared with the second half of 2016 and 15.1% compared with the first half of 2016. *'Gradual return'* With oil prices having stabilized at around $50, oil companies have adapted and started again exploration-production projects, Bourbon said. Demand remains low; however, signs of a gradual return to drilling and development of existing oilfields are visible in certain countries. In this context, the company stated, utilization rates can be expected to stabilize in the Subsea and Crew boats segments. The Deepwater offshore and Shallow water offshore segments will see a slight upturn in activity but at prices that are expected to remain under heavy pressure due to the continued impact of vessel overcapacity on the market. *(Source: Offshore Energy Today)*

NDE OFFSHORE GEARS FOR OFFSHORE HVDC PLATFORMS INSPECTION JOB

Swedish IMR services provider NDE Offshore has been contracted by Siemens to carry out structural and subsea inspections of the xWin platforms. This is the second year in a row Siemens has called on NDE to carry out the survey. The project includes inspections of BorWin Beta, HelWin Alpha, HelWin Beta and SylWin Alpha high voltage direct current (HVDC) platforms. The work will be executed from the DP2 IMR, survey and light construction vessel **Edda Fonn**. Visual inspections and multibeam survey will be performed using an ROV and unmanned aerial vehicle –UAV/drone. *(Source: Offshore Energy Today)*

SALE OF VESSELS TO THE BRAZILIAN NAVY

SolstadFarstad (SOFF) has participated in a public auction in Brazil for the sale of three AHTS vessels to the Brazilian Navy, whereby the Brazilian Navy declared that SolstadFarstad had the best sales offer. Consequently, the Brazilian Navy has decided to acquire the three AHTS vessels **Sea Fox**, **Sea Vixen** and **Sea Stoat** from SolstadFarstad. Total sales price is BRL 82.8 mill (equal to USD 24 mill at the time of the auction) en bloc, and expected delivery to new owner is 4Q 2017. The sale of the three vessels will have limited effects on the company's profit and loss statement and cash balance. *(Press Release)*

BOURBON NAMES NEW CHIEF EXECUTIVE

French shipping company Bourbon Offshore has named a new CEO of the company as its current chief executive is heading out for a new role. At its meeting held on September 4, 2017, the board of directors of Bourbon confirmed Jacques de Chateauvieux as Executive Chairman, and entrusted Gaël Bodénès, as Chief Executive Officer, with the responsibility of the company management. The board also decided that Astrid de Bréon, as Chief Financial Officer, would be an integral part of the executive team. This change follows Christian Lefèvre appointment as Chief Executive Officer of Jaccar Holdings as of October 1, 2017, who consequently leaves his executive position at Bourbon, Bourbon explained on Friday. Lefèvre will remain a board member at Bourbon. Jacques de Chateauvieux, Executive Chairman of Bourbon Corporation, said: "As Bourbon implements its transformation plan, I am happy to see Gaël Bodénès, who successfully handled new customer expectations in his previous operational roles, take on this new responsibility for Bourbon." "With Astrid de Bréon fully empowered as part of the executive team, Bourbon has an able and committed management team, at this critical time, to build a new milestone in its history." Earlier this week, Bourbon reported its financial results for the first half of the year. The company recorded a bigger loss in this year's period compared to the prior-year impacted by challenging offshore oil and gas services market. When it comes to its fleet, Bourbon had 100 supply vessels stacked by the end of the first half of 2017. *(Source: Offshore Energy Today)*

WINDFARM NEWS - RENEWABLES

KEM OFFSHORE TO STAND GUARD OVER HOHE SEE AND ALBATROS OFFSHORE WIND FARMS

Danish ship owner KEM Offshore has won a long term contract to provide guard vessel services during the construction of EnBW's Hohe See and Albatros offshore wind farms in the German North Sea. The Hohe See wind farm will, combined with the Albatros extension, comprise 87 Siemens 7MW turbines installed about 100 kilometres offshore in the "BorWin cluster". Construction work is scheduled for commencement in the first quarter of 2018 and could run until April

2020, KEM Offshore said. "Our guard vessels already have proven track records in the North Sea market, but this is our first long-term contract and we are of course excited and very proud to have been selected by EnBW to perform this work," says Brian Schlosser, Business Development Manager at KEM Offshore. "Our feeling is that our clients have increased focus on parameters such as redundancy and vessel back up plans to ensure that construction schedules will not face any interruptions and with our fleet based in the port of Esbjerg and our capability to react very quick, we can offer our clients a reliable and no-nonsense setup that also works if unforeseen incidents occur." *(Subsea World News)*

WORLD'S FIRST OFFSHORE WIND FARM DISAPPEARS FROM HORIZON

DONG Energy has completed the decommissioning of the world's first offshore wind farm, the 4.95MW Vindeby built in the Danish Baltic Sea near the island of Lolland in 1991. Vindeby offshore wind farm was constructed as a demonstration project which was to prove whether it was possible to generate green power offshore. Following more than 25 years of successful operational life, DONG Energy decided to decommission the wind farm. In March 2017, contractors commenced the dismantling of the eleven wind turbines. Blades, nacelles and towers were dismantled and taken down individually by a mobile crane and placed on board a jack-up vessel. The concrete foundations were broken down on site, mainly by hydraulic demolition shears and a hydraulic hammer, but also by breaking down the concrete using milling tools. The broken-down concrete and reinforcement structures were subsequently collected, DONG said. "This is the first time we're dismantling an offshore wind farm, but luckily, we've been able to draw on our vast experience from constructing offshore wind farms and working offshore," said Leif Winther, Senior Lead Business Developer in DONG Energy. "In cooperation with the winning contractors, we developed the dismantling method and entered a long process with the authorities to obtain all necessary permits." Throughout the dismantling process, up to 20 workers took part in the work, which took place in periods when the weather permitted offshore work. Water depths of only two to five metres added to the challenging conditions, as only a limited selection of vessels were able to

work in the area, DONG said. All wind turbine components and parts from the foundations were shipped to shore in Nyborg Harbour. The components will be reused as much as possible as spare parts for other wind turbines, while the blades will be reused in a noise barrier concept. Prior to this, however, some of the blades will become part of a research project at DTU Risø. Components that are not immediately reusable have been transported to a certified recovery company. "And the tale of the world's first offshore wind farm off Vindeby on Lolland will be preserved for posterity with one wind turbine from Vindeby Offshore Wind Farm becoming part of the exhibition at the Danish Museum of Energy in Bjerringbro in Jutland," said Winther. During its entire lifetime, Vindeby offshore wind farm had generated 243GWh of power. This corresponds to what seven of the largest offshore wind turbines today can generate in a single year – or what DONG Energy's largest project to date, Hornsea One, can generate in 17 days. Watch the video HERE *(Source: Offshore Wind)*

BIBBY WAVEMASTER 1 OFFICIALLY NAMED IN ROTTERDAM

Ground-breaking Damen Service Operations Vessel makes her debut. On the 6th of September, at 1300 hrs local time, the naming ceremony of the **Bibby WaveMaster 1** took place at the cruise terminal in the Port of Rotterdam in front of more than 125 guests from the UK-based Bibby Group, Damen and a range of industry partners. More than ten members of the Bibby family attended while the Damen family was represented by Chief Commercial Officer Arnout Damen. The naming, by Lady Sponsor Mrs Jacky Blaikie, is the culmination of a programme that began nearly four years ago to develop a vessel that could meet the needs of the offshore wind industry in an efficient, economic and environmentally-responsible way.

The **Bibby WaveMaster 1** is the first of Damen's new class of purpose-built Service Operations Vessels (SOV) with Walk-to-Work (W2W) capability. The Damen Group identified the need for such a vessel back in 2013 following consultations within the offshore renewables industry and launched a research programme that set out to develop an entirely new concept from the ground up in cooperation with a number of key suppliers. The design that came out of this process combined DP-2 and a new motion-compensated gangway with an innovative hull design, a revolutionary internal layout, and a comprehensive range of additional innovations designed to increase efficiencies and reduce costs. In January 2016, Bibby Marine Services and Damen signed a contract for the building of the first of the new class, steel was cut for the first time just weeks later, and the new build was officially launched at Damen Shipyards Galati on 24 March 2017. In his speech to the assembled guests, Arnout Damen noted the shared longevity of the two, family-owned, companies totalling 300 years; 210 for Bibby and 90 for Damen, and the fact that the values shared by both organisations underpinned the success of the project. He then went on to describe the evolution of the SOV design and the critical role that Bibby played in it, before handing over to Stephen Blaikie, CEO of Bibby Marine Services. The speeches were then followed by lunch and guided tours of the vessel to show its many unique features. After the event, Stephen Blaikie

commented: "The day has been very successful and the weather remained kind to us. The location in Rotterdam was ideal. The **Bibby WaveMaster 1** will now undergo a few days of final systems testing before starting operations on 18 September with James Fisher Marine Services at Innogy's 336MW Galloper wind farm off the coast of Suffolk, UK, performing winter commissioning work on the project's substation and 56 Siemens 6MW turbines." In a demonstration of her versatility, on 1 April 2018 she will begin an assignment for Total E&P Nederland, working on gas platforms in the Dutch sector of the North Sea. "This was a conscious decision of Total to examine, explore and utilise techniques developed by the offshore renewables industry and import those techniques into the oil & gas sector," continued Stephen Blaikie. "The **Bibby WaveMaster 1** will deliver substantial cost savings over the traditional forms of transport / access and accommodation used for gas platform maintenance. Overall we are very pleased with our relationship with Damen and the quality and innovation that has been displayed in this vessel." "Everyone really enjoyed the day," concluded Arjen van Elk, Sales Manager UK & Ireland at Damen. "It was a very unique event for a unique vessel. Everyone was impressed by the finish and the quality, and also by the accommodation for the crew and personnel. We hope today marks the beginning of a new era in the SOV market and in our cooperation with Bibby." *(Press Release)*

GEOSEA PUTS A2SEA STRAIGHT TO WORK

A2SEA has signed an agreement to install 66 transition pieces (TPs) on the 396MW Merkur offshore wind farm for its new parent company – GeoSea. The jack-up Sea Challenger will for the first time transport and help install the TPs with mobilisation for the project starting in the beginning of October in Eesmhaven, Holland. The vessel can carry six TPs at a time. "We are very proud to be able to announce this project. It is the first time, **Sea Challenger** will install TPs, and we are confident, that the vessel and her experienced crew will perform yet another well-executed project on time, on budget and safely, to the satisfaction of our customers," says Michael Glavind, CEO at A2SEA. Employer of the Merkur offshore wind farm is Merkur Offshore GmbH, a joint venture

between its shareholders Partners Group, InfraRed Capital Partners, DEME Concessions and Coriolis, with GeoSea as main contractor for the Balance of Plant scope (EPCI). GE will supply 66 Haliade 150-6 megawatt offshore turbines for the project, to be installed by DEME some 45 kilometres north of the islands of Borkum. The wind farm is scheduled for commissioning in 2018. *(Source: Offshore Wind)*

CWIND AWARDED TP GATE CONTRACT

Two DONG Energy offshore wind farms set to benefit from CWind expertise. CWind, a leading provider of services to the offshore wind industry, announced today that it has been awarded a contract by DONG Energy, to install new and retrofit existing gates on the transition pieces (TPs) at the Gode Wind and Borkum Riffgrund offshore wind farms, located in the North Sea off the coast of Northern Germany. CWind, which is part of the Global Marine Group and delivers the Company's power capabilities, will use its own crew transfer vessels, assets and engineering expertise to help ensure the project is completed successfully and on time. The CWind Phantom, a 27.4m catamaran, will undertake the work on Gode Wind's 97 turbines and Borkum Riffgrund's 77 turbines. Work began on 1 September 2017, with the first phase expected to be completed in eight weeks. The entire project has been scheduled for completion within one year and will call upon the skills of eight of CWind's experienced electrical engineers and mechanical technicians, all of whom have benefited from training at the Company's in-house facility, the NWFTC (National Wind Farm Training Centres). Extensive navigational lighting and cable rerouting will be required to accommodate the new gates, demonstrating CWind's electrical engineering capability and capacity. "We have worked with DONG Energy for many years, including extensive prior work at Gode Wind, and we are pleased to continue our close business relationship," said Lee Andrews, Managing Director of CWind. "The decision to utilise the same site team for the new project, to ensure consistency, has been well received by the client. Our aim is to always deliver successful projects with excellent customer service. The fact that DONG Energy has returned to CWind demonstrates our can-do attitude and our ability to get things right first time." *(Press Release)*

DREDGING NEWS

TSHD ARZANA ALMOST READY TO HIT THE WAVES

The launching ceremony of new trailing suction hopper dredger (TSHD) **Arzana**, built by Royal IHC for the Abu Dhabi based marine contractor National Marine Dredging Company (NMDC), is set to take place later this month. The vessel, scheduled to be delivered in the first half of 2018, 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. 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

BASTIAAN RIGTER HAS BEEN APPOINTED MANAGING DIRECTOR OF SCHEEPSWERF KOOIMAN HOEBEE BV

Bastiaan Rigter has been appointed Managing Director of Scheepswerf Kooiman Hoebee BV as of 1 July 2017. Rigter will be taking over from Roel Mosterdijk, who has stepped down from his position as Managing Director. *Career* Bastiaan Rigter (1976) already visited the Hoebee shipyard as a child, on board the vessel of his parents, who were clients of the firm. Indeed, it seemed only natural that Bastiaan would embark on a career in the maritime sector. After earning a degree at the institute of technology (HTS), he worked for the Kooiman Marine Group for approximately 18 years. In 1999 Bastiaan joined Kooiman Engineering as a designer, and in 2004 he became company manager at

Scheepswerf Gebr. Kooiman in Zwijndrecht. In 2007 Bastiaan was appointed Director of Scheepswerf Kooiman van Os in Yerseke. The shipyard enjoyed substantial growth under his management. *Vision for the future* Bastiaan: "Over the next few years, our main focus will be on further building our market position in the Netherlands and far beyond. We will be investing in a new stem dock, which we intend to take into use before the end of the year. The dimensions of the dock are 40x21x4 (LxBxT), and it will create options for deep-draught vessels that are currently limited to using the large-scale shipyards along the sea coast. In addition, inland and sea-going vessels will have to spend less time on the slipway, since a share of the work can be completed in the stem dock. This benefits both our clients – who save on money that would otherwise be paid for days on the slipway – and Kooiman Hoebee – since it can accommodate more vessels on its slipways in a given time span. The new stem dock also allows us to expand our service range with 'on the spot' services. The plan is to increasingly develop Scheepswerf Kooiman Hoebee into a full-service shipyard that clients can turn to for a range of services besides regular maintenance. It's important in this context to preserve continuity. We need to both retain our existing clients and offer services to new ones. We want to take all our clients' concerns off their hands, from A to Z. That's our mission." *(Press Release)*

BOLLINGER DELIVERS THE USCGC JACOB POROO TO THE USCG – THE 25TH FAST RESPONSE CUTTER

Bollinger Shipyards has delivered the **USCGC Jacob Poroo**, the 25th Fast Response Cutter (FRC) to the U.S. Coast Guard. The Coast Guard took delivery on the 5th of September 2017 in Key West, Florida. The vessel's commissioning is scheduled for the 8th of November in New Orleans, Louisiana. "We are excited to announce the delivery of the latest FRC, the USCGC JACOB POROO," said Ben Bordelon, Bollinger President & C.E.O. "This FRC built by Bollinger Shipyards will be the second FRC to be stationed in Pascagoula, MS. Previous cutters have been stationed in Florida, San Juan, PR, Cape May, NJ, Ketchikan, Alaska, Pascagoula, MS and Honolulu, HI. FRCs already in commission have seized multiple tons of narcotics,

interdicted thousands of illegal aliens and saved many lives. The FRC program is a model program for government acquisition and has surpassed all historical quality benchmarks for vessels of this type and complexity. The results are the delivery of truly extraordinary Coast Guard cutters that will serve our Nation for decades to come. As we reflect on the U.S. Coast Guard's importance to our Nation framed by the Coast Guard's heroic response to Hurricane Harvey in Texas and Louisiana, we are extremely proud that the Fast Response Cutters built by Louisiana craftsmen here at Bollinger Shipyards are having such a major impact on our country's safety and security." The 154 foot patrol craft **USCGC Jacob Poroo** is the 25th vessel in the Coast Guard's Sentinel-class FRC program. The FRC has been described as an operational "game changer," by senior Coast Guard officials. To build the FRC, Bollinger used a proven, in-service parent craft design based on the Damen Stan Patrol Boat 4708. It has a flank speed of 28 knots, state of the art command, control, communications and computer technology, and a stern launch system for the vessel's 26 foot cutter boat. Each FRC is named for an enlisted Coast Guard hero who distinguished him or herself in the line of duty. This vessel is named after Coast Guard Hero Jacob Poroo. For heroic and courageous action during his efforts to attempt a rescue and respond to a major building fire at the LORAN station in Adak, Alaska in 1968, Poroo was posthumously awarded the Coast Guard Medal. *(Press Release)*

GULF ISLAND AWARDS GIBBS & COX RESEARCH VESSEL DESIGN CONTRACT

Arlington, VA, headquartered naval architecture and marine engineering firm Gibbs & Cox, Inc. has been awarded a contract by Gulf Island Shipyards, LLC, to perform the functional engineering and design of the Oregon State University Regional Class Research Vessel (RCRV). The vessel will be ABS Ice-Class C0 and DPS-1, Green-Marine Certified, acoustically quiet, and carry up to 29 crew and embarked scientists. Gibbs & Cox, Inc. will manage this project from its New Orleans, LA, office with support from its offices in Newport News, Chesapeake and Arlington, VA. "We are

delighted to be a part of this important project with Gulf Island Shipyards. RCRV is a state of the art research vessel employing the latest environmental and acoustic research technologies. We look forward to the opportunity to leverage our expertise in commercial and naval ship design to ensure the success of this program," said Chris Deegan, President and Chief Executive of Gibbs & Cox, Inc. "Gulf Island is excited to team with Gibbs & Cox on this important project and we look forward to working with them as they mature the design package. Gibbs & Cox's reputation for high quality work and on time delivery of engineering and design products make them an ideal partner for this project," said Jay Hebert, Vice President of Operations at Gulf Island Shipyards. Artist's rendering of new OSU research vessel Oregon State University. *(Source: MarineLog)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

   - Talas on trails in the Rotterdam Europoort
   - Emba commenced trails
   - Damen Shipyards Group delivers Shoalbuster 3209 to ISA Towage B.V.
   - Svitzer purchases newbuild 70 tbp ASD tug strengthening the fleet in Avonmouth
   - Svitzer expanding port cover in Portugal

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

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