Tugs Towing & Offshore Newsletter

18th Volume, No. 77 *1963 – "54 years tugboatman" – 2017* Dated 24 September 2017

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

Distribution twice a week 11.050+

TUGS & TOWING NEWS

NEW LIFE FOR EXISTING TUGS

The tug Handy Three built by Great Lakes Shipyard in 2012 was delivered to Puerto Rico Tug & Barge San Juan that same year. Moran Towing purchased the assets of the company in 2015 and part of the purchase included the **Handy Three**. The vessel was outfitted with a Series 500 Towing Winch and intended to be used for interisland towing. The vessel was outfitted with a JonRie Series 230 Assist winch this spring to be used to preform Ship assist services in the San Juan Harbor. Moran **Handy Three** with its new Series 230 Assist Winch on her bow. The winch has a line pull of 20,000 lbs., a 350,000 lbs. braking system and has the capacity to spool 450' of 7" Hawser. *(Press Release by B. Twibill)*

SIX VESSEL ORDER COMPLETED

Delivery of **Svitzer Avon** to the Port of Bristol in the UK signals the completion of Sanmar's six boat build contract as part of Svitzer's tugboat replenishment programme known as the Silver Bullet Project. The successful conclusion of this order brings the collaboration between Turkey's leading tug builder and Canadian tug design specialists, Robert Allan Limited (RAL), to a record level of well

in excess of 150 vessels. All six high performance tugboats are RAL designed RAstar 2800 E designs designated by the builder as the Sanmar Terminal Class measuring 28.2m x 12.6m. Each has a bollard pull in excess of 70 tonnes derived from a propulsion plant comprising a pair of MTU 16V4000 M63 diesel engines, each rated 2000 kW at 1800 rpm, and each driving a Schottel SRP 460 fixed pitch Rudderpropeller unit in ASD configuration. However, a number of modifications to the standard class were incorporated to meet this customer's operational needs and other preferences and have been ABS classed with Towing Vessel and FIFI1 notations. At the time the original contract was placed, Svitzer remarked that Sanmar was selected due to its outstanding safety performance and construction quality, together with a competitive price. As the final boat of the sextet left the custom built Turkish shipyard, Sanmar managing director, Cem Seven, commented that his company enjoyed working with discerning customers such as Svitzer. "Furthermore we are continuing this successfull relationship with an additional order in build for four slightly larger, more powerful ASDs for a Svitzer operation in Morocco." This contract will bring the total number of tugs delivered by Sanmar to this customer to a total of 19. *(Press Release)*

EXPECT MORE CONVERGENCE ON TUG SAFETY, SAYS BUREAU VERITAS' GIJSBERT DE JONG

Bureau Veritas marine marketing and sales director Gijsbert De Jong has told delegates at Riviera's Asia Tug Technology & Salvage Conference in Singapore that the move towards harmonised safety standards for tugs is gaining momentum. Discussions around standardising rules for deck machinery on tugs are well advanced, Mr De Jong revealed, adding that the International Association of Classification Societies is developing standards for emergency release systems on towing winches. Since a 2008 joint industry project, which included BV, LR and ABS, came to an end, Mr De Jong says that BV continued to work with industry on developing safety guidelines, but the move to reconnect with the other class societies "to actually get a harmonised safety standard for tugs" is unmistakable, he says. Delegates also learned that an updated version of the new class rules for tugs

and offshore service vessels Bureau Veritas launched earlier this year will be made live in January 2018. "We already have in place the stability and towing equipment requirements and are now going to move forward with voluntary compliance with a new set of harmonised safety equipment that govern safety equipment on board." Part of the rationale is to create a level playing field between tugs below 500 gt (which fall outside the requirements of the ISM code) and tugs above 500 gt. Mr De Jong stopped short of calling for ISM to be made mandatory for all tugs. "What is important is that we make the step from developing purely design-related safety regulations and translate into more operational guidance. I believe that a voluntary application of ISM [for vessels that fall outside its scope] is definitely a very good way forward." He also alluded to the 'self-regulating impact' of the oil majors on the industry. "What we see now in a lot in offshore operations is that oil majors will not typically take a vessel for hire if that vessel does not have a class-approved stability booklet. It is one way oil majors push to make the industry compliant with new regulations which are not yet in to force." Warming to the 'self-regulating' theme he hoped that industry would take it upon itself to phase out older vessels. "What we are seeing is that the older harbour tugs are being phased out and replaced by more modern tonnage. Merchant vessels are becoming bigger and becoming faster and the older fleet is no longer capable of servicing these big ships." BV is also working with industry partners towards creating a traffic light system to improve the operational guidance to the Master on board the ship, especially for escort operations. What was not in doubt, according to Mr De Jong is that the biggest vulnerability when it comes to safety, remains the human factor. *(Source: Tug Technology & Business)*

TRI-ESCORT-ASSIST-TOW

JonRie's very first Tri-Winch set has made its debut onboard Seabulk Towing's new Rotortug, 'Trident'. The first of three, this capable Robert Allan Tri-Z-Drive Tug (built by US yard Master Boat) has 5,750 HP giving it a bollard pull of 86 tons. The 33m by 14.5m tug is going into service around Port Everglades in the US, where it will be used for a number of towage, escort duties and ship assistance. It's a timely move as the Florida port is expecting to attract the larger container

vessels coming through the Panama Canal; it's already looking likely as recently a 13,000teu COSCO vessel made headlines with its first trip to the US' East Coast. Further, the port is involved in developing its own main navigational channel and fairway, completion due sometime between 2021 and 2024. Usefully, the JonRie Tri-Winch set has been designed to take on a number of hefty duties. It comprises a Series 230 winch on the bow for escort work and ship assistance while on the stern on is a Series 500 double drum winch with a brake capacity of 300 tons plus a line speed of 100 ft. per minute. Just like the bow unit, the starboard escort and port towing drum has a level wind with enough capacity to spool 600 ft. of 9" hawser while the port-side drum is set up to work aft during ship assistance for emergency tows. The three winches most importantly, an independent, Hagglunds motor driving each drum directly rather than via a clutch – this even includes the level wind and the capstan - making for a very fast response. It's a particularly useful characteristic for the fast-loading inertia typical of escort operations. It's also flexible: the dual 75 HP Hydraulic Power Units (HPU) can be cross connected to run one winch at faster line speed as well as for independent operation of both bow and stern drums. The Tri- winch set also has many other features likes it's Dual foot control to allow for hands free operation of each winch press down to payout and heal back to haul in. Unique are the three winches and its drives which are all independent and direct for each drum from the gypsy to the level wind. All operations are performed from the wheel house and are safe operations as no one is needed on deck for each operation once the lines are hooked up. Also include in the system is JonRie's Tension readout system for each drum with side lights and dimming for night use. *(Press Release by Brandon Durar)*

TUG INDUSTRY HAS FAITH IN HYBRID SOLUTIONS

Hybrid propulsion with energy storage will be a winning technology for tugs in the future, according to delegates at Riviera's inaugural Asian Tug Technology and & Salvage Conference in Singapore. Responding to an exclusive poll commissioned by class society Bureau Veritas, 54% saw hybrid propulsion with energy storage systems as the technology or innovation likely to have the greatest positive impact on operations. High performance tugs with multiple thrusters along the tug length attracted 24% of the vote, while unmanned tugs drew 14% and gas as fuel – whether LNG or CNG – trailed with 8%. A more emphatic vote of confidence was delivered in a follow-up poll where 89% of delegates stated they saw the future as being hybrid and electric propulsion led. Perhaps surprising is that the 7% who voted for nuclear eclipsed the 2% who

opted for diesel mechanical. The key barriers to quicker uptake of hybrid and electric propulsion were seen as 'industry mindset and willingness to adopt a new technology'. Complexity and cost were also cited. Nonetheless, the poll results are a timely boost for engine major Wärtsilä who unveiled their Wärtsilä HYTug series at the conference. Wärtsilä Marine Solutions' Ay Hwa Ngoh gave a detailed presentation which emphasised that the new series can be powered either by a diesel-mechanical hybrid combination, or diesel-electric hybrid propulsion, and the designs cover a 40 to 90-tonne bollard pull range. Reflecting on the poll results, Mr Ngoh said it was a powerful vindication of Wärtsilä's belief that new tugs will increasingly rely on battery technologies and hybrid propulsion. "We will take encouragement [from the result] to work on new technologies and to bring [further] solutions to the market that reduce fuel consumption and environmental impact," he said. A fuller report on the Wärtsilä HYTug series will feature in an upcoming issue of Tug Technology & Business. *(Source: Tug Technology & Business)*

EXTREME LINE PULL WINCHES FOR MCALLISTER

JonRie Intertech, has supplied its sixth ship set full 90 ton line pull winch for installation on McAllister Towing & Transportation Company, Inc.'s 5,150 HP twin Zdrive reverse tractor tug **Jeffrey McAllister**. Built by Eastern Shipbuilding, Panama City, FL, the 92' (30 meter) x 36' (11 meter) tug has a bollard pull of 75 tons and is the latest addition to the McAllister The JonRie Series 250 Escort Winch was Fleet. designed to handle in the recover mode the full bollard pull of the vessel. The winch is capable of 180,000 lbs. (90 ton) line pull, making it ideal for escort work, LNG terminals and ship assist of large new generation containerships. The addition of the Jeffrey makes McAllister one of the largest fleets on the U.S. East Coast with high horsepower tugs equipped with super duty winches. The tug will serve the port of Charleston, SC. New features on the winch are its stainless-steel brake drums and 24 volt back up abort system to insure extra safety if power is lost to the tug. Other features include FULL Render/FULL Recover, that will allow the tug to free wheel

away from its tow and also heave in at any speed. Jeffrey McAllister The JonRie Series 250 Escort Winch at 250 HP pictured on the tug Jeffery is one of the most powerful winches in the USA. The most powerful Escort Winch in the USA is the Tate McAllister at 350 HP working in Port Everglades. *(Press Release by J. Brown)*

ESCORT MODEL TESTING

Burchett Marine conducted tests at Warsash Maritime, Southampton UK and the JonRie patented APEW system for Tugboat Escorting proved not only to increase the bollard pull, but proved the system enhances the tugs stability due to the up lifting loads created by the position of the winch. In an escort, the tug cannot heal over, which is still a problem with a conventional winch and staples. The test conducted at Warsash (ASDs and VSP) were conducted using scale model tankers and TEU container ships. The stopping and turning of the vessels was increased since the last testing at Port Revel, France. The 3 new tugs tested were a 39M VSP, 42M ADS and a 30M ASD. The tugs with increased skeg and staple length increased the turning response time and with increased uplifting force and the weight of the tug the whole system enhances safety and turning bollard pull. The stopping response time increased to the distance of the length of the vessel at 10 knots. Testing was conducted on the Nigeria LNG tanker, **Intrepid** Panamax ship and the VLCC **Diligence**. The industry has stated that a 6,700HP tug is the max to dock and undock post Panama 20,000 TEU container ships but when in an escort only one ship is required to steer the vessel out of harm's way and extra increase in turning force and time is the difference between success and disaster. *(Press Release by Ron Burchett)*

NEW ASD FOR MARINE TOWING OF TAMPA

JonRie Intertech, has commissioned its new Container Master Series "220" Double Drum Escort Winch. Now installed on the new Marine Towing of Tampa ASD tug **Independent**, the new bow winch was designed for a larger capacity rope, as can be seen from the photo. This concept, used on the Panama Canal for many years as a redundant line tethered to the ship also acts as an Escort Bridle making the tug more stable in prop wash during long escorts. The twin drums also afford less loading on each rope under braking. Both drums

feature JonRie's Constant Tension systems. All winches on the tug feature independent drives for each drum and JonRie's standard foot pedal for hands-free operation. Also featured on each drum is JonRie's side light with dimmer Tension read-out system. The Tension Meters also include and adjustable alarm pilot light so when a preselected tension is selected is exceeded it will alarm the master of an overload. The winch has the capacity to spool 600' of 9" Hawser, 18 Ton line pull and a line speed of 100 FPM. All winches have an auto abort system and a backup 24 VDC system if power is lost on the tug. All controls, soft starter and 75 HP HPU are the design and supply of JonRie. *(Press Release by B. Davis)*

MARINE ENGINEERING BUREAU: HALF OF RUSSIA'S TOWING FLEET IS RENOVATED, BUNKERING FLEET SITUATION IS WORSE

About a half of Russia's towing fleet has been renovated, recent years have seen considerable success, Gennady Yegorov, Director General of Marine Engineering Bureau, said at the 2nd International Conference "Advanced port fleet - the basis of safety" held by Media Group PortNews on 18 September 2017 in Saint-Petersburg. According to him, most of new tugboats were built by Damen, Pella and Craneship shipyards. He also emphasized that tugboats are traditionally used for different purposes. As Vladimir Skepko, Seniour Specialist of the Russian Maritime Register of Shipping, said at the Conference, average age of tugboats in Russia is 27 years. Among the shipyards building tugboats he also mentioned Yaroslavsky shipyard. The year of 2017 has seen the delivery of 22 RS class tugboats (including those for the military purposes). Meanwhile, the situation with renovation of Russia's bunkering fleet is worse, said Gennady Yegorov. Modernization of old takers or purchase of chemical carriers is among the key methods of this fleet renovation today. However, chemical carriers are not perfect for bunkering as they feature high superstructure and poor maneuverability at low speed. *(Source: PortNews; Photo: Pella)*

UNION LYNX WITH LOADED BARGE TO EEMSHAVEN

On the 20th September was seen the Belgium registered with call sign ORRW tug **Union Lynx** (9178410) leaving the Western Scheldt river with in tow the barge **CC Atlantique** loaded with a jacket destination the Eemshaven; Netherlands. The transport on the river was assisted by the German registered with call sign DKEY tug **Carl** (Imo 9112739) as steering tug. The **Union Lynx** built in 1999 by Kvaerner Kleven yard under number 281 is owned by Smit Shipping Singapore Pvt. Ltd. – Singapore. The tug has a length of 73.50 mtrs a beam of 16.40 mtrs and a depth of 8.00 mtrs. Her two Wärtsila 12V32 develops a total output of 11,040 kW (15,000 hp) with a free sailing speed of 15.5 knots. She is classed Bureau Veritas I ✠ Hull ✠ Mach Anchor Handling Tug Supply Vessel Unrestricted Navigation. The Carl was built in 1995 by Irving Shipbuilding's East Isle Shipyard Ltd. - Georgetown, Canada under yard number 62 for Atlantic Towing Ltd as the Atlantic Spruce. In 1997 sold to K/S Bugsertjeneste III A/S and managed by Østensjø Rederi A/S – Haugesund; Norway and renamed **Felix**. Now she is in charter at Multraship. (Photo: Huib Lievense)

SIC AGREES TO BUY £7.6M SELLA NESS TUG

SHETLAND Islands Council has decided to go ahead with buying the £7.6 million tug currently being leased at Sella Ness. The purchase of the Dutch vessel **Multratug 29**, which was chartered in April for three years as a replacement for the outgoing **Tirrick**, is due to go through on 25 October. Following a recommendation to buy from the harbour board last week, the final decision was taken at Wednesday's full council meeting in Lerwick. The council has an option in its contract to purchase the two-year-old tug, which would cost £7.6 million if bought after six months of operation. A decision to exercise that option had to be made by close of play on Wednesday. The performance of the tug has been monitored and the "vessel has in most cases exceeded both the specifications and expectations of sea staff". Purchasing the tug was deemed to be more cost effective than continuing to charter the vessel

for the next three years – which would have cost just over £1 million per annum. The capital costs of buying the boat will be funded by external borrowing, but harbour fees and charges will recoup the money spent. Speaking at Wednesday's meeting, harbour board chairwoman Andrea Manson described last week's talks on the tug as a "wide-ranging discussion" with "input from the officers, input from the crews and input from the pilots". The matter had previously bypassed the harbour board, with North Mainland councillor Alastair Cooper successfully securing an emergency meeting last month when the business case was presented to the policy and resources committee. "We're reassured that this is a good vessel, which can do any task which is set for her," Manson said. "It's affordable and a sensible buy, therefore I recommend it to you." West Side member Theo Smith welcomed the fact that staff who used the tug had been asked to give their thoughts directly to the harbour board. Lerwick North councillor Stephen Leask said he had been reassured over the cost-effectiveness of buying the tug should towage be put out to tender in the future. He was encouraged to hear from infrastructure director Maggie Sandison that if the "vessel is going to be in a transfer of tender, it would be taken over by not necessarily the council." The motion to buy the tug was moved by Manson, with North Isles councillor Ryan Thomson seconding. *(Source: Shetland News; Photo: Frans Sanderse)*

SERCO OVERHAULS TUG FOR UK ROYAL NAVY SHIPHANDLING

Serco Marine Services has returned its tractor tug **SD Faithful** to service for the UK Royal Navy after a major overhaul. The twin tractor tug's engines and generators were updated and reconditioned by Royston at A&P dockyard in Falmouth, UK, so it could return to push-pull ship handling operations in Devonport. Royston said the work involved top-end repairs on the tug's two Ruston 6RKCM main engines and a full overhaul of a Cummins 6CT8.3D(M) generator. The engine work included removal of all the fuel injectors, main engine seawater and fresh water pumps, four cylinder heads and charge air coolers. Main engine components were shipped to Royston's Tyneside engineering workshop for cleaning and onsite

engineers removed the four pistons from the main engines for inspection. This work was witnessed by a Lloyd's Register surveyor. With the Cummins generator, a full strip down enabled the cylinder head to be sent to the Royston workshop for reconditioning, which included fitting new valves and valve guides. The seawater pump and cooler were also cleaned and reconditioned. On site, all major generator components were renewed using Cummins parts. This included new pistons, cylinder liners, main bearings, oil pump and water pump, new seals and gaskets. On completion of this work, **SD Faithful** completed successful sea trials and was returned to service as part of the Serco Marine Services support contract with the UK Royal Navy. Serco added to the UK fleet this year when **SD Tempest**, a RotorTug, entered service and helped tow the first of Royal Navy's two new aircraft carriers. *(Source: Tug Technology & Business)*

Q3 2017 TSAVLIRIS ACTIVITIES

BULK CARRIER "RAINBOW HARMONY"

On 14 June 2017, the Bulk Carrier "**Rainbow Harmony**" (GT 22,456 – DWT 35,106) immobilised about 300 miles west of Luanda, Angola following generators failure. During the incident the vessel was on a passage from Panjang, Indonesia to Brake, Germany, laden with 32,000 tonnes of indonesian palm kernel expeller in bulk. On 18 June, Tsavliris Salvage were contracted to provide assistance and on 19 June the AHTS "**UOS Explorer**" was dispatched from Limbe, Cameroon, arriving at the casualty's position on 22 June. The vessel was supplied with 50 tonnes of fresh water and 30 cases of bottled water. Tow line was established and towage to Walvis Bay, Namibia commenced on the same day. The convoy arrived safely at destination on 2 July. The salvage tug provided standby services at Walvis Bay anchorage according to the Master's instructions until 26 July when the operation was completed and the salvage tug was released. *(Press Release)*

BULK CARRIER "VSC POSEIDON"

On 26 June 2017, the Bulk Carrier "**VSC Poseidon**" (GT 40,357 – DWT 74,957) encountered main engine malfunction and anchored north of Salvador, Brazil. The vessel was en route from Mobile, USA to Richards Bay, South Africa, laden with 54,000 tonnes of shoal creek coking coal. On 26 June, Tsavliris Salvage were contracted to provide assistance and on 27 June, Tsavliris' Salvage Master was instructed to inspect the tugs "**TS Merito**" and "**TS Favorito**" (60 TBP each) before they were dispatched from Rio de Janeiro (Niteroi), Brazil on 28 June. Moreover, various meetings were held with the Port Authorities regarding entry permits to Salvador. On 2 July, the two tugs arrived at the casualty's position and tow lines were established in adverse weather conditions. Due to strong wind (40 knots) and swell (up to 4 meters), both tugs disconnected for safety reasons and stood-off the casualty. Significant dragging of about 600 metres was noted towards submerged cables (fiber optics), approximately 2 miles from the anchored position. All towing arrangements for safe re-

connection were made and on 6 July towage commenced with difficulties and interruptions due to prevailing weather conditions. On 9 July, the vessel safely anchored south of anchorage No 5. Due to prevailing swell, technicians and surveyors were unable to board the vessel for inspection. A meeting was held at Harbor Master's office with all parties concerned including Navy Officers. It was agreed that the vessel proceed to anchorage No. 3 for repairs with the assistance of the two salvage tugs and two port tugs, the "**Mercurius**" and the "**Cepheus**". On 13 July, the salvage master boarded the vessel and the convoy arrived safely at No. 3 anchorage. The two port tugs were released while the two salvage tugs provided stand by services. On 14 July, the services were terminated and both tugs were released. *(Press Release)*

BULK CARRIER "NAVIOS ORBITER"

On 12 July 2017, the bulk carrier "**Navios Orbiter**" (GT 39,727 - DWT 76,602) experienced mechanical failure and was immobilised approximately 64 nautical miles east of Lisbon, Portugal. The vessel was en route from the Amazon River, Brazil, to Lisbon and Amsterdam, laden with 55,000 tonnes of soya beans. On 13 July, Tsavliris Salvage was contracted to provide assistance and on 14 July the "**VB Hispania**" (BHP 8,046 - BP 103T) was dispatched from Ceuta, Spain to her assistance via Gibraltar for the embarkation of the shipowner's

superintendents. On 14 July, the tug arrived at the casualty's position and on 15 July tow connection was established and towage to Lisbon commenced. On 17 July, the convoy arrived at destination and proceeded to the inner anchorage with the assistance of two port tugs. The operation was completed successfully on the same day. *(Press Release)*

MV "MISTRAL"

On 20 July 2017, the general cargo vessel "**Mistral**" (GT 5,469 – DWT 7,321) was immobilised, due to main engine problem, while transiting the Dover Straits TSS and anchored 19 miles north east of Dover, English Channel. The vessel was en route from Constantza, Romania to Hamburg, Germany, laden with 5,000 tonnes of bulk corn. On the same day, Tsavliris Salvage were contracted to provide assistance and established direct contact with the UK Coastguard (Counter Pollution and Response branch and Salvage Officer). On 21 July the T/B "**Lingestroom**" (BHP 4,000 – TBP 62) was dispatched from off Cherbourg, France to her assistance. The tug arrived on the same day at the casualty's location, established tow connection and commenced towage to Hamburg. In the evening, the convoy arrived safely at Elbe Pilot station, where a pilot boarded and a stern tug was connected. On 24 July, the vessel arrived at Hamburg and berthed alongside, with the assistance of port tugs. The operation was completed successfully on the same day. *(Press Release)*

BULK CARRIER "TRIUMPH"

On 27 July 2017, the Bulk Carrier "**Triumph**" (GT 30,661 – DWT 50,619) immobilised due to main engine problems approximately 1,050 miles west of Port of Ensenada, Mexico in the Pacific Ocean. During the incident the vessel was on a voyage from Port Rhoades, Jamaica to Longkou, China, laden with 47,000 tonnes of bulk bauxite. On 29 July, Tsavliris Salvage dispatched the MT "**Michelle Foss**" to her assistance, from Seattle. Prior to departure the tug was supplied with 10 drums x 220 litres oil for transfer to the casualty. On 2 August, the "**Michelle Foss**" arrived at the casualty's position and

delivered about 20 tonnes of fresh water. However, due to prevailing swell it was impossible to deliver the oil drums to the casualty. Towing connection was established and towage to Ensenada commenced. During the towage, the vessel was supplied with an additional 20 tonnes of fresh water. Due to heavy yawing of the tow, the tug's speed was reduced to avoid damages. The convoy arrived safely at Ensenada on 14 August. With the assistance of "**Michelle Foss**" as leading tug, two pilots and three port tugs, the vessel berthed. The "**Michelle Foss**" berthed alongside at pier No. 2, waiting outward clearance and to deliver the oil drums to the casualty. On 15 August, the oil drums were delivered to the vessel, the "**Michelle Foss**" was released and the operation was completed. *(Press Release)*

ACCIDENTS – SALVAGE NEWS

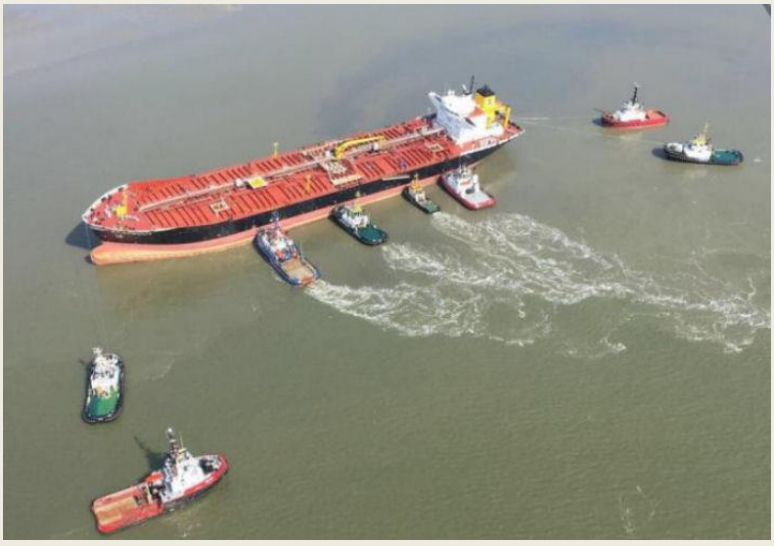
ARE AUTONOMOUS TUGS AUTOMATICALLY A GOOD THING?

A major talking point at Riviera's Asian Tug Technology & Salvage Conference in Singapore has been the advance of autonomous and pilotless tugs. SMIT Salvage contract manager Dave Wisse pointed out that autonomous ships are still operated by humans, albeit from shore… "and humans can make mistakes. These vessels will of course sail in heavy weather and in busy traffic lanes, and will of course have to reckon on other vessels too." He acknowledged that an accident involving an autonomous vessel "could be more difficult from a salvage perspective. The crew has, in a way, already evacuated meaning you cannot liaise with anybody on board which might be more challenging." However, he added that this was not insurmountable. Referencing the case study on the salvage of **Modern Express** which he presented at the conference, he pointed out that "Smit has been able to save a vessel when there is no crew on board." Others saw advantages in unmanned tugs when engaged in safety operations, including fire-fighting operations. Ultimately the issue might not be technical or economic, but regulatory. Bureau Veritas' Gijsbert De Jong said the class society was having fruitful discussions with flag states when it came to unmanned vessels engaged in local operations. "On international voyages, we are having interesting discussions with legal representatives on how we are going to have to adapt international legislation." *(Source: Tug Technology & Business)*

TANKER GROUNDS AFTER COLLIDING WITH BULKER OFF ANTWERP

The 40,600 dwt tanker **Seatrout** has run aground off Antwerp after it collided with the bulk carrier Usolie. The incident occurred in the early morning hours on September 20 while both vessels were sailing in the same direction on the Scheldt river. The tanker was not loaded with cargo at the time. The authorities said that the tanker, which is being monitored by several tug boats, would be refloated at high tide in the afternoon hours. The salvage operation is scheduled at around 3 pm local time, when six tugboats will try to pull the ship from its resting place, according to Zeeland Veilig. Vessel traffic is the area would be halted at the time of the salvage operation. The 188-meter-long **Seatrout**, which was on its way from Antwerp to Russia's Ust-Luga port when it collided with the bulker, is currently stable and the ship's 17 crew members are reported to be safe. After initial inspection, Zeeland Veilig informed that the bulk carrier does not have any visible damages. The 68,788 dwt ship sailed to Vlissingen, where it is currently anchored, according to AIS data provided by MarineTraffic. *(Source: World Maritime News; Photo: KNRM Hansweert)*

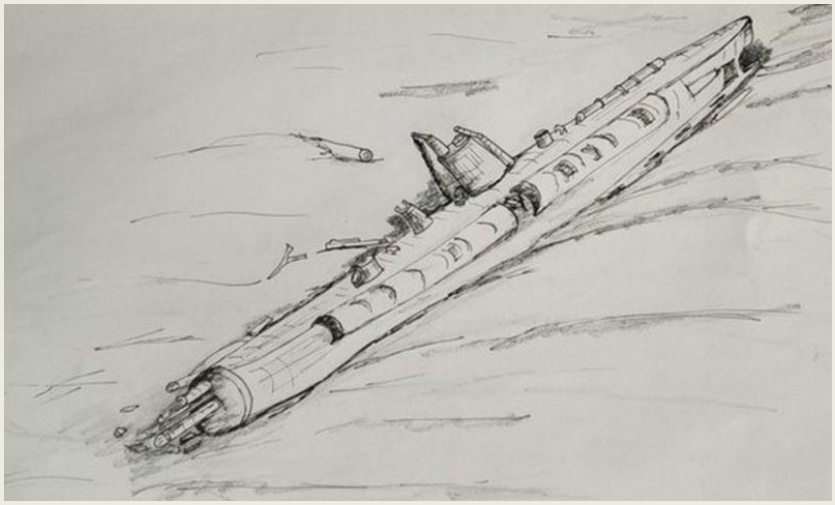
TANKER SEATROUT REFLOATED, TAKEN TO VLISSINGEN



A group of six tugs managed to refloat the 40,600 dwt tanker **Seatrout** during high tide on September 20, according to Zeeland Veilig. The ship, which ran into trouble off Antwerp earlier the same day, came loose just before 4 pm. Dutch towage and salvage companies Multraship and Kotug Smit were called to conduct the operation. Involved were the tugs "**Multratug 14**", "**Multratug 27**", "**Multratug 22**", "**Multratug 30**", "**Union Pearl**" and "**Experience**" which had started the salvage attempt at 3 p.m. The 188-meter-long **Seatrout** was then

escorted to Vlissingen, the Netherlands, where it is scheduled to undergo further inspections. **Seatrout** ran aground in the early morning hours of September 20 after colliding with the bulk carrier **Usolie**. At the time, both vessels were sailing in the same direction on the Scheldt river. The tanker, which was sailing from Antwerp to Russia's Ust-Luga port, was not loaded with cargo at the time. Zeeland Veilig earlier informed that the bulk carrier does not have any visible damages. The extent of damage on the tanker is currently unknown. Relevant authorities launched an investigation into the matter. *(Source: World Maritime News; Photo: Rijkswaterstaat)*

WELL-PRESERVED WRECK OF WWI U-BOAT LIKELY HOLDS BODIES OF 23 CREW MEMBERS



The well-preserved wreck of a World War One German submarine, possibly still containing the bodies of its 23 crew members, has been found off the Belgian coast. The use of submarines, often referred to as U-boats, in World War One to disrupt British trade routes in the English Channel and the North Sea was a key part of German tactics. The 93 German U-boats stationed in Belgian ports downed more than 2,500 ships but were also a target themselves, with 70 of them lost at sea, killing 1,200 sailors. It was not yet clear which of the 11 known wrecks of the German submarines had been found, and authorities said they would not give the exact location of the wreck to deter looters. "Of the 11 downed U-Boats in Belgian waters, this one is the best-preserved example," the province of West Flanders said. Belgium's North Sea minister said he would investigate whether the wreck could be recognized as a heritage site. *(Source: gCaptain)*

63 DAYS ON, LUCKY SEVEN CLEARS FIRST MAJOR HURDLE

Grounded vessel MV **Lucky Seven** finally eased off Miramar beach, where it had been stuck for 63

days, after two tug boats pulled it out about 400m towards the sea on Monday. In a synchronized operation that lasted two hours at high tide and watched by company officials, curious tourists and locals, the heavily battered ship finally moved free of the coast at 11.30am to be hauled near a sand bar in the river. "This is the last sand bar. We could not move her further as the high tide has ebbed," Narinder Punj, consultant, GoldenGlobe Hotel Pvt Ltd said. Company officials, salvors and port administration officials appeared cheerful as the ship receded further off the coast. For tourists and even locals, the ship had been an additional attraction at one of Goa's most popular and accessible beach. Tourists were seen clicking the last selfies with their backs to the vessel. For regular evening walkers and visitors, the ship was visible till late, but at midnight, the salvors are expected to exploit tide conditions to pull it over the last sand bar. The range of the morning tide was 2.7m. The operation with two tug boats—**Maria** with 60 tonnes bollard pull and **Minakshi** with 20 tonnes bollard pull— was difficult in rainy and stormy conditions. "The winds picked up speed and the smaller tug had to hold the rope firmly while the other pulled it," Punj said. The rope linking the boat to the bigger tug even got entangled with the anchor and had to be freed. The vessel, just a floating piece without engine, will be shifted off the Aguada coast for repairs that may last a week. "She will be moved to a safe place for underwater patchwork," Captain James Braganza, ports administration department, said. Braganza who monitored the operation said that the difficult underwater repair once completed should strengthen it for the sea voyage to Jaigad, Maharashtra. *(Source: Times of India; Photo: Joe Goa)* *Update:* **Lucky Seven drifted back after towing wire snapped** Immediately after the "**Lucky Seven**"'s towing operation resumed in the morning of Sep 10, amidst heavy rainfall, the engine of the "**Maria**", one of the three tugs failed because of the choking of the oil filter, and its towing wire snapped forcing the salvors to abort the operation until the next high tide. The previous day the vessel had moved about 300 meters away from the beach and had hit the sand bar due to the low tide leading to postponing the towing exercise. When the salvors resumed the operation on Sep 19 at around 10.15 a.m. the vessel's position shifted, but the engine failure of the "**Maria**" forced a halt to the operation. The casino ship drifted back around 10 to 15 metres and was now resting on the sand bank. It remained tied to the remaining two tugs, one of which belongs to the Captain of Ports Department. Once the weather has subsided and the engine of the tug has been repaired, the towing operation was to resume on Sep 20. The high tide was expected at around 10:45 a.m. *(Source: Vesseltracker)*

OFFSHORE NEWS

NEW CFO TO JOIN NORDIC AMERICAN OFFSHORE IN OCTOBER

In a first for the Namibian port of Walvis Bay, the world's largest (and strangest) seismic research vessel, **Ramform Atlas** has called at the port to demobilise after a seismic contract performed 'elsewhere'. Ramform Atlas arrived in the port on Monday this week (18 September) and would

certainly have attracted attention by her unusual shape -the bows and front end of a huge ship, but very little or nothing behind the bridge. The Norwegian vessel is the second in the ultra-high capacity Titan class, with a deadweight of 7000 tons and a length of just 104 metres but 70 metres in the width. The reason for this oddity is to facilitate the streamers that the vessel tows behind her at sea and which are used in the seismic signalling. The ship possesses an extreme fuel capacity, sufficient for her to travel for 150 days at sea, or sail twice around the world should she ever need to. The unusual stern is said to greatly increase stability and enable safe, hands-off deployment and recovery of multiple streamers simultaneously and in harsher conditions than ever before. Seismic survey vessels, used to survey the ocean below the sea bed for the presence of oil or gas, stand accused of disrupting and harming marine life through the use of sonic booms, although this has not been positively demonstrated. At greatest risk are said to be the migrating whales and schools of dolphins though other species may also be affected. Ramform Atlas' sister vessel called at Durban in November 2014 but went largely unnoticed at the time, although she was reported by PORTS & SHIPS. Another similar earlier ship, Ramform Sterling has also called at Durban on several occasions. The Port of Walvis Bay also recorded the arrival in port of Namibia's largest and most modern diamond recovery vessel, SS NUJOMA, which recently completed her fitting out in Cape Town. According to Namport the port handles more than 2000 vessels each year. *(Source: Ports & Ships)*

HISTORIC SUPPLY SHIPS – THE SKANDI MONGSTAD

Looking back to 1986 (why would we want to do that, the more youthful of you might ask) the year of the previous great oil crash, when the price of a barrel of Brent Crude was $8 a barrel, many offshore vessesls were put out of work, and one of the criteria used to gauge whether the ships were viable for continued employment was fuel consumption. This resulted in the crews of vessels exercising considerable ingenuity to minimise the need for bunkering. Typically some anchor-handlers required both engines to be operating to provide lubrication for the gearboxes, but others did not, and so ran about with one of two engines, or two out of four operating, often allowing one screw to free run. Others, less straightforewardly would hide fuel when the opportunity occurred

and introduce it to apparently minimise consumption at a later date. Today it seems a bit strange for consumption to be a worry when fuel cost very little, but there we are. Before this and actually by 2008 very little consideration had been given to fuel consumption except by Vik-Sandvik the designers of the **Skandi Mongstad**, which entered service in that year. It is well known that much greater efficiency is achieved by a single centrally positioned propeller, but ever since the inception of the offshore support vessel they had been provided with two propellers and two rudders initially in order to provide manoeuvring capability. Many years ago the British company Stirling Offshore introduced some small PSVs with a single azimuthing thruster aft, and despite good reports of their manoeuvrability the industry kicked them into touch. They did not trust the change in design. So with just a bit of caution the VS495 DEM **Skandi Mongstad** was introduced with a single azimuthing thruster rated at 5000 kW centrally positioned aft, and a further two after azimuthing thrusters at the quarters which could be withdrawn into the hull. In addition the ship is provided with two tunnel thrusters and an azimuthing thruster forward all provided with power from four MAN diesels offering about 9000 kW. It has the magic 1000 m2 deck area and considerable bulk capacity, and according to some information sources some form of automatic hose connection system; the Norwegians are obsessed with providing cargo handling systems which can be operated without human intervention, but all are necessarily complex and it seems to me only operable if the ship in DP mode. The ship appears to have pleased Statoil who extended its contract for a further year in October 2016. My records suggest that a further version of the VS 495 DEM ordered by Boa in 2010 was never actually constructed, but as usual would welcome any information which tells me I am wrong. The photographs of the ship taken by Jan Plug at Dujavik in 2009. (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.)

RESTRUCTURING COSTS HIT OLYMPIC SUBSEA'S Q2 RESULTS

Olympic Subsea in Norway had most of its vessels at work at the end of Q2 2017, but its results were

adversely affected by restructuring. The company reported consolidated net revenues of Nkr149M (US$19M) for Q2 2017. Earnings before interest, tax and depreciation (EBITDA) was Nkr15M. The company made a loss of Nkr78M. Olympic Subsea was established in February 2017 in connection with the financial restructuring of Olympic Ship AS. The new structure resulted in a pure-play subsea company with Nkr400M of new equity injected into it. "The result for H1 2017 was impacted by restructuring and lower level of activity as a result," said the company. "In the spring and summer periods several vessels started new contracts. This will increase the revenues for coming periods, but start-up costs in Q2 affected the accounts." As per the end of Q2, 10 out of 11 subsea vessels owned by the company were on contract. *(Source: Offshore Support Journal)*

SBM INSTALLER RESTING WITH MONACO'S JET-SET

SBM Offshore has posted an image on its social media channels on Wednesday showing the diving support and construction vessel SBM Installer during a stop-over in Monaco. The company said that following the stop-over in Mondaco, the vessel would proceed to work on a project in the east-Mediterranean. SBM told Offshore Energy Today in an email that the company's regional centre in Monaco

was the largest of five SBM has worldwide. The company also said that Monaco was home to the Offshore Contracting team which is responsible for operations of the **SBM Installer**. The company finished off by saying that this rare visit to the port was an opportunity for members of the team, who otherwise may not have an opportunity, to go onboard the vessel. The **SBM Installer**, built in 2013 by Keppel Singmarine, was acquired by Ocean Yield in 2014. The vessel was later chartered back to SBM Holding for a fixed period of 12 years on a "hell and high water" bareboat contract. The contract for the vessel began in December 2014 and will end in December 2026. Also, Ocean Yield established a single purpose company for the ownership of the vessel, in which SBM owns 25 percent. The **SBM Installer** was designed by Marin Teknikk, Norway, and has a 12-man diving system and two ROV systems. The vessel is 112 meters long and 25 meters wide and can accommodate 100 people. *(Source: Offshore Energy Today)*

SEACOR CHOOSES KONGSBERG HYBRID POWER SOLUTIONS

Hybrid power can decrease SEACOR Maya's CO2, NOx and SOx emissions. A new integrated 'Full Picture' technology delivery is set to enable significant operational efficiencies for the MEXMAR owned Platform Supply Vessel (PSV), **SEACOR Maya**. Mantenimiento Express Marítimo SAPI de CV (MEXMAR) is SEACOR Marine's joint venture in Mexico, which operates 15 offshore supply vessels. The contract, signed this September for delivery in January 2018, focuses on the integration of a sophisticated new hybrid power solution designed by Kongsberg to assist SEACOR Marine and MEXMAR in meeting strict environmental regulations by decreasing CO2, NOx and SOx emissions, with the added benefit of reducing operating costs through reduced fuel consumption. SEACOR Marine and MEXMAR have chosen Kongsberg as a single supplier for this turnkey delivery, including supply and full integration of the energy storage system with a custom designed Energy Control System (ECS), and the existing Dynamic Positioning (K-Pos DP-22) and Integrated Automation System (K-Chief 700 IAS), both of which will be upgraded as part of the contract. The overall solution adds safety and efficiency beyond conventional energy storage. The upgraded K-Pos DP-22 system functions include Power Load Monitoring and Blackout Prevention. The system will display all battery data including capacity and status, all of which support the operational continuity of SEACOR Maya and improve its ability to maintain position on DP even after a worst-case single thruster or power failure. The ECS is made possible by combining existing and upgraded K-Pos, K-Chief and K-Thrust functionality through tight synchronized integration to deliver unique new features at the cutting-edge of DP technology. Core components of the system include Dynamic Load Prediction, Dynamic Inertia Control and Dynamic Hybrid Control combined with an Automatic start/stop strategy. This optimization enables significant fuel efficiency while also extending battery life, lowering lifetime costs and maximising the investment in hybrid power. The contract includes an option for a second vessel. "On completion of the upgrade, SEACOR Maya will feature one of the most advanced powertrain solutions of any vessel at sea," said Tim Clerc, Manager of Engineering, SEACOR Marine. "The hybrid power solution has the potential to significantly reduce operational costs while

at the same time provide access to new functionality for improved safety and effectiveness of DP operations. The solution is complex, but Kongsberg's focus on combining established, class-leading technologies through deep integration delivers a highly reliable platform for SEACOR to benefit from the use of cutting-edge hybrid power." *(Source: MarineLink)*

ANOTHER SINGAPOREAN OWNER FINDS A WHITE KNIGHT

The judicial managers at offshore vessel owner Swissco Holdings Limited in Singapore have confirmed that a number of wholly-owned subsidiaries of the company have entered into a master sale and purchase agreement. In a statement, the judicial managers said an agreement had been concluded with Asian Strategic Turnaround Ventures Pte Ltd. The companies have entered into the agreement in relation to the proposed disposal of a substantial part of the group's offshore support vessels division. The companies in question are: Swissco International Pte Ltd; Swissco Offshore Pte Ltd; Swissco Maritime Pte Ltd; Swissco Ship Services Pte Ltd; Swissco Asia Pte Ltd; and Singapore Marine Logistics Pte. Swissco Holdings appointed Ernst & Young Solutions LLP as independent financial advisor to the group in Q3 2016, to assist in the refinancing and restructuring of the company's notes. The company filed for judicial management in November 2016. *(Source: Offshore Support Journal)*

WINDFARM NEWS - RENEWABLES

MANOR RENEWABLES ENERGY SETS UP GALLOPER BASE AT ORBISENERGY

Manor Renewables Energy (MRE) has taken workspace at OrbisEnergy, Lowestoft, Suffolk, as their headquarters for operations at the Galloper offshore wind farm. MRE, a supplier of temporary power generators, vessels and personnel to the offshore renewables sector, is providing temporary power for the turbine commissioning phase of the Galloper project. Michael James, the company's Project Manager said: "OrbisEnergy is the ideal location for us – a hub where we can work with other

renewable energy companies, backed up with friendly and professional office support." Galloper offshore wind farm, located approximately 30 kilometres off the coast of Suffolk, is an extension of the existing and fully operational Greater Gabbard and will comprise 56 6MW Siemens wind turbines. It is expected to be completed late this year and to be commissioned in early 2018. MRE has deployed its new wind farm service vessel, Manor Venture, to service the project. The vessel started its sea-trials mid-March and performed the first push test at the Galloper wind farm in May. OrbisEnergy, opened in 2008, is an industry incubator owned by Suffolk County Council and managed by enterprise agency Nwes. The hub is close to a number of developing offshore wind farms. Currently it is home to 62 business tenants which range from major wind farm developers such as SSE and ScottishPower Renewables, to jack-up, logistics, recruitment and other support companies. *(Source: Offshore Wind)*

OLYMPIC ZEUS INSTALLS WAVEEL

Take a look at the video of the installation of Waves4Power's WaveEL wave energy device conducted early in 2016 ahead of today's inauguration of the system which has been supplying power to the Norwegian grid for over three months. The ribbon cutting ceremony is taking place today in Fosnavåg in Norway and will be attended by His Majesty, King Harald V of Norway. The occasion will mark the successful production of green power to the Norwegian grid, being delivered by the WaveEL wave energy device since June 2017. The WaveEL system was originally installed last year by Olympic Shipping's multi-purpose vessel Olympic Zeus, as shown in the video, at the Runde test site, off Norway. It was retrieved for service in repair later in 2016, that was followed by re-installation operation conducted in May 2017 at the same location. During today's inauguration ceremony, Waves4Power plans to kick-off its 'next generation' Waves4Power technology. The Swedish wave energy developer said it is working with Borealis, Uponor, SSAB, as well as with Park and Siemens on the development of

the next-gen device with the aim of halving the levelized cost of energy (LOCE), while at the same time producing a more robust system. As reported earlier, the production site for the device is planned at the former shipyard at Fiskåholmen in the municipality of Vanylven on the Norwegian west coast, with the first roll-outs expected in 2018. Watch the video HERE *(Source: Tidal Energy Today)*

UK URGENTLY NEEDS TO SHIFT FROM OIL TO RENEWABLES, STUDY CLAIMS

The offshore oil and gas industry in the UK is entering into its final decade of production, research conducted at the University of Edinburgh claims, making the move into renewable energy essential. A study of output from offshore oil fields estimates that only around 10% of the UK's original recoverable oil and gas remains – about 11% of oil and 9% of gas resources. The analysis also found that fracking will be "barely economically feasible" in the UK, especially in Scotland, because of a lack of sites with suitable geology. If the study's predictions are correct, the UK will soon have to import all the oil and gas it needs, the researchers warned. Instead, they recommend a move towards greater use of renewable energy sources, particularly offshore wind and advanced solar energy technologies. "The UK urgently needs a bold energy transition plan, instead of trusting to dwindling fossil fuel reserves and possible fracking. We must act now and drive the necessary shift to a clean economy with integration between energy systems. There needs to be greater emphasis on renewables, energy storage and improved insulation and energy efficiencies," said Professor Roy Thompson of the School of GeoSciences at the university. "It is strongly urged that the UK government's ongoing energy cost report – the high-profile Helm Review – should take stock of the projected shortfall in resource availability and how this might be addressed." The scientists at the University of Edinburgh examined the UK's likely potential for fracking and carried out a fresh analysis of the country's oil and gas production. Their findings take into account the long-term downward trends of oil and gas field size and lifespan, alongside the break-even costs for fracking. They found that the UK has only

minimal potential for fracking. Many possible sites are in densely populated areas, have low quality source rocks and complex geological histories. Fracking is likely to be too restricted to become an effective industry, which would require thousands of wells, scientists say. Analysis of hydrocarbon reserves shows that discoveries have consistently lagged behind output since the point of peak oil recovery in the late 1990s. Responding to Edinburgh University's oil and gas study, Deirdre Michie, chief executive of Oil & Gas UK, said: "There are up to 20 billion barrels of oil and gas resources still to be recovered on the UK continental shelf (UKCS), based on production forecasts provided by the Oil and Gas Authority. "Production has increased over the last two years and we expect that to continue to rise. Significant new capacity has been added to the UKCS. Nine new fields began production in 2016 and a further seven started producing in the first half of this year – most of which will still be producing in 2030. A further 12 are due on-stream by the end of next year. Some notably large developments will still be producing towards 2050. Advances in technologies are also presenting fresh opportunities and helping make discoveries commercially viable. To ensure the remaining potential of the UKCS is realised, we need to keep operating costs low, bring in new investment and maintain a relentless focus on exploration and enhanced recovery. "The UK government forecasts that two thirds of the UK's energy will come from oil and gas in 2035. We must maximise recovery of our domestic resources so that we can continue to help to meet the UK's energy needs and safeguard the 300,000 UK jobs our industry supports." *(Source: Offshore Support Journal)*

SOVS CAN DELIVER TWICE AS MUCH

Excellent performance by ESVAGT's unique Service Operation Vessel (SOV) concept has freed up capacity – and we need to make the most of it. ESVAGT's purpose-built SOVs for servicing offshore wind farms have proven to be more efficient than anticipated when work in the farms began in 2015. The starting point was that a SOV needed to be able to service a wind farm with 80 turbines. That number of turbines has, however, not come close to fully using the capacity of the SOVs," says Ole Ditlev Nielsen, Business Development Manager for ESVAGT: "After two and a half years with SOVs, we can conclude that the vessels can do much more. We need to take advantage of that potential so that we can help to drive down the Levelized Cost of Energy (LCOE) from offshore wind," says Ole Ditlev Nielsen. According to Ole Ditlev Nielsen, a SOV with a capacity of 40 technicians can service an offshore wind farm with 150-200 turbines – more than double the size of current parks. *Well documented performance* ESVAGT will go into more detail about these sensational results at ACI's Operating Specialists Wind Vessels conference in Hamburg 27-28 September 2017, where Ole Ditlev Nielsen, as one of the speakers, will present the new opportunities that the increased SOV capacity will open up for. ESVAGT will now be able to draw on solid operational experience and several different designs both in existing farms and in future tenders, which together with a simulation tool, will help to find optimal logistical solutions for its customers. This will enable ESVAGT to tender for servicing tasks with a far more documented and substantiated basis. As Rune Østergaard, Head of Commercial Wind for ESVAGT, evaluates:

"Our SOVs, equipped with a Walk-to-work gangway and one or more Safe Transfer Boats (STB), have given us the best concept on the market. They bring efficiency and flexibility to operations; offer a wide operational radius in the wind farm and reduce costs as a CTV can be replaced by a STB. At the same time, we are the only ones that can deliver SOV trained and SOV experienced personnel to do the job. These are competitive advantages recognised both by us and by our customers," says Rune Østergaard. *(Press Release)*

DREDGING NEWS

ROYAL IHC LAUNCHES NMDC'S FIRST CUSTOM-BUILT TSHD

The launch ceremony of **Arzana** – a 6,000m³ trailing suction hopper dredger (TSHD) – took place September 20, at Royal IHC's shipyard in Kinderdijk, The Netherlands. "The keel-laying took place on 6 March 2017, and the vessel is expected to be delivered as scheduled in early 2018. This success is due to the excellent cooperation between our two companies, which stretches back many years," said IHC CEO Dave Vander Heyde. "IHC is proud to contribute to NMDC's international growth and fleet investment strategy. We value our enduring relationship, which has led to the delivery of many cutting-edge vessels." "The design is the result of the long-term business partnership between IHC and NMDC," added NMDC CEO Mr Eng. Yasser Zaghloul. "It is a tailor-made solution that combines shallow draft and a large dredging depth with high manoeuvrability. The **Arzana** has also been specifically designed for operating in high temperatures. We are confident that this new vessel will contribute to our aim of positioning NMDC as a leader in our industry." The project also includes a training package for NMDC's crew, as well as a full program of life-cycle support from IHC. This features condition-based monitoring, which will safeguard a long and sustainable operation for the **Arzana**. Watch the launching video HERE *(Source: Dredging Today)*

YARD NEWS

DAMEN TO OPEN SERVICE HUB IN RUSSIAN BLACK SEA PORT

Damen Shipyards Group has announced plans to establish a Service Hub in the Russian port of Novorossiysk in a Letter of Intent (LOI) signed with Delo Group of companies. The primary aims of the Service Hub will be to optimise the services provided to the growing number of Damen vessels operating in the region in addition to strengthening Damen's cooperative relationship with Delo Group of companies. Part of DeloPorts (which is, in turn, part of the Delo Group), Aleksino Port Marina Shipyard is a ship repair facility located in the Port of Novorossiysk, on the north-eastern coast of the Black Sea. The LOI was signed by representatives from the two companies during the NEVA 2017 trade fair in Saint Petersburg, Russia. The open-ended agreement states that cooperation between Damen and Delo Group of companies regarding the new Service Hub will commence before the end of 2017. *Quick response* Damen's decision to set up the new Service Hub is based in part on the large number of Damen-built vessels that operate in the Black Sea area. Currently more than 30 vessels that Damen built are operating in the region. Having a Service Hub here will allow Damen to react very quickly to any service or maintenance issues, by which Damen ship owners can increase the uptime of their vessels. Moreover, an ongoing service programme can also lengthen the entire lifetime of a vessel while reducing the Total Cost of Ownership. This current number of Damen vessels operating in the area is set to increase in the coming months, as Delo Services (also part of Delo Group of companies) takes delivery of three Damen ASD 2310 tugs in November. Handover of a fourth ASD 2310 is scheduled for 2018. *A global network* In addition to providing service support to vessels in the area, the new Service Hub will also have relevance to operations at Aleksino Port Marina Shipyard. Damen intends to assist the local shipyard by adding value to their service and repair portfolio. Damen operates Service Hubs around the world. The new Service hub in Novorossiysk will be the next step in Russia to further professionalize the service delivered to Damen customers. *(Press Release)*

FIRST AUTONOMOUS VESSEL CONTROL SYSTEM NOW ON MARKET

While a number of leading European players continue to research autonomous vessels conduct testing and talk endlessly about their promise, a Boston, MA, based start-up looks to have beaten them to the market with a product that owners can buy now and retrofit to existing vessels. Sea Machines Robotics Inc., a venture-backed company established in 2014, announced the release of its Sea Machines 300 Autonomous Control System for commercial marine vessels at Marine Log's Smarter Ships 2017 conference in Seattle, WA, this month. Initially aimed at the work boat market, the system is described as the worlds first autonomous vessel control standardized on industrial grade hardware. "The Sea Machines 300 opens a new world of on-water operations providing multi-fold increases in workboat safety, efficiency, and productivity. Sea Machines technology gives companies the ability to get ahead of the marine technology curve," said Sea Machines CEO Michael G. Johnson. "We are making autonomous and remote command a standardized product that soon

will be as commonly deployed as radar or chart plotter systems." The Sea Machines 300 is built on marine industrial Siemens components and computers. It interfaces with vessel instruments and systems and is ready to integrate with an array of propulsion configurations. The system takes data from typical navigation sensors — including DGPS, AIS, and radar — for real-time awareness and perception. All autonomy system components are mounted in a marine IP67-rated electrical enclosure. The system is supplied with a user interface, called Sea Machines TALOS, that provides computer controlled autonomy options, or direct joystick control. TALOS can also control multiple vessels from a single station. In autonomy mode, the user can select from programmable commands such as: planned waypoint tracking/grids, collaborative navigation with other vessels, all while incorporating multi-objective decision making. The Sea Machines 300 features embedded collision avoidance algorithms and abides by parts of IMO's COLREGs navigation rules. The Sea Machines 300 can be used to allow an on-board crew to focus on operations like back-deck tasks, or can unlock the ability to operate a vessel in minimally-manned or unmanned configurations. An operator can now command a boat from a remote location with the visibility of vessel-born video and radar feed with the ability to remotely control onboard payloads such as survey sonars, winches, cranes, and davits. Sea Machines says the system provides an immediate upgrade to traditional workboat tasks such as bathymetric surveying, seismic support, spill operations, dredging, aquaculture, surveillance, area marking, and escort duties. The release of the product follows 18 months of inshore and offshore testing activities and has already been deployed by pilot customers. Retail price of the Sea Machines 300 system is $98,500 and it is now available for order. Download the company's presentation at Smarter Ships 2017 HERE

DUTCH COMPANY ATTEMPTED TO HIJACK IT'S OWN SHIP UNDER CONSTRUCTION IN SPAIN

Shocking news with refrence to FleetMon we are getting that La Naval Shipyard in Bilbao, Spain, is in the process of bankruptcy, with all assets, including ships under construction, frozen. One of the

owners on such a ship, offshore cable layer **LIVING STONE**, Dutch company Tideway, tried to hijack the ship, which was to be completed in first half of 2017 (contracted was inked in 2015), but actually, is far from completion. Several people entered shipyard premises at night Sep 20, tasked with letting go mooring lines, while two Dutch tugs were to take **LIVING STONE** hull on tow. Those people were arrested, tugs were warned they can't perform any towage in Bilbao port waters. Situation with shipyard is at dead end, understood every asset which can be auctioned will be auctioned, but what ship owners are supposed to do, those who placed orders and paid money? They don't count on compensation to be paid for overdue ships, they lost even hope their ships will be completed, all they want is to take the ships they own, in whatever condition those ships are. But they can't. Situation is really, frustrating. La Naval Shipyard is a private shipyard with more than 100 years history, 100% privately owned since 2006. Cable laying ship **LIVING STONE**, GT 20000, length 161 meters, Fall Pipe Subsea Rock Installation System, Turntable capacity of 5,000 ton + 5,000 ton, Prepared for a 600 ton Crane, owner Dutch company Tideway, subsidiary of DEME Group, Belgium. *(Source: Humans at Sea)*

WEBSITE NEWS

HTTP://WWW.TOWINGLINE.COM

ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER. PLEASE VISIT THE WEBSITE WWW.TOWINGLINE.COM AND SUBSCRIBE YOURSELF FOR FREE

Last week there have been new updates posted:

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

   - Wärtsilä Unveils New Hybrid Tug Designs
   - Tugs ordered for Caspian Operations
   - Talas on trails in the Rotterdam Europoort
   - Emba commenced trails
   - Damen Shipyards Group delivers Shoalbuster 3209 to ISA Towage B.V.

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

mailto: *jvds@towingline.com*

DISCLAIMER