Tugs Towing & Offshore Newsletter

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

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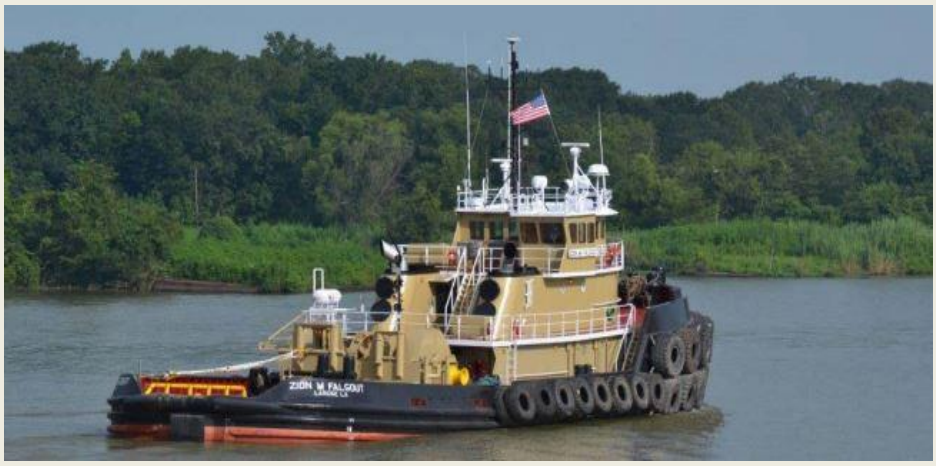
TUGS & TOWING NEWS

MORE POWERFUL TUGS BEING BUILT FOR PACIFIC ISLAND TOWAGE

Damen Shipyards is preparing to deliver the first of four tugs ordered by Young Brothers for inter-island cargo transit in Hawaii. The shipyard has ordered tug packages from the Netherlands-based Hoogendoorn, as the first tug is scheduled for delivery to the owner in Q1 2018. Young Brothers, affiliate of Foss Maritime, ordered four 37 m Damen 3711 Stan Tugs for delivery next year. Damen is scheduled to deliver the first of these 6,000 hp (4,475 kW) and 11 m wide tugs between January and March 2018. The other three tugs are due to be delivered in sequence and in three-month intervals. The fourth tug could be delivered either in Q4 2018 or early in 2019. These tugs will serve Young Brothers' fleet of seven barges that have a combined capacity of more than 60,000 tonnes. They will be more powerful than Young Brothers' existing fleet of six tugs, which have horsepower ranges of 3,300 to 4,100 hp (2,460 to 3,050 kW). Young Brothers serves several ports in Hawaii with most routes serviced at least twice a week by overnight sailings. It serves the following ports: Nāwiliwili on Kauaʻi island, Kahului on Maui, Kaunakakai on Molokaʻi, Kaumalapau on Lānaʻi, Honolulu on Oʻahu, plus Hilo and Kawaihae on the island of Hawai'i. *Young Brothers existing tug fleet:* **Hokulani** - 4,100 hp towing tug; **Hoku Loa** - 3,900 hp towing tug; **Hoku Kea** - 3,900 hp towing tug; **Moana Holo** - 3,000 hp towing tug; **Manuokekai** - 3,900 hp towing tug; **Mikiala** - 3,300 hp harbour assist and towing tug. *(Source: Tug Technology & Business)*

OFFSHORE TOWING CONSIDERS FLEET REFURBISHMENT



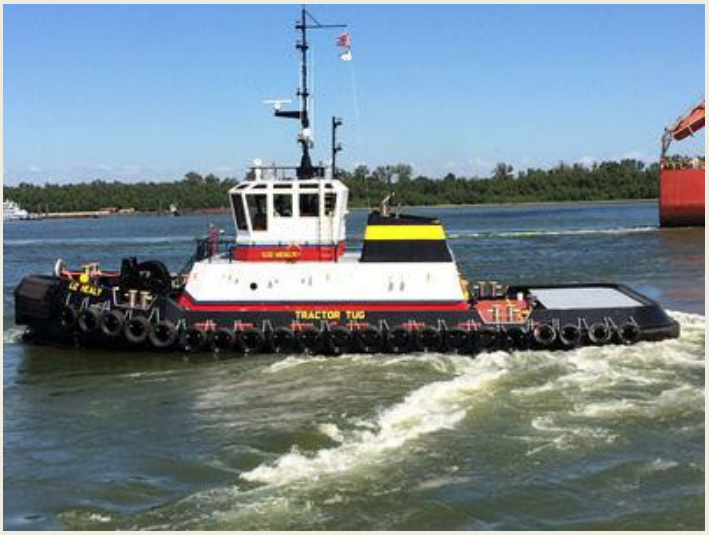
Offshore Towing is considering retrofitting its fleet of tugs and supply vessels with new shaft seals and other components after success with one of its oldest units. It operates a fleet of six ocean-going tugs and two supply vessels, providing towage and support services in the Gulf of Mexico and Bay of Campeche, Mexico. The Louisiana, US-headquartered tug operator has upgraded a 1974-built tug at Conrad Deepwater shipyard, in Morgan City, Louisiana. It extensively refurbished 9000 hp (6700 kW) tug **Zion M Falgout** at the shipyard during Q3 2017. This involved retrofitting TG100 seals from Thordon Bearings to the propeller shafts. These seals were almost 300 mm diameter, making them the largest TG100 series seals that Thordon has ever supplied. **Zion M Falgout** is a twin-screw workhorse tug with 67 tonnes of bollard pull. It has been using the TG100 seals for several weeks. Offshore Towing operations manager Henry Bailey said that depending on the performance of the TG100 over the coming months, other vessels in the fleet of tugs and supply vessels would be retrofitted with the Thordon arrangement. "We were introduced to the TG100 seal by United Tugs, which has operated the system for a number of years without problem," he said. "The TG100 seal has been operating successfully so far and although too early to provide a full appraisal, we are very satisfied and do not anticipate any problems." During the retrofit, Thorden removed stuffing and packing boxes that prevented water ingress to the engineroom and replaced them with TG100 seals, which turn with the shaft, causing no damage or wear. Thordon worked with E J Fields Machine Works and Conrad Deepwater on the retrofit. The forward end of the shaft line was undercut and then clad-welded with stainless steel to prevent corrosion after which the shaft was returned to its original size. This gave the seal a smooth corrosion-free surface on which to operate. E J Fields also fabricated a mounting plate which the yard welded to the stern tube. The primary seal uses hard wearing, silicon carbide faces and Thordon's proprietary elastomeric bellows to provide an unlimited shelf life compared to rubber-based bellows, which need periodic replacement. It also features a unique secondary seal with a return-to-port capability. In the unlikely event that the primary sealing surface is damaged, this emergency function allows the shaft to turn at reduced speed enabling the vessel's safe return to port for repairs. *(Source: Tug Technology & Business)*

DOUBLE-STACKED BARGES A SIGHT ALONG EAST COAST

Barges stacked on barges turned mariners' heads recently when Weeks Marine Inc., transported four new sand barges – and a tugboat – from the Gulf of Mexico to New York Harbor. The 300'x72'x19' deck barge Weeks 99 arrived this week at the company's Greenville Yard in Jersey City, N.J., carrying the four 150'x40'x19' sand scow barges, topped off with the 54'x22'x8', 700-hp tug **George W**. The sand scows were built by Corn Island Shipyard, Inc., Grandview, Ind., and C&C Marine & Repair, Inc., Belle Chase, La. The next task of moving them most efficiently took some creative thinking and engineering. After consulting with JMS Naval Architects, Essex, Conn., Weeks made

the decision to double-stack the barges for transport, with the **George W** atop the second tier. JMS did the calculations, drawings and other analysis to support modifications for the load. The four new barges will be used by Weeks' subsidiary sand mining business, North American Aggregates. The stack of barges can be seen from the Hudson River – until Weeks disassembles the unusual tow later this week, the company says. *(Source: Workboats)*

THREE TIMES A CHARM!



The **Liz Healy**, third in a series of 60 ton bollard pull ASD towboats built for Bisso Towboat, Luling, LA, by Main Iron Works, Houma, LA, shipyard has a new brown water workhorse Series 230 Assist Winch by JonRie InterTech, LLC, Manahawkin, NJ. The 100' x 38' x 18.0' tug is powered by two Caterpillar 3516C Tier 3 main engines each producing 2,240 HP at 1,600 RPM. Propulsion is by two Rolls-Royce US 205 FP Z-drives featuring 9004" diameter x 82.4" pitch four bladed stainless steel propellers set in stainless steel nozzles. The winch features JonRie's innovative independent drive level wind with a Logan clutch also installed. When the winch is heaving or paying out hawser the level wind drive is engaged and when the tug is working under heavy ship assist loads the level wind is unclutched. This feature will help reduce the counter loading on the level wind when the tug is working with a ship. The independent level wind will allow the spooler carriage to move faster than the drum to cross weave rope or adjusted to any speed required, the unit can be stopped and run in manual to any position on the drum. The controls are all at hands length in the pilot house to be used by the Master. The JonRie Series 230 winch also

features a larger drum to accommodate more hawser (500' of 8") and has a brake rated at 300 tons. The winch has a line pull of 15 tons and a line speed of 100 FPM. The system also comes complete with JonRie's innovate foot control to allow the master to run winch without taking his hands off the Z Drive controls. JonRie's Active Heave Compensation System allows the winch to pay out at a high speed in a controlled free wheel mode to help the tug maneuver in the strong Mississippi currents. The system includes a hawser scope meter and back light tension meter with dimmer for use during night operations on the river. *(Press Release)*

CREW OF FORMER DURBAN TUG THREATEN TO BLOW UP THEIR TUG OVER UNPAID WAGES

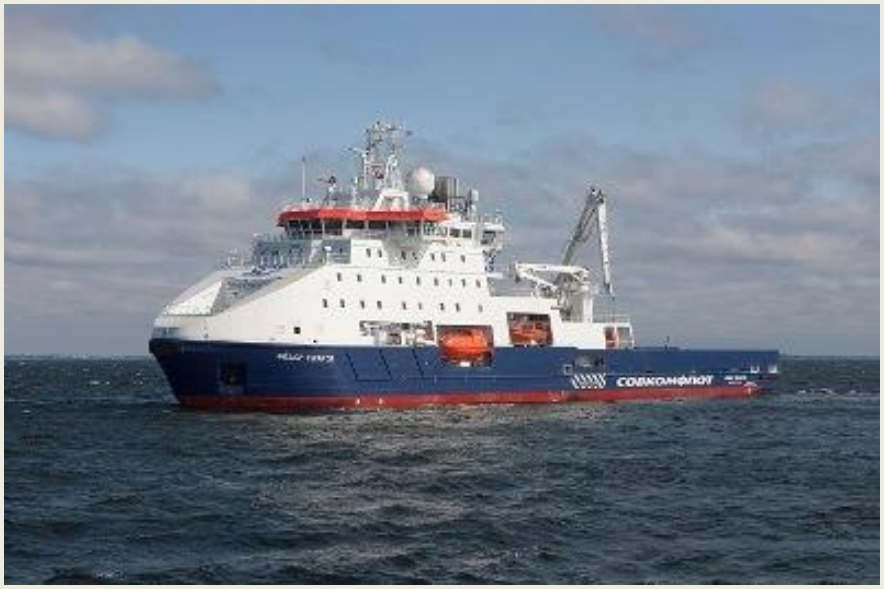
The crew of the offshore service tug **PSD 2** (built 1983) which is currently in the Port of Beira, are threatening to blow up their vessel and themselves with it. **PSD 2** is the former Durban-based offshore service tug **Pentow Service** (736-gt) which in the employment of Smit Amandla Marine, now renamed AMSOL, was the standby tug and support vessel at the single buoy mooring (SBM) outside Durban opposite Isipingo. The tug was renamed **Sofala** in May 2012 and **PSD 2** in January this year. Africa PORTS & SHIPS Ship Movement records show the tug in Durban earlier this year… and then again in Maputo in June. She then made her way to Beira where the crew have taken a stand over unpaid wages with some rather extravagant threats of mass suicide if their unpaid salaries totaling an estimated US$50,000 are not paid immediately. The owner of the tug is understood to be from the United Arab Emirates but who lives in Iran. The crew consists of five men – two Indians, an Iranian, a Syrian and a Bangladeshi. The Tug is flagged in Tanzania. The tugmaster, Mahell Sararuth is quoted in the Portuguese-language newspaper O Pais as admitting they sailed from Durban illegally earlier this year. “We fled from the port of Durban, under instructions from the owner, because we had not complied with all the steps to clear the tug for departure”, he said. “We were told to go to Tanzania but, a few days later we received instructions to enter Mozambican ports.” The owner said he had signed a contract with Mozambique’s National Institute of Hydrography (INAHINA) to repair buoys in the ports of Maputo, Beira and Quelimane. The crew have since worked on the buoys in the three Mozambique ports, “…and we know that our employer has already been paid by INAHINA,” said Sararuth. However, the tug had a breakdown and has been stranded in Beira for the past two months. Captain Sararuth accused the owner of abandoning the crew. “He hasn’t paid us our wages for almost a year, and we have survived thanks to support from the maritime police,” said Sararuth. “On the day the police are unable to support us, we will go hungry.” The Sofala provincial maritime administrator, Antonio Vilanculos, says he will take legal action in a week’s time if a solution to the problem is not forthcoming. On Monday this week he met with a representative of the owner who had travelled from Iran. The meeting was short with Vilanculos ordering the owner’s representative to pay the back wages. However, a complication arose when the representative said he wanted the crew to sign new contracts, which the crew have refused saying they just want their money. “If by Tuesday they have not paid the wages and guaranteed the return

of the crew to their countries of origin, then there is nothing more we can do but activate other mechanisms. Mozambique is a member of the International Maritime Organisation and there are rules that govern this sort of case," said Vilanculos. He added that the only reason the tug had been allowed to stay in Beira was that the crew had alleged health problems. source: O Pais Watch a short [2:17] video of the meeting referred to above. NOTE: This video is in the Portuguese language with no sub-titles. *(Source: Ports & Ships; Photo: Jerzy Nowak)*

DELTABREAKER – A TIMELY DEVELOPMENT FOR INLAND WATERWAYS

Increasing the utilisation of inland waterways is currently a hot topic, especially in Central Europe. Climate change and environmental protection are also at the centre of public attention. To deal with these issues the naval architects from Deltamarin's office in Gdansk have developed a multipurpose inland vessel called **DeltaBreaker**. The **DeltaBreaker** design combines the features of tug, icebreaker and pusher with some added functionalities on top of that. The ship utilises liquid gas as fuel, thus reducing emissions. The hull shape has low resistance and the ability to break ice up to 0.6 m thick. This way, the inland navigation season can be extended in various parts of the world. The current design allows operations on waterways of international (CEMT) class IV; however, smaller versions of this design can also be developed. One of the specific characteristics of the **DeltaBreaker** design is the implementation of the Articulated Tug-Barge (ATB) system connection. It allows the pushing of compatible barges on inland and coastal waters. This opens up the possibility to further develop an efficient design for such barges that can be used for carrying bulk cargo, containers, oil/products, accommodation modules and as LNG transportation/bunkering facilities. A special place for two 20ft containers has been reserved on the aft deck. Additional functions like firefighting, oil-spill cleaning or environmental measurements may therefore be easily incorporated into the design. With all the features of a good product, we hope to see the ships of the **DeltaBreaker** design family populating the rivers and canals around the world very soon. *(Source: DeltaMarin)*

NEW SCF ICEBREAKING STANDBY VESSEL NAMED FEDOR USHAKOV

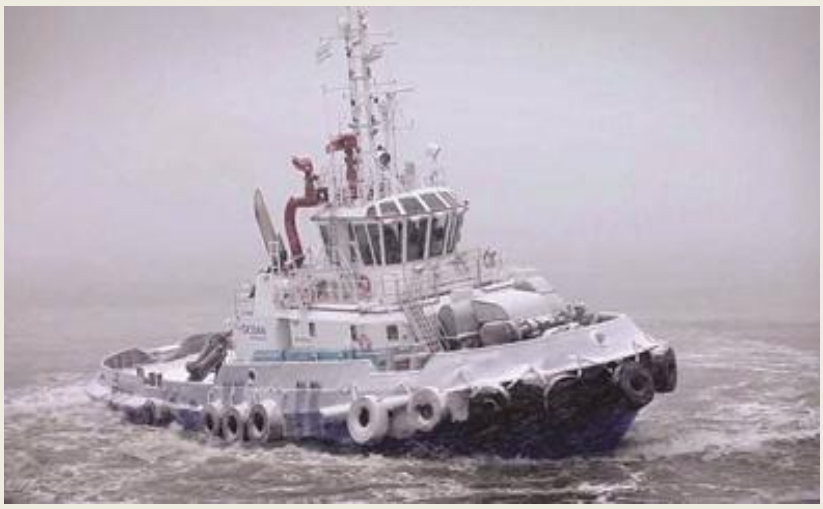


On 11 October 2017, the naming ceremony took place for **Fedor Ushakov**, a new multifunctional icebreaking standby vessel (IBSBV) built to order for PAO Sovcomflot ("SCF Group"), to serve the Sakhalin-2 project. Sovcomflot says the naming ceremony was attended by: Igor Tonkovidov, Executive Vice-President and Technical Director of Sovcomflot; Paul Eykhout, Offshore Asset Manager at Sakhalin Energy; and Alexey Rakhmanov, President of United Shipbuilding Corporation. The ceremony was also attended by representatives of the Admiral Ushakov Maritime State University (AUMSU). The vessel's godmother is Tatyana Timchenko, Ph.D. in Economics, Vice-Rector of AUMSU, Associate Professor at the Organisation of Transportation and Transport Management Department, Head of the Customs Law Department. Also present at the ceremony was Viktor Pushkarev, a fourth-year Mechanical Engineering student at AUMSU. **Fedor Ushakov** is the third in a series of four multifunctional icebreaking supply and standby vessels commissioned by SCF Group, under a long-term agreement with Sakhalin Energy - the Sakhalin-2 project operator. Two of these vessels have already been delivered: **Gennadiy Nevelskoy**, in the spring of 2017, and **Stepan Makarov**, in the summer of 2017. The vessels of this series are among the best in their class and are purpose-designed for operating in the challenging ice conditions of the Sea of Okhotsk. The vessels' design and equipment allows them to ensure the safety of Sakhalin-2's personnel, employed at three offshore production platforms, and provide a rapid response to emergency situations throughout the year. **Fedor Ushakov** has Saint Petersburg as her home port and is registered under the Russian flag. The all-Russian crew numbers 28. *Principal parameters of the new IBSBV are as follows:* Length: 99.9m; Breadth: 21.6m; Draught: 7.6m; Deadweight: 3,824 t; Ice class: Icebreaker6. The construction of the four vessels was contracted to United Shipbuilding Corporation, with the actual construction being carried out by its subsidiary, Arctech Helsinki Shipyard. The Russian Maritime Register of Shipping (RS) is providing technical supervision during the construction of all four commissioned vessels. The vessel is named after Admiral Fedor Ushakov (1745–1817), a legendary Russian naval commander, who did not suffer a single defeat throughout his entire career and was instrumental in the founding of the Port of Sevastopol and the development of Russia's Black Sea fleet. In 2004, Ushakov was canonized by the Russian Orthodox Church. SCF currently operates 10 vessels that serve Sakhalin-2: three oil tankers; two LNG carriers, and five icebreaking supply and standby vessels. PAO Sovcomflot (SCF Group) is one of the world's leading shipping companies, specialising in the transportation of crude oil, petroleum products, and liquefied gas, as well as servicing offshore upstream oil and gas installations and equipment. The Group's fleet comprises 149 vessels with a total deadweight of over 13.1 million tonnes. The company is registered in St. Petersburg with offices in Moscow, Novorossiysk, Murmansk, Vladivostok, Yuzhno-Sakhalinsk, London, Limassol, and Dubai. The Group offers a wide range of vessels in the market segments most demanded by major Russian oil and gas companies.

With its own technical development and unique approach to advanced technologies, Sovcomflot can meet the most demanding customer requirements, providing effective transportation for oil & gas companies. *(Source: PortNews)*

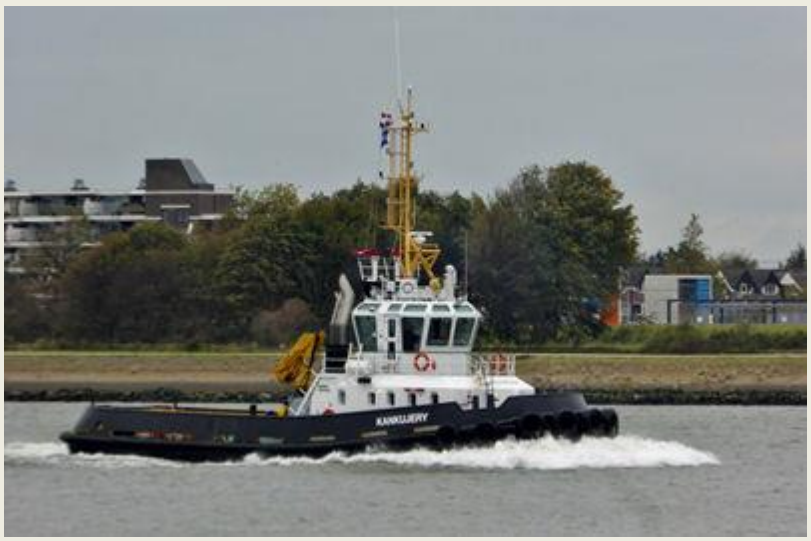
MARKEY ARR WINCH SYSTEM: TRIED & TESTED IN THE TOUGHEST TUG CHALLENGES (PART 1)

For more than 30 years, Markey Machinery has worked with the LNG and marine transportation Industries with the goal of developing winches designed to work under the most challenging conditions. The effort includes extensive design shop testing and actual commercial work, a combination that has ultimately produced an understanding of the operational issues facing terminal and tug operators. The many milestones in the development of Markey's Asymmetrical Render/Recover (ARR) – technology by which hawser winches are able to maintain mean line pulls up to the bollard pull of the tug – came over a period of time that spans 25 years. The initial 20+ years of hawser winch design and Render/Recover development followed a traditional design path, influenced, in part, by market pressures. It was primarily due to the application of Class I and Class II winch designs on vessels operating in quiet-water locations that allowed this approach to be successful. As the transportation of high-risk payloads encountered increasingly rough waters, it became routine to escort these ships for long distances during their journey to the terminal. While Class I and Class II winches continue to operate in areas that are not exposed, Class III ARR winches address the need to deal with harsh environmental conditions, while maintaining control of the line at all times. And, that's where Markey comes in. *Winch Development 101* The basic function of any hawser winch is to either pull in, or pay out a tether. Hawser winch tethers are typically composed of either steel wire rope, or fiber rope of natural or synthetic construction. The winch has a brake, which holds the drum, and any load attached to the end of the tether. Historically hawser winches use band brakes, which are by design an "on-off" brake. Any attempt to "slip" these brakes will result in sudden loosening or binding. The operator manually controls speed, direction of rotation, and brake set. Many of the Class 1 winches delivered by Markey over the past 100+ years fit this description. While Class I winches work well in steady conditions of calm waters with light winds and currents, they are not suited for operation in highly dynamic wave conditions. A common application for a Class I winch would be harbor docking service in an interior waterway or basin. But, Class I winches pose operational challenges in dynamic situations, particularly in escort operations requiring frequent repositioning of the tug relative to the assisted vessel. While skilled operators have over time developed ways to achieve an "active drum" on a Class I winch, at the same time, their ability to focus on maneuvering was limited, since considerable attention was required for winch operation. John Davis, Markey Sales Engineer explained, "Anecdotally, an argument can always be made that machines employing automatic controls are always safer for the simple reason that the processor is ever alert, never tires, and consistently responds in near real time according to a



set of established operational criteria." *The Advent of Synthetic Rope* The introduction of synthetic ropes in the 1980s came with many advantages. Easier to handle, lighter, and nominally safer than wire rope, synthetic ropes also floated. Maintaining line tension suddenly became an important requirement as the danger of fouling the tug's propellers with a slack line became apparent. This led to the creation of technology to automatically render (pay out) and recover (haul in) line to maintain that tension while preventing 'slack line' conditions. The term 'Render/Recover' was soon thereafter coined, and Markey was at the heart of its development. As Markey looked into ways to integrate true Render/Recover functionality into hawser winches, they also knew that this new winch would need specific features, which would: • Provide full range controllable line pull in either direction (inhaul and payout); • Allow for "instant" inhaul at full line pull and speed; • Allow controllable relief path for hard rendering at up to three times flow rate; • Simultaneously dump flow from the hydraulic pump; • Allow instant freewheel at high speeds using features of the motor. At the same time, rising energy costs, operational efficiency concerns, hydraulic noise and heat generation and customer worries about hydraulic oil spills spurred Markey to develop 'vector duty' electric motors coupled with AC variable frequency drives (VFD's) to power the next generation of hawser winches. In 2001, Markey delivered to Moran Towing Corporation the first version of an electrically driven hawser winch offering Render/Recover technology. The '**Diane Moran**' was a 5100 HP ASD Tug capable of 65 Tons bollard pull. The winch employed a 50 HP variable frequency drive controlling a vector-duty motor. Built for operation above deck, the winch allowed for winch drum freewheeling, for faster payout. The Render/Recover feature allowed the winch to automatically pay out (render) or haul in (recover) line to maintain a pre-set line tension. This allowed the winch to function automatically to maintain tension, thus keeping the line clear of the water during tug repositioning, while reducing subsequent snap loads that could part the line. Next up for Markey was the creation of a winch that would allow operating in waves that caused significant tug movement. Maintaining a line tension setting regardless of such movement led to the development of the Markey ARR (Asymmetric Render/Recover) system. The Markey ARR requires more horsepower, which favored the electric solution. That's because the hydrodynamic performance of tugs in exposed sea states dictates that the amount of winch power required to mitigate wave motion does not have to be equal during line rendering and recovery. Utilizing a mathematical simulation with the winch dissipating more power in rendering than during recovery, it could achieve successful Render/Recover operation, in exposed conditions, thus allowing minimizing the motor horsepower. A 250 HP unit went into operation in 2002 and two 100 HP units in 2006, which all performed well. Four more units went recently in operation, two 100 HP and two 200 hp. All of the foregoing units performed well in environments where waves of up to 2 meters were present. Eventually, Markey was approached about equipment to accommodate 3 meter waves, in narrow waters, at the Energia Costa Azul LNG terminal off the Mexican West Coast. Four tugs, jointly owned and operated by Moran and its partner Grupo Boluda Maritime Corporation of Spain are based there to provide escort to incoming LNG carriers. *(As published in the September 2017 edition of Marine News)*

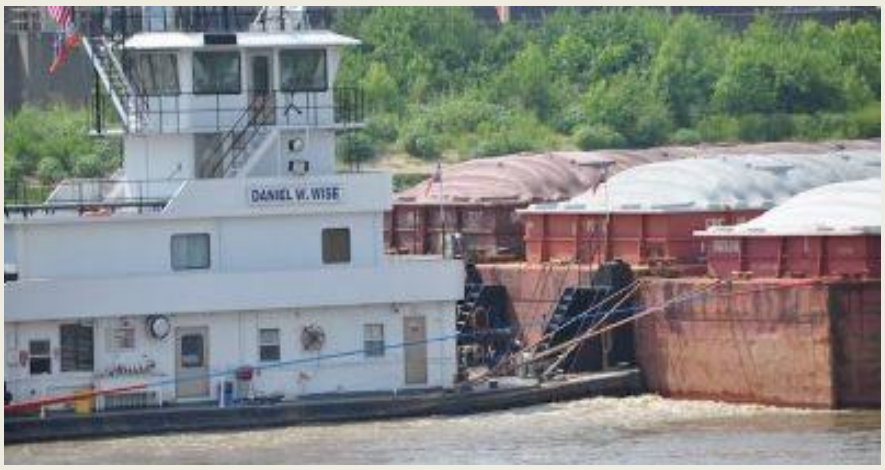
KANKUJERY COMMENDED TRAILS



(Photo: Jan Oosterboer)

Last week the new building Damen StanTug 2608 with yard number 509858 tug **Kankujery** (Imo 9787558) commenced technical trails and bollard pull tests in the Rotterdam Europort. Home port of the tug is Banjul the name of the capital city of Gambia. The standard dimensions of the tug are Length 26.20 mtrs a beam of 8.50 mtrs. The power output 2,460 bkW with a bollard pull of 47 tons and a free sailing speed of 12.5 knots.

IT'S SUBCHAPTER 'MAYBE' TIME

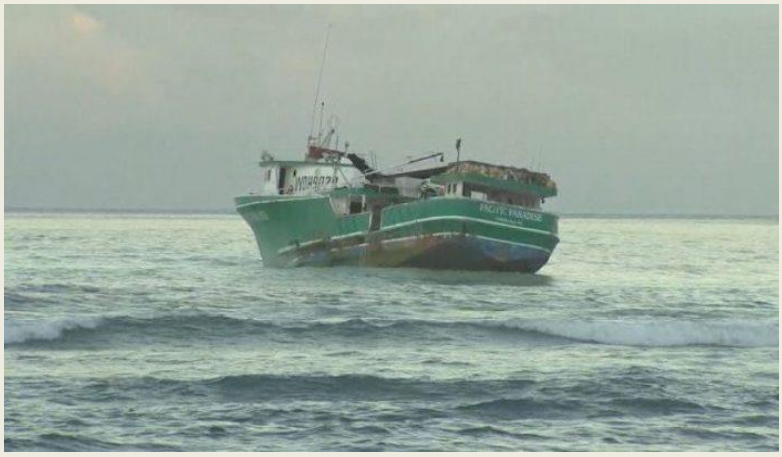


More than 10 years in the making, 46 CFR — Subchapter M, is finally here. Getting to the final rule for Subchapter M in June 2016 took a Herculean effort on the part of many. The Coast Guard was handed an unenviable task of solving a puzzle with an almost infinite number of pieces. And here's the kicker — no one had ever put the puzzle together in the history of the industry. No one had to until the Maritime Transportation Act of 2004, when Congress dumped the pieces onto a table and left the room. As I mentioned, the final rule (https://www. gpo.gov/fdsys/pkg/FR-2016-06-20/ pdf/2016-12857.pdf) was published in June 2016. It affects some 6,000 vessels, experts say. The

first deadline passed in July 2017. It said that towing vessels with keels laid or major conversions on or after that date are now required to meet Subchapter M and obtain a Certificate of Inspection (COI) prior to operating. There are deadlines that reach out to 2022, but the big one is next summer, in July 2018. All vessels must be in compliance with Subchapter M requirements by then. Not all have to have COIs by then, but all must be in compliance. "You have to make sure you're meeting the requirements by July 20, 2018," said Jennifer Carpenter, executive vice president and COO, American Waterways Operators (AWO). "Industry is working hard to reach physical compliance by that date." Companies have or will shortly make the important decision to use either the Coast Guard or the Towing Safety Management System (TSMS) option (also called SMS) for inspection. The Coast Guard has not assigned more people to Subchapter M inspection but has definitely shifted the focus of some of its staff members to it, according to Capt. Matt Edwards, the Guard's chief of commercial vessel compliance. How anxious should owners be about Subchapter M inspections? The bottom line is that a well-maintained vessel will survive a once-over from the Coast Guard. *(Source: Workboats)*

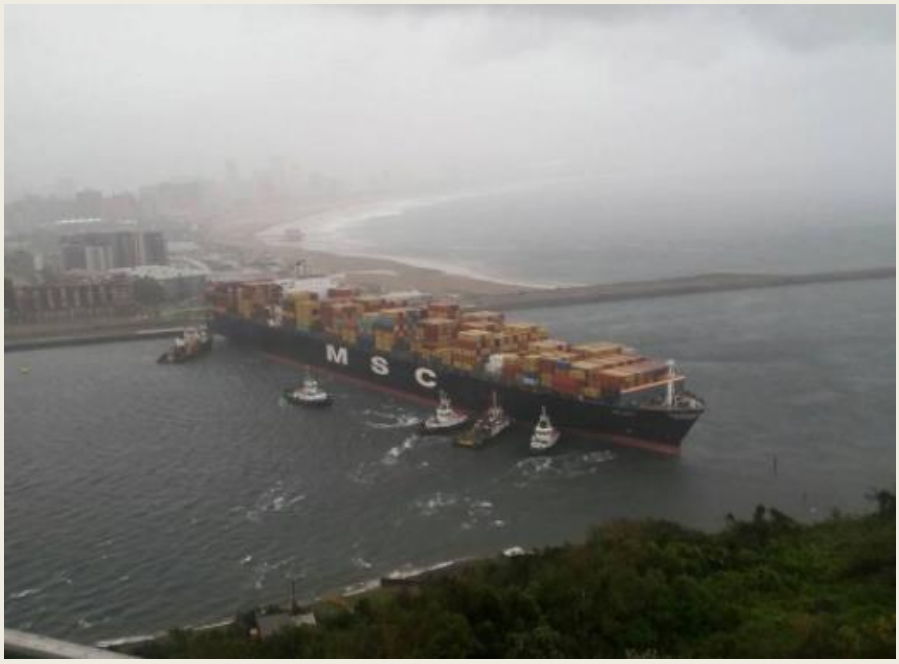
ACCIDENTS – SALVAGE NEWS

COMMERCIAL FISHING VESSEL GROUNDS OFF HONOLULU



A salvage team is working to refloat a 79-foot commercial fishing vessel from a reef near Honolulu, Hawaii after the vessel grounded there late Tuesday night. An update from the Coast Guard on Wednesday said responders were working to lighter all potential pollutants from FV **Pacific Paradise** in preparation to the refloat the vessel. The vessel had approximately 8,000 gallons of diesel, 55 gallons of lube and hydraulic oils and four marine batteries are aboard, according to the Coast Guard. Coast Guard response and Honolulu Fire Department crews rescued the American master and 19 foreign crew members from the vessel late Tuesday night following reports it had grounded off Diamond Head near Kaimana Beach. The vessel is hard aground about 1,000 feet offshore from shore. "The salvage team is stabilizing the vessel with anchors and will attempt to lighter the vessel fully before dark Wednesday with the intent to remove it from the reef during the next optimum high tide, currently forecast for late morning Thursday," the Coast Guard said in an update late Wednesday. As of Thursday afternoon there were no reports that the had been refloated. The **Pacific Paradise** a U.S.-flagged fishing vessel and part of the Hawaii longline fleet homeported in Honolulu. The vessel's last port of call was American Samoa and they were en route to the commercial port of Honolulu. No injuries or pollution are reported. The Coast Guard said it is working with partners to evaluate and minimize risks to aquatic resources from the grounding and salvage operations and potential fuel spills. "No marine mammals have been impacted. Coast Guard survey crews will walk to the beaches as an additional impact assessment tool," the Coast Guard said. The Coast Guard said it will be conducting an investigation into the grounding, adding that weather at the time of the incident was not a factor. The crew was released to Customs and Border Protection personnel for further action, according to the Coast Guard. *(Source: gCaptain)*

MSC BOXSHIP, OTHERS REFLOATED. ONE KILLED BY SHIPPING CONTAINER.



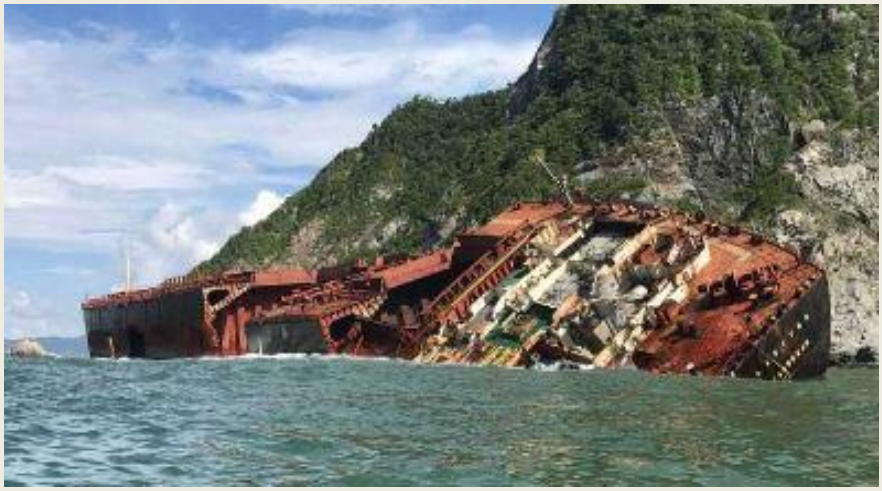
The giant boxship **MSC Ines** which got grounded on Tuesday due to heavy weather in the entrance of the Port of Durban has been refloated, Transnet National Ports Authority (TNPA) informed. The heavy weather has seen winds reach the strength of up to 50 knots South Westerly at peak in places, and heavy rain causing flash floods. Five tugs have been involved in the refloating mission of the ship which had drifted into the mouth of the Port of Durban abeam, including African Marine Solutions' (AMSOL) tugs **Siyanda** and **Siyakhula**, as shown in the image below. "The vessel, **MSC Ines** took priority as it blocked the port entrance. It took 5 tugs to refloat the 330-metre long container vessel and once refloated, she was allocated a berth in the port for damage inspection," the update from South African Maritime Safety Authority (SAMSA) reads. MSC's 9,113-TEU containership was one of five container vessels affected by yesterday's storm, SAMSA said. **MSC Susanna** and **Maritime Newanda** that broke moorings had to be held by harbour tugs to prevent them also running aground, SAMSA added. Refloating operations were also launched for **SM York**, **Bow Triumph** and **SA Shipyard floating dock**. **Bow Triumph**, a 183-metre long product tanker, which was berthed in Island View broke its moorings and ran aground on the sand bank near the Island View Terminal. The vessel was refloated at 16h30 and it took further effort to clear the anchors which were still stuck. All refloating operations were completed at 17h30 and the vessel was allocated a berth overnight for damage inspection. **MS New York**, a 330-metre long container vessel, which ran aground near Maydon Wharf was also refloated and was allocated a berth for damage inspection. By 7pm tonight

the vessel, **MSC Susana**, which had earlier broke from its mooring ropes, was secured. The Maritime Newanda vessel which broke loose was held by tugs and is currently berthed at Maydon Wharf. The SA Shipyards' floating dock and new tug remain grounded on bank, according to the latest update on the situation at the scene. SAMSA said that the floating dock would be attended to today in daylight hours. TNPA reported that there was a straddle carrier which was blown into the water and remains unsecured. There are also reports that some cranes were derailed by strong winds. Of concern, according to Chief Operating Officer for SAMSA, Sobantu Tilayi, are reports that there were about three containers believed to have been lost into the water with the exact position unknown. These pose a danger to navigation within the vicinity.

TNPA confirmed that a search will be conducted in daylight hours. There were no injuries no pollution reported on all the above incidents. Durban Port was closed due to debris in the water and unknown position of some containers which pose danger to navigation and damages to vessels. "We are pleased with the overall cooperation from all stakeholders and the swift action to ensure the safety of people and equipment. More importantly is the demonstration of emergency preparedness that was displayed during this major incident. It is the first time that we have had to attend to this number of casualties simultaneously," Tilayi said. "We are increasingly getting confronted with deteriorating weather patterns and can expect similar incidents in the future given the effects of climate change." Separately, the winds are reported to have knocked over a stack of 40-foot shipping containers causing havoc on the nearby roads. As informed by Netcare911 South Africa, a wholly-owned Pre-Hospital risk Management and Emergency Assistance subsidiary of Netcare LTD, one person was killed in a car as a shipping container was blown onto one of the vehicles. One person was injured. "Port teams remain on scene. TNPA has also managed to contain containers that had blown into the bay," TNPA added. The vessel movements remain suspended in the port, however, there have been no severe disruptions reported at the Port of Richards Bay. As reported yesterday, yachts and boats in the small craft harbour and at the Point Yacht Club (PYC) also broke free from their moorings. "TNPA earlier invoked a Business Continuity Plan (BCP) at its head office and the Port of Durban to ensure that it manages the situation closely. The BCP will be operational on a 24-hour basis until TNPA has restored operations," the update reads. *(Source: World Maritime News)*

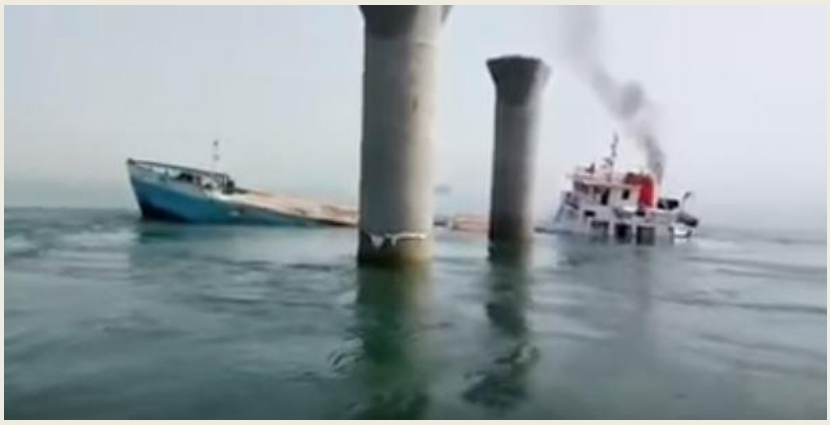
SHIP 'LOS LLANITOS' SPLIT IN TWO BY STRONG SWELL

The ship "**Los Llanitos**" stranded in Barra de Navidad, Jalisco, last October 23, 2015, during the passage of Hurricane Patricia, yielded to the strong waves and split in two. The structure of the 38-tonne Mexican flag vessel did not withstand the background sea surge, which caused the navigation booth, which had a height of 30 meters, to collapse. The only thing that can be observed at this moment is the towers of a house that are located to one side of the boat. Almost half of the stern was buried in the bay. The stern is tilted completely towards the sea, you can hear that when the



waves come in they make a great rumble to the interior of the boat. The engines of the ship, which could be loaded with 30 thousand liters of oil, are already making contact with the water. "The part in the aft section is where the machinery is, what is the main engine and auxiliary generators, power generators, these motors may still have oil residue," said captain Rafael Vaca, head of the Captaincy of Port in Manzanillo. Despite the many fractures that the boat has, the Captain of Port of Manzanillo considers that the current conditions of Los Llanitos do not represent a danger for navigation, nor for the fishing community of the area. *(Source: Maritime Herald)*

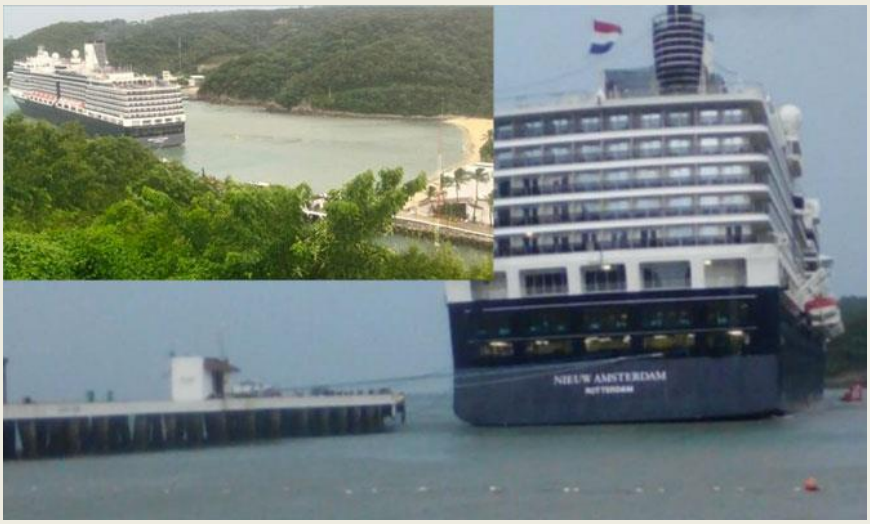
CARGO SHIP SINKS IN PERSIAN GULF



An Iranian cargo ship sank in the Persian Gulf off Kuwait City on Monday and the entire incident was caught on video. According to media reports, all six crew members escaped the sinking ship and were rescued by nearby vessels. In the video, you can see the pilings for the Sheikh Jabir Al-Ahmad Bridge which will cross Kuwait Bay between near Kuwait City and the Subiyah area. Watch the video: HERE *(Source: gCaptain)*

CRUISE SHIP NIEUW AMSTERDAM GROUNDING, MEXICO

Cruise ship **NIEUW AMSTERDAM** with tourists on board ran aground on Oct 10 at Santa Cruz Huatulco, Mexico, Pacific coast, after her moorings broke up in stormy weather. Tourists reportedly



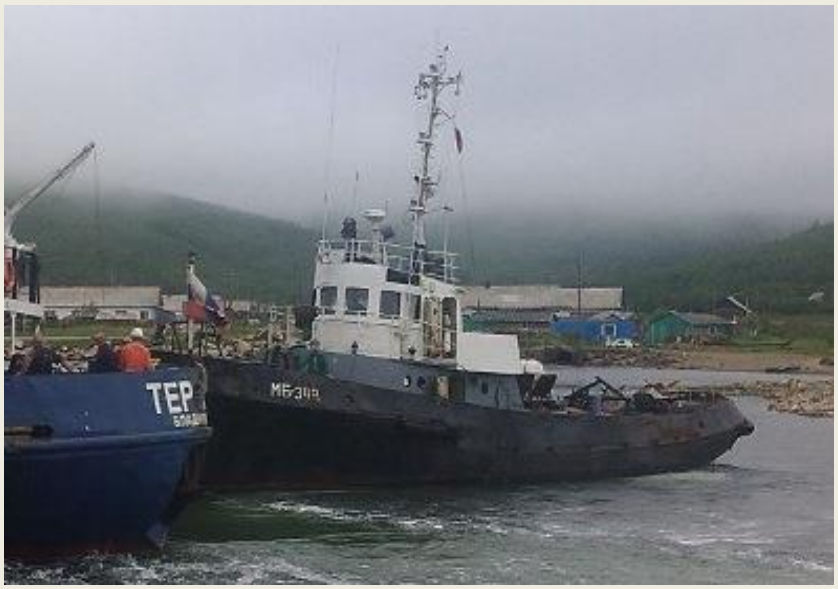
were offered to move to hotels for one night, the ship underwent inspection and was allowed to resume voyage. According to AIS, **NIEUW AMSTERDAM** left Santa Cruz in the evening Oct 10 local time, and already reached her next port of call. Cruise ship **NIEUW AMSTERDAM**, IMO 9378450, GT 86700, built 2009, flag Netherlands, operator Holland America Line, capacity 2106 passengers, crew 929. *(Source: Maritime Bulletin; Photo Quadratin – Cortesia (oaxaca.quadratin.com.mx)).*

NICKEL ORE LIQUEFACTION EYED IN BULKER SINKING OFF PHILIPPINES; 11 CREW MEMBERS MISSING

Eleven crew members of a Hong Kong-flagged bulk carrier are missing after their ship sank Friday off the coast of Philippines in what appears to be a possible case of nickel ore liquefaction. The Japanese Coast Guard reported Friday it had received a distress call from the 57,000 dwt MV **Emerald Star**, which was sailing about 280 km east of the northern tip of the Philippines with a crew of 26 Indian nationals. Three vessels in the area were able to rescue 15 crew members but 11 others are still reported as missing, the Coast Guard said, adding that the ship has sunk. According to the S&P Global Platts, the **Emerald Star** was underway from Buli, Indonesia to Lianyungang, China with a cargo of nickel ore. Nickel ore, a high-risk Group A cargo in the International Maritime Solid Bulk Cargoes Code, is notoriously known to be highly susceptible to liquefaction, that is when a dry cargo becomes fluid (i.e. liquefies) typically when exposed to an excessive amount of moisture. Cargo liquefaction can lead to cargo shift and vessel stability issues, and in the worst case can cause a ship to capsize at a moments notice. For this reason, nickel ore is often regarded as the world's most dangerous cargo as dubbed by INTERCARGO, which represents the interests of dry cargo ship owners and operators. Shipping nickel ore from Indonesia to China is known to be particularly risky. In fact, nickel ore liquefaction was cited as the cause of at least four vessel casualties and the loss of 66 seafarers from October 2010 to December of 2011. And in 2013, the phenomenon was blamed for the loss of the MV **Trans Summer**, which sank off the coast of Hong Kong while carrying 57,000 tons of nickel ore loaded in Indonesia. The number of vessel casualties blamed on nickel ore liquefaction has fallen in

recent years in part due to an export ban on nickel ore and bauxite from Indonesia, which was imposed in 2014 in order to boost Indonesia's higher value smelting industries. Earlier this year, however, Indonesia introduced new rules to ease the 3-year export ban under certain conditions. Following the easing of the ban, INTERCARGO issued a statement to its members warning them of the risks associated with these types of cargoes: "We would urge Members exercise extreme caution should Indonesian ore exports re-enter the market; as the ban has been in place for some time it is most likely that many stockpiles will be subject to saturation and therefore the possibility of being offered cargoes with an unduly high moisture content may be anticipated. Furthermore, it is important to note that it has been reported specified shippers will be permitted to export washed bauxite, this form of processing of cargo was associated with a number of problems in the past and any such cargoes should carefully assessed prior to acceptance," the statement said. The 2010-built MV **Emerald Star** is registered in Hong Kong and operated by Stellar Ocean Transport of Dubai. *(Source: gCaptain)*

NEAR THE COAST OF PRIMORYE, A SUNKEN TUG



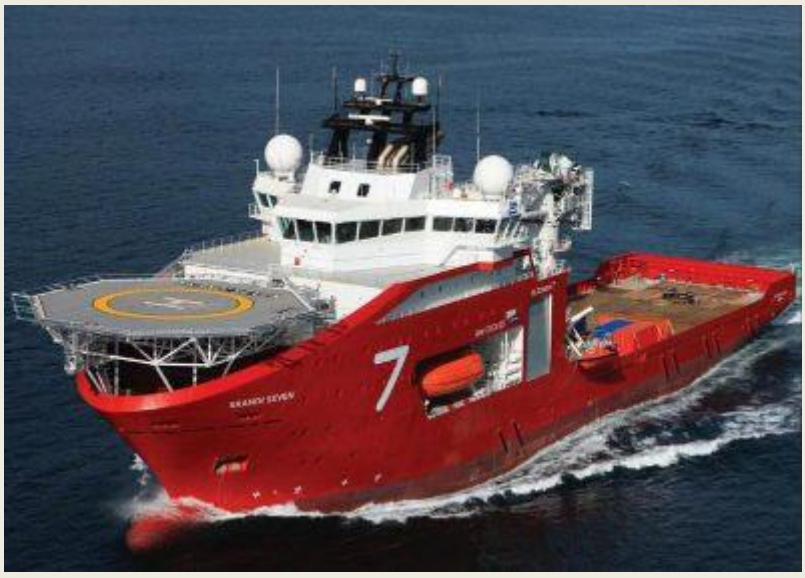
In Nakhodka, after the response measures taken by the transport prosecutor, the shipowner raised the sunken ship, PRIMPRESS reports with reference to the press service of the Far Eastern Transport Prosecutor's Office. During the prosecutor's inspection it was established that in July 2017, the sea tug **MB-348** sank in the bay of the Sea of Japan. This was due to non-compliance with the requirements of the legislation on safety of navigation when performing towing operations. The Nakhodka transport prosecutor sent an application to the court demanding that the shipowner be obliged to lift the sunken ship. At present, the defendant has completed the work in full. *(Source: Maritime Herald)*

OFFSHORE NEWS

ESVAGT EXTENDS OPERATIONS IN THE UK PRODUCTION MARKET

A new agreement with Petrofac strengthens ESVAGT's presence in the highly competitive UK production market. The '**Esvagt Cobra**' will be chartered to Petrofac Facilities Management Limited in the Kittiwake field in the UK sector from the middle of October 2017. The contract, which runs for two years with the option for a further year, strengthens ESVAGT's presence in the production market in the UK," says Jens Bagger, Chartering Manager: "We are well represented in exploration in the UK but have wanted to expand our engagement in the production market for some time. ESVAGT has been building a strong relationship with Petrofac's exploration department for several years and we are pleased that this working relationship will now be extended into the production market," says Jens Bagger. The '**Esvagt Cobra**' will assist Petrofac with standby duties on the Kittiwake production installation. "It is positive that we can set a contract for a period of time in this challenged market. It reflects the respect there is for ESVAGT and the belief that we bring value. ESVAGT has never left a site because of weather conditions, and ESVAGT represents an extended working window that is very important for our customers," says Jens Bagger. *(Press Release)*

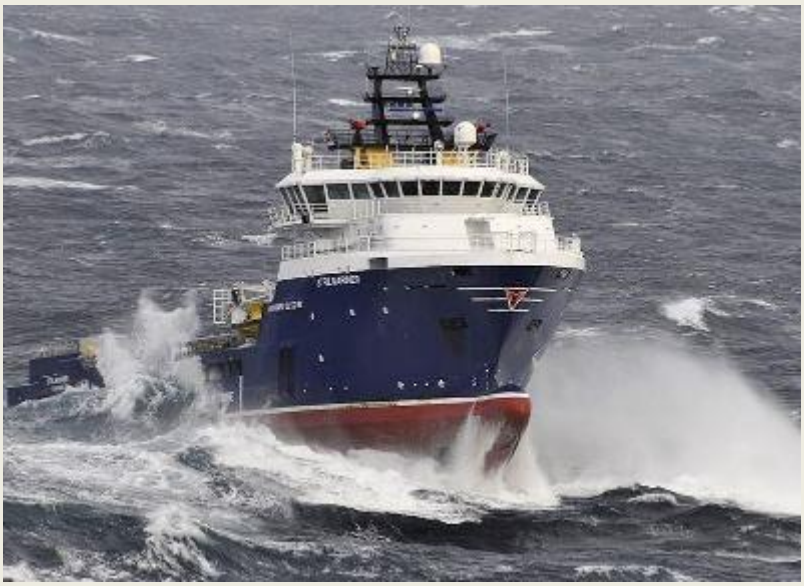
SUBSEA 7 SAYS NO TO BAKER HUGHES TAKEOVER



According to the Wall Street Journal (WSJ), Baker Hughes, a GE company, has held talks to acquire subsea services contractor Subsea 7. The WSJ cited people close to the matter which claimed that negotiations broke down over valuation. Even though initial negotiations broke off, one of WSJ's sources stated that Baker Hughes and Subsea 7 could potentially reignite talks. The subsea engineering, construction, and services company had an estimated value of $5.4 billion on Tuesday, October 10. Reuters reported that shares in Subsea 7 rose on Wednesday as a consequence of the unconfirmed takeover report. Before the report, the company's stock traded down following a cut in stock rating by Goldman Sachs. The Oslo Stock Exchange did suspend listing of Subsea 7 to investigate changes in share price as the news of the

takeover talks spread. Reuters also cited a statement by Subsea 7 in which the company said it was "aware of…press speculation and subsequent share price movement. The company has a policy not to comment on speculation or rumors." Chairman and top stockholder of Subsea 7, Kristian Siem, gave a short statement for the news agency by saying: "As a general comment, I can say that everybody in this industry talks and that may lead to rumors. But that does not mean the rumors are correct." *(Source: Offshore Energy Today)*

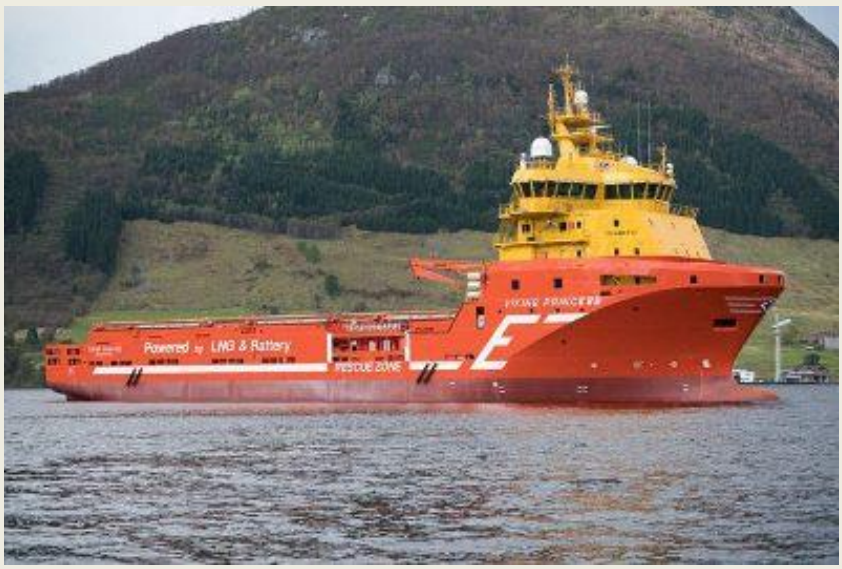
AKERBP HAS DECLARED A ONE YEAR OPTION FOR THE FIELD SUPPORT VESSEL STRIL MARINER



Stril Mariner, a Havyard 832 design build 2009, is operating as a Field Support vessel in the south part of the North Sea at the Ula/Valhall area. The vessel is certified NOFO 2009 with oil recovery Equipment (transrec, booms and skimmers) fully sheltered. The vessel is also equipped with a Daughter Craft in order to conduct oil spill recovery operations on their own. Simon Møkster Shipping is looking forward to another year of good relation and cooperation with AkerBp. *(Press Release)*

'VIKING PRINCESS' BECOMES WORLD'S FIRST HYBRID OFFSHORE VESSEL

Finland's Wärtsilä has completed work on the **Viking Princess** making it the world's first offshore vessel with a hybrid energy storage solution. Wärtsilä said on Friday that the Norwegian vessel was the first ever offshore supply vessel in which batteries reduce the number of generators aboard the ship. The company added that the Viking Princess completed sea trials and the system was handed over to customer Eidesvik Offshore on October 9, 2017. According to the company, the energy storage solution will improve engine efficiency, generate fuel savings and reduce greenhouse gas



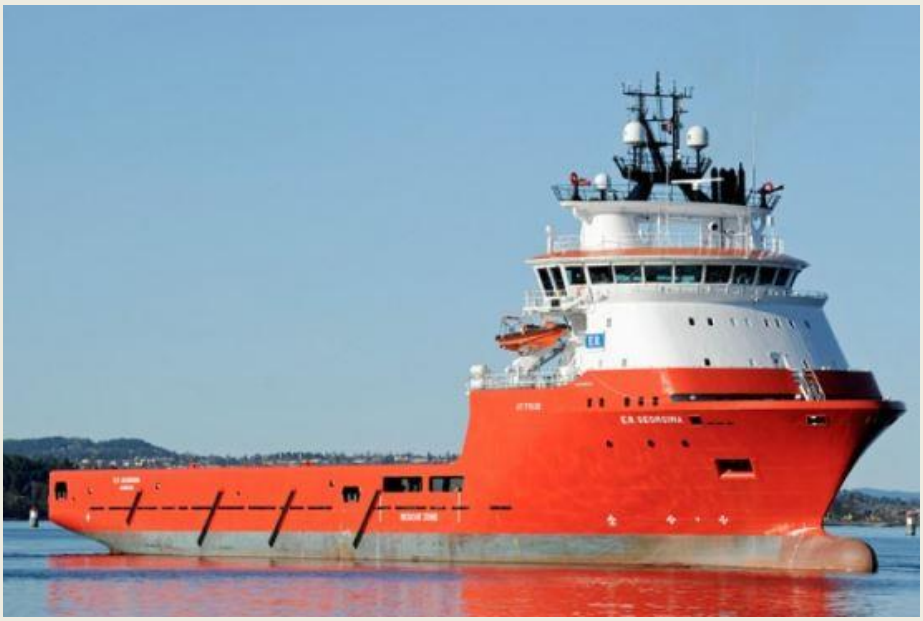
emissions. "When using the Wärtsilä installed energy storage system on board **Viking Princess**, the fuel saving potential can be up to 30 percent in various operations and the CO2 emissions can be reduced by up to approximately 13-18 percent per year, depending on operational conditions and requirements. Furthermore, the hybrid solution will provide a more optimal load on the engines, while the intervals between engine maintenance can be extended," the company said. *Viking Princess* now runs on a combination of a battery pack for energy storage and three LNG-fuelled Wärtsilä engines. The technology is similar to that used in hybrid vehicles: it prevents the engine load from dipping and uses the surplus to re-energize the battery, which can be charged as needed. The contract to replace one of the four engines on Viking Princess with battery power was signed in May. Corvus Energy's Orca energy storage systems were chosen by Wärtsilä to provide battery power to Eidesvik's vessel. "Eidesvik and Wärtsilä's partnership dates back to 2003 when our ship, the Viking Energy became the first offshore supply vessel powered by LNG fuel. Now, together, we are again introducing a world's first, with the **Viking Princess** becoming the first offshore vessel in which batteries reduce the number of generators aboard the ship," said Vermund Hjelland, president of the technical department at Eidesvik Offshore. "In addition to the fuel consumption and environmental advantages, the conversion also reduces maintenance costs and contributes to more efficient operations. The success of this project will impact the future of the entire shipping industry," added Sindre Utne, manager of projects and operations at Wärtsilä Norway. *(Source: Offshore Energy Today)*

SEAMEC WINS SHORT-TERM CHARTER WITH IGOPL OFFSHORE

India's provider of diver support vessel-based diving services Seamec has entered into a contract for charter hire of the vessel '**SEAMEC III**' with a subsea solutions company IGOPL Offshore. The tenure of the contract, for undertaking a job in Mumbai Offshore, is for about 10 days with option for extension. Built in 1983, the 92.7 meters long **Seamec III** is a multi-functional diving support vessel with 300-meter diving system, 50-ton telescopic crane and accommodation for 90 persons. The contract is scheduled to start today, October, 13, 2017. According to the company's BSE notice, the value of charter during

firm period is close to $300K. *(Source: Subsea World News)*

S.D. STANDARD DRILLING PICKS UP PSV PAIR FROM ER OFFSHORE



Norway's S.D.Standard Drilling, part of Øystein Stray Spetalen's Saga Tankers, is acquiring two platform supply vessels from Germany's ER Offshore. 2009 built **E.R. Athina** and 2010 built **E.R. Georgina** Are being acquired, subject to charterers consent, for a total of $22.2m. The two vessels are currently working in the UK North Sea, E.R. Athena working the spot market and **E.R. Georgina** on charter to Maersk Oil until July 2018. The acquisitions are expected to be completed next month, bringing S.D. Standard Drilling's fleet to a total of 18 PSVs. "The vessels grow our asset base and fleet and are favorably priced at ~USD 11.1m per unit, representing a discount of 81% to USD 57m actual newbuild price and a discount of 60% to the 25-year current newbuild parity of a 8 year old vessel with an implied value of USD 28m. Furthermore, the vessels are both large and well-recognised Norwegian-built PSVs which are in good condition and are proving themselves in the North Sea every day," commented Martin Nes, chairman of S.D. Standard Drilling. *(Source: Splash24/7)*

OFFSHORE ENERGY EXHIBITION & CONFERENCE 2017 - CELEBRATING 10 YEARS OF OFFSHORE ENERGY

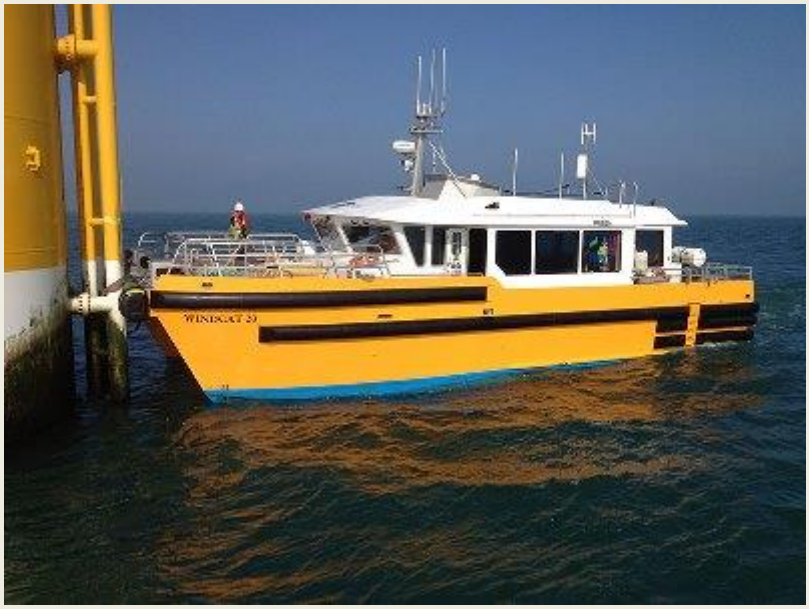
Offshore Energy Exhibition & Conference brought together over 550 exhibitors and 12,145 visitors in halls 1, 2 & 5 of Amsterdam RAI. While the number of exhibitors slightly decreased compared to 2016, the visitor number increased. The conference attracted over 1,300 delegates who attended 20

sessions. Next year Offshore Energy Exhibition & Conference takes place on (22), 23 and 24 October 2018. "This year marked our tenth anniversary and we look back on a great event," says Annemieke den Otter, who bears overall responsibility for Offshore Energy. "Never before has the gathering of all players in offshore, from oil and gas to offshore wind and marine energy, been more apparent than this year and never before have we attracted so many international visitors." This year's theme was 'Transformation through collaboration'. Topics that dominated the conversation ranged from decommissioning and future gas and wind energy production at the North Sea, to upstream investments in the Middle East, West-Africa, Latin-America and Asia. The event brought together industry leaders and (young) professionals during a high quality conference program, at the many networking opportunities and in the exhibition halls. For three days – starting on Monday with the first day of Offshore WIND Conference – Amsterdam was a meeting place for a host of international clients, OEMs, EPC companies and suppliers active in oil and gas exploration and production as well as renewable energy development. OEEC 2017 again had a spectacular kick-off with Offshore Energy Opening Gala Dinner and Awards Show on Monday 9 October. Guests were treated to dinner and drinks and musical interludes by the Junior Jazz Unlimited at the National Maritime Museum in Amsterdam. A special congratulation to the award winners: Dries Lammens (winner of the Offshore Energy Young Engineer Award), Our Oceans Challenge (winner of the Offshore Energy Public Outreach Award) and Next Ocean with the Next Ocean Wave Predictor (winner of the Best Innovation in Offshore Energy Award). *Exhibition* This year over 550 exhibitors covered halls 1, 2, 5 and Amtrium of the Amsterdam RAI. During the exhibition days it was also possible to attend matchmaking sessions headed by Europe Enterprise Network, from bagpipes to robots, there were some great sights on the exhibition floor. The latest addition to the exhibition floor was the Startup Zone where upcoming talent was able to present themselves and showcase their innovations and products. Back again was the Offshore WIND Expertise Hub where companies were interviewed on film. These videos will be published on OffshoreWIND.biz in the coming weeks. In the different pavilions, such as Iran, Scotland, Italy, Amsterdam IJmuiden Offshore Ports, North Sea Energy Gateway, Marine Energy and the Holland pavilion, people came together in an energetic environment to meet up and/or network. *Conference* The high quality conference program at OEEC contained seven Technical Sessions on topics ranging from Asset Integrity, Global Business Opportunities and Decommissioning. The Launch of the National Platform for Re-use and Decommissioning also took place during the conference. This year's Industry Panel addressed the transition to a low carbon energy mix. Featured speakers distinguished facts and fiction on both fossil and renewable energy sources, their deployment and what it takes for societies to switch to a new energy system. Within renewables Offshore WIND Conference (OWC) took place with speakers from Dong, Siemens, European Committee of the Regions and Ziton. Marine Energy Event took place on Wednesday 11 October and focused on the Conditions for Commercial Success of the industry with speakers from EMEC, Twin Valleys, Tidal Lagoon BV and Bureau Veritas. Last but not least, several side events took place and young professionals could attend special Master Classes with masters from OOS International and Schlumberger. *Offshore*

Energy 2018 Next year Offshore Energy Exhibition & Conference takes place on (22), 23 and 24 October 2018. Information on next year's edition will be published online on www.offshore-energy.biz shortly. *(Press Release)*

WINDFARM NEWS - RENEWABLES

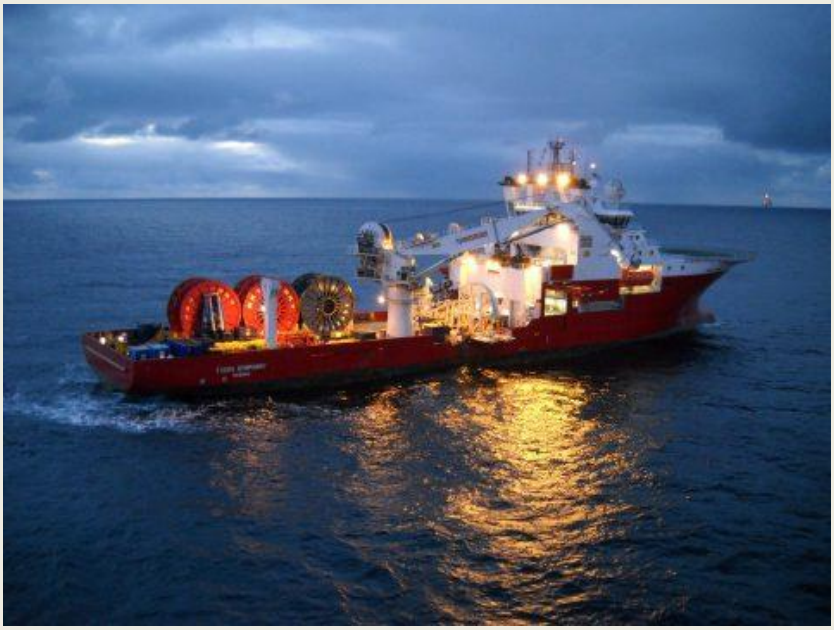
CREWVESSEL.COM NETS LONG-TERM CONTRACT WITH WINDCAT WORKBOATS



Windcat Workboats have signed a long-term contract with CrewVessel.com, who will supply a business process and information management system to the crew transfer vessel operator. Administrative tasks result in each crew transfer vessel (CTV) producing over 450 documents per year, including daily reports for recording client activities, timesheets, HSE forms and technical maintenance overviews. Handling all these separate documents is very time consuming and makes room for human error, therefore the custom-designed solution will bring a next level of efficiency for Windcat Workboats' vessel crew and shore staff, according to CrewVessel.com. "The complete Windcat Workboats fleet will be equipped with iPads and a special CrewVessel.com application designed to optimise the administrative tasks on-board," said Willem van der Wel, in charge of vessel and business development at Windcat Workboats. The solution comprises cloud-based management portal with tailor-made functionality to manage data regarding contracts, clients, projects, scheduling, crew, vessels, technical maintenance and HSE, Van der Wel explained. Kristian Kossen, Director at CrewVessel.com, said: "Various dashboards with KPI's now allow Windcat Workboats to identify abnormalities and trends which can action preventive maintenance to ultimately minimize downtime and increase even more efficiency for their clients. In addition, to create transparency, the clients will in the near future also receive access to the solution with their own KPI dashboards whereby the client can monitor their vessels performances, extract various

reports and manage actionable information." Windcat Workboats owns and operates a fleet of over 39 offshore crew transfer vessels, deployed mainly on European offshore wind projects. *(Source: Offshore Wind)*

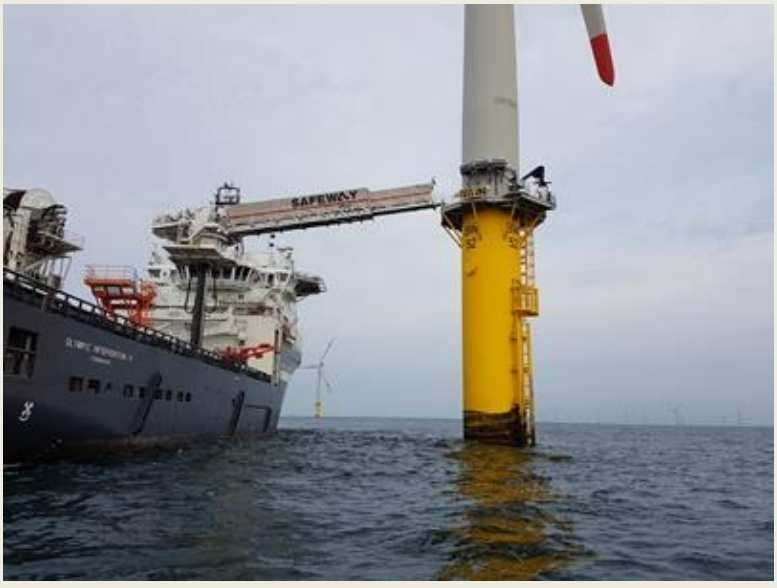
GLOBAL MARINE GROUP TO ACQUIRE FUGRO'S TRENCHING AND CABLE LAYING BUSINESS



Global Marine Group ("GMG"), a leading provider of offshore engineering services to the telecommunications, oil & gas, and renewables industries, announced today that Global Marine Systems Limited ("GMSL") has entered into an agreement with Fugro N.V. ("Fugro") (AMS: "FUR") under which GMG will acquire Fugro's trenching and cable lay services business. The purchase consideration, valued at approximately US$73 million, consists of the issuance to a subsidiary of Fugro of a 23.6% equity interest in Global Marine Holdings LLC (the parent company of GMSL), valued at US$65 million, and an obligation of GMSL to pay Fugro US$7.5 million within one year pursuant to a secured vendor. The acquisition of Fugro's trenching and cable lay services business involves the transfer to GMG of 23 Fugro employees located in Aberdeen, as well as one vessel (M/V **Symphony**), two powerful Q1400 trenchers, and two work class remotely operated vehicles. Built in 2011, the M/V **Symphony**, a multi-purpose vessel with an extensive 1,400m² deck space, will join GMG's cable installation and maintenance fleet. In addition, as part of this transaction, Fugro will become the preferred provider of marine site characterisation and asset integrity services to GMG. The acquisition will significantly enhance GMG's portfolio of service offerings to the market, with a comprehensive range of integrated services, with the immediate capacity to complete additional packages of work in direct response to market demands. This transaction will provide GMG with highly capable, proven assets with a history of delivering complex engineering projects to customers around the world. Fugro is the world's leading, independent provider of geo-intelligence and asset integrity solutions. Fugro acquires and analyses data on topography and the subsurface, soil composition, meteorological and environmental conditions, and provides related advice. With its geo-intelligence and asset integrity solutions, Fugro supports the safe, efficient and sustainable development and operation of buildings, industrial facilities and infrastructure and the exploration and development of natural resources. Since the founding of Fugro's trenching and cable lay services business in 2012, Fugro has established a strong presence in the renewables market, working with offshore wind farms including Lincs Wind Farm, Humber Gateway, Gwynt y Môr and Rampion. The business has also conducted multiple operations in oil & gas for major oil companies such as Shell and BP. "This acquisition is another deliberate step in our strategic plan, adding extensive capabilities of the Fugro trenching and cable lay team to the Global Marine Group and further equipping us with proven assets to support our growth plans," said Ian Douglas, CEO of Global Marine Group. "I am delighted that Fugro identified us as the right

partner to advance their trenching and cable lay business and I am looking forward to welcoming the Aberdeen based trenching team to our corporate family. We are committed to our vision of engineering a clean and connected future and we will continue to build, align and adapt our business in order to meet the evolving needs of our customers." "As we continue to carefully build and develop our business in support of our long-term strategic view, we are delighted to partner with Fugro," added Dick Fagerstal, Executive Chairman of Global Marine Group. "Fugro's long standing world-wide expertise in many segments of the offshore services markets will greatly benefit the Global Marine Group as we work towards our goal of delivering attractive risk adjusted returns for all our constituents." "A key objective of Fugro's 'Building on Strength' strategy is to seek a partnership or divest our construction and installation related marine activities," said Paul van Riel, CEO of Fugro. "We have taken a major step forward in delivering on this strategic objective by contributing our trenching and cable lay services business towards a promising partnership with Global Marine Group. Fugro will participate in a profitable and diversified business with solid growth potential. This step will also support Fugro's growth in the nautical market segment." The transaction is subject to customary closing conditions, and is expected to close in the fourth quarter 2017. *(Press Release)*

NIBC BANK AND ROTTERDAM PORT FUND SUPPORTING ROLL OUT OF SAFEWAY SYSTEM



The NIBC Mezzanine & Equity Partners and Rotterdam Port Fund have come to a principle agreement with the Van Aalst Group, Dordrecht, in order to participate as minority shareholder providing business-building capital for realisation of its growth plans. The Van Aalst Group has a longstanding reputation in delivering innovative cargo handling systems and is the owner of the unique SafeWay motion compensated offshore access system. With the new funds SafeWay, as part of the Van Aalst

Group, is now able to build a rental fleet of state-of-the-art gangways for the international offshore oil, gas, wind and renewables industries. Production of the first series of gangways has already commenced. Delivery is scheduled for Q1 2018. SafeWay is producer and operator of motion compensated offshore access systems designed for transferring personnel and cargo safely and efficiently from an offshore vessel to a structure. The design with distinctive technologies such as the roll compensating mast, the Zero Impact Bumpering mode as well as the vertical elevation possibility, is so revolutionary that SafeWay believes the gangway will be a 'game changer' in the offshore oil, gas, wind and renewables industries. The company has therefore expressed his ambition to become one of the leaders in safe Walk to Work solutions at sea. The first SafeWay gangway is currently installed on the 95-metre long OCV 'Olympic Intervention IV', owned by Olympic Subsea ASA, Norway, successfully operating in the German sector of the North Sea. NIBC Mezzanine & Equity Partners is established to underpin NIBC's entrepreneurial spirit and offers flexible risk-bearing solutions to support successful companies at their most decisive moments by providing risk capital to help realise their (international) growth. Rotterdam Port Fund is an independent investment fund aimed at innovative companies in the port sector, with a primary focus on the Netherlands and North West Europe. The Rotterdam Port Fund is a valuable partner with a deep network and knowledge of the industry. Wijnand van Aalst (Van Aalst Group): "We look forward to working with the dedicated teams of both NIBC and the Rotterdam Port Fund and bringing the gangways to the market." *(Press Release)*

DREDGING NEWS

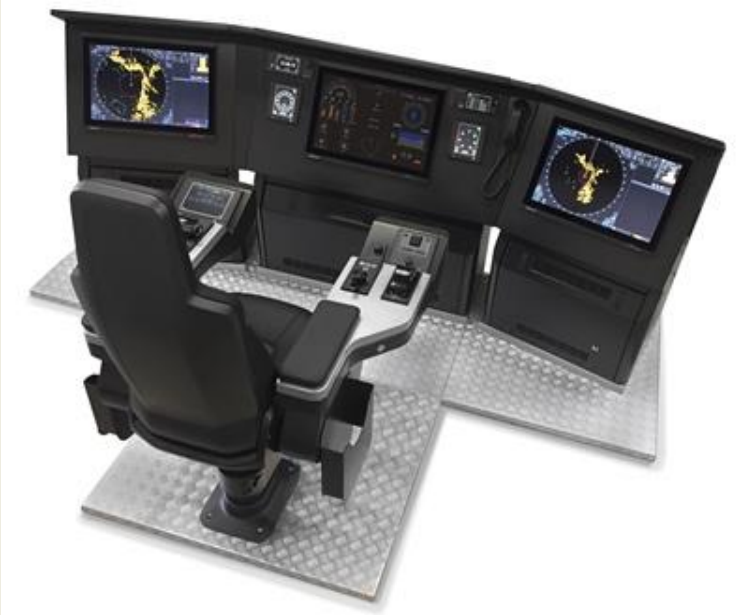
DAMEN TSHD 650 TOMMY NORTON BEGINS OPERATIONS AT GIPPSLAND LAKES, AUSTRALIA

The **Tommy Norton**, a Damen Trailing Suction Hopper Dredger (TSHD) 650 built at Damen Shipyards Yichang has been officially delivered to her proud owner, Gippsland Ports. The first dredger to be built by Damen Shipyards Group for Australia, the 60-metre Tommy Norton has now started work to deliver safe and reliable ocean access for the commercial vessels, oil & gas suppliers and commercial fishing fleet that cross the entrance bar to the Gippsland Lakes area. The maintenance dredging also helps reduce the risk of flooding to local communities. Capable of dredging to depths of 15 metres, the dredger has been built with bottom doors to enable self-emptying and can alternate between a bow connection and rainbow expulsion for beach reclamation work. In order to increase the vessel's payload capacity when dredging sand with a high specific density, Damen has reduced the freeboard of the vessel and applied a dredge mark. Geoff Hocking, the Chair of Gippsland Ports, stated: "Gippsland Ports is extremely proud to take delivery of the Trailing Suction Hopper Dredger, **Tommy Norton**. This project has been a significant undertaking by Gippsland Ports on behalf of the State of Victoria and we are delighted to have delivered an excellent vessel both on time and within budget. "To have been able to achieve this outcome is testimony to the builder, Damen Shipyards Group and Gippsland Ports' project managers, supported

by our appointed technical and quality support team. We anticipate **Tommy Norton** will provide decades of safer and more reliable bar crossing in the same manner as its namesake did in the 1870s prior to the creation of the artificial entrance." In his speech at the delivery ceremony, Vincent Maes from Damen Shipyards summed up by saying, "I want to thank a lot of people who made this happen, but especially Mr Nick Murray and Mr Ambrose Rajadurai, both of whom were there from the start, and also our project manager Leo Van Dijck. All of you really made it happen, so congratulations for that! I wish you all the best, all the luck and a great journey with the Tommy Norton." *(Press Release)*

YARD NEWS

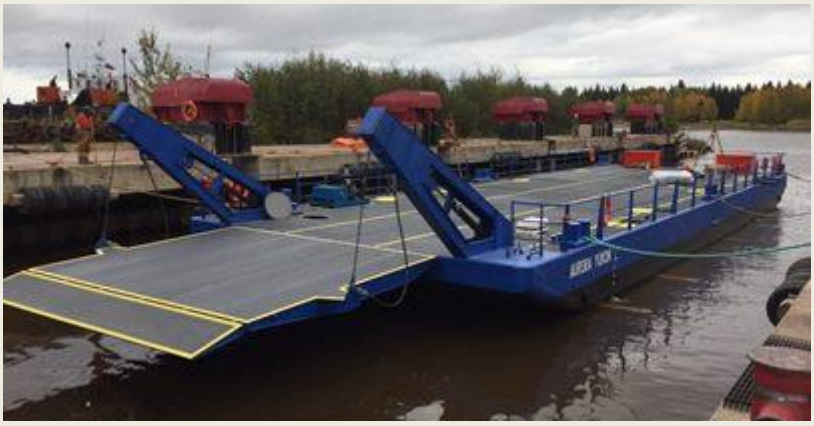
NEW ALPHABRIDGE REVEALED AT KORMARINE 2017



JRC and Alphatron Marine are pleased to introduce a brand new and simplistic designed AlphaBridge solution, targeted at medium and small type vessels. The design approach enables optimized viewing in the wheelhouse and full control from a sitting position. Asia is traditionally building mainly larger vessels and the operation of the entire bridge from a sitting position has not been the norm. Alphatron Marine is specialized in providing flexible bridge solutions to medium-small vessels, such as coastguard, patrol vessels, tugboats, workboats, fishing, smaller cargo as well as windfarm support vessels. The AlphaBridge features a central command chair facing three 26-inch navigational displays in the front consoles. The bridge is fitted with JRC's latest black box JMR-5400 marine radar and a new conning system. Within arm's reach, the operator can control the main displays and various equipment integrated in the bridge, including autopilot, VHF and a propulsion system. Flexibility and ergonomic control are one of the leading principles in the AlphaBridge system. Regardless of size and type of vessel, customized and specific operation allows full control from a single workplace, without compromising the high ergonomic standard. The design follows regulations and enables intuitive, comfortable operation which

ultimately enhances the safety of your vessel. Meet us at stand 3G25 Kormarine: 24-27 October 2017 *(Press Release)*

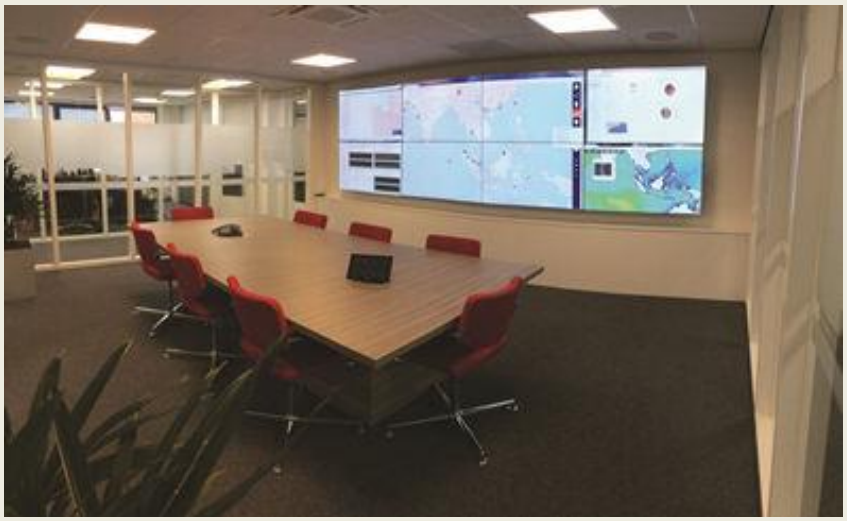
UNIQUE BARGE-FERRY DESIGNED BY ROBERT ALLAN LTD. DELIVERED BY WAIWARD STEEL



At the completion of its 1000 km drive along the highway from Edmonton to Hay River and the 850 km sail down the Mackenzie River to Norman Wells, the **Aurora Yukon** was finally delivered to its owner by the builder Waiward Steel LP of Edmonton, AB. The Aurora Yukon will operate with an existing tug, to carry vehicles and passengers across the Mackenzie River at Norman Wells. The **Aurora Yukon** replaces an existing barge which was originally built in 1969. Particulars of the **Aurora Yukon** are as follows: Length overall: 30.0 m; Beam, moulded, extreme: 9.9 m; Depth, moulded (hull): 1.6 m; Maximum operating draft: 0.8 m (approx.); Maximum deadweight: 115 tonnes. The barge was designed by Robert Allan Ltd. to Transport Canada regulations and Lloyd's Register (LR) Inland Waterways Ships Rules, and was fully delegated to LR under the Delegated Statutory Inspection Program. The barge can carry up to twelve passengers and two crew on Sheltered Waters voyages, with a maximum cargo load of 115 tonnes and a maximum single vehicle load of 50 tonnes. The vessel is classed with the following notation: LR ✠ AN I.W.W. Roll On-Roll Off Pontoon, Zone 1 (Mackenzie River Service). The project stipulated very strict weight requirements to ensure the vessel will suit an existing transport trailer. The barge design was developed in a 3D environment from the proposal stage in order to closely monitor weights and visualize changes. Extensive FEA analysis of the structure was performed in order to optimize the design for minimum steel weight while ensuring the required service life during river operations. The barge is outfitted with the required regulatory safety equipment as well as a hydraulically operating loading ramp at one end. Mooring bitts are fitted on main deck along with heavy duty haul out bitts on the barge sides to facilitate launch and retrieval for over-wintering on dry land. *(Press Release)*

MEET US AT EUROPORT 2017

Alphatron Marine and JRC are pleased to welcome you at Europort where will be previewing some of the world's most technologically advanced marine electronics and total solution concepts available today. Remote assistance is an important concept to the maritime industry, therefore we have implemented "Support sailing" within the roots of our organisation and it will play a central role at the Europort. With our new support centre we are able to fully support ship's from the shore, such as remote diagnostics, route and weather planning. We will showcase our state of the art bridge solutions, driven by the same concept and mindset of harmonizing control and advancing navigation technology. The fully integrated one man bridge has redefined the standard in bridge design we know today. With three 46-inch screens and fully operational Transas simulator you will be able to monitor and operate all navigation and communication equipment from a comfortable captain's chair. We will also show the AlphaBridge tugboat and ferry variant, designed together with one of



the world's largest tugboat operators. The bridge solution offers exceptional visibility all-round the vessel and ensure ship control without compromise. Naturally, inland shipping is well represented on the Europort exhibition. We will show you in a neat desk all the possibilities we have for the inland waterway fleet. From the familiar and very popular JMA-610 river radar to cameras and the AlphaLine Repeater series. A system for warning the skipper for bridges too low is also presented. There is a shift from analog to digital cameras and we are pleased to show these new cameras to the general public for the first time. New on show this year will be the land based Vessel Traffic System (VTS). Harbors, locks and rivers of any size and location can truly benefit from real-time traffic monitoring. Supported in the VTS is an advanced 3D view of the navigational area contributing to enhanced situational awareness and helps the operator in the decision-making process. The VTS can be interfaced with multiple radars and optional cameras. We also will introduce the future generation NeCST route planning station. This interactive chart system allows you to easily plan routes on a 46-inch touchscreen which is connected with the ECDIS to transfer your route onboard. *Digital route planning on a paper chart scale.* Other products not to miss is the new 5-inch touch screen controlled VHF radio, featuring an uniform, corporate design with manual-free operation. The next generation JMR-5400 radar with 19-inch or 26-inch screens featuring a new keyboard design and a vibrant and trusted user interface that takes full advantage of its processing technology. Our new adaptive autopilot which features a 5-inch touch display with the hardware and software based on our uniform product philosophy, creating a consistent bridge and operational approach. Meet us at stand number 3405; Europort: 7-10 November 2017 *(Press Release)*

VARD TO CONTINUE NEGOTIATIONS FOR NORWEGIAN COAST GUARD TRIO

Vard Holdings Limited reports that it has been invited to continue negotiations for the construction of three vessels for the Norwegian Coast Guard. The Norwegian Government had originally announced plans for the construction of three new Coast Guard vessels in September 2016.

Following review of offers from three competing shipbuilders, Vard's Langsten, Norway, shipyard has now been selected to continue negotiations. If the negotiations are successful, according to the Government's timetable, the project will be submitted for approval by the Norwegian Parliament in 2018. Delivery of the first vessel would be in 2022. *(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:

- Bisso Towboat Accepts Delivery of 4480 HP ASD Tractor Tug LIZ HEALY
- Wärtsilä Unveils New Hybrid Tug Designs
- Tugs ordered for Caspian Operations
- Talas on trails in the Rotterdam Europoort
- Emba commenced trails

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