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

HISTORIC TRANSPORT BY KOOREN TUG BOATS - RT BORKUM AND ADRIAAN TOW ELEVATOR GRAANZUIGER 19 TO ANTWERP

Two unique tug boats have taken care of the historic transport of the **Graanzuiger 19**. The steam elevator, built in 1927, has returned to Antwerp where it originally came from. The towing by Rotortug's training tug **RT Borkum** and KOTUG's **Adriaan** was a voluntary contribution of both companies to this special cultural initiative. On October 14th, the convoy left from Rotterdam, where the Graanzuiger had been exposed during the past years at the Maritiem Museum Rotterdam. It arrived a day later in Antwerp, on October15th. The Graanzuiger is the last remaining steam elevator of a fleet of 24. It will be moored in the future half of the time in Rotterdam and the other half of the time in Antwerp. This precious piece of harbour heritage will be temporarily shown at the MAS, the new Maritime Museum Antwerp. For the first time in history, two top museums in different countries take responsibility for maritime heritage. KOTUG and Rotortug are proud to be able to contribute to this unique harbour legacy project, which is important to preserve the maritime history for both Flanders and The Netherlands.. *(Press Release)*

NEW $12M TARANAKI TUGBOAT IS CHUG-CHUGGING ALONG IN TURKEY

Port Taranaki's new $12 million tugboat is a step closer to completion after being put in the water

for the first time. The vessel, **Kīnaki**, is undergoing sea trials in Instanbul, Turkey, where she is being built, and is expected to be completed at the end of December. She will replace the 45-year-old tug **Kupe** when she begins operation at Port Taranaki in April 2018. Port Taranaki marine engineering supervisor Grant Squire was at Saturday's launch at tug-building company Sanmar Shipyards near Instanbul and said he was pleased with progress. "It's really exciting. She's a beautiful vessel and the build is meeting all our expectations," he said. "Launching represents a significant milestone in the project, marking completion of all major construction." The remaining work is mostly installation of electrical systems and fitting out of internal linings and furnishings, he said. "All anti-corrosive coatings are complete but the final colour is yet to be added to above-deck surfaces, to match Port Taranaki fleet colours." During sea trials in December, the vessel will be checked for final compliance with maritime rules, and once completed, the tug will be lifted on to a heavy lift vessel and transported to New Zealand. "We look forward to seeing the vessel trialled in Istanbul and even more so to seeing it operational in New Zealand," Squire said. **Kīnaki** is a 25m in-harbour tractor tug and the first build of a new line of tugs by Sanmar Shipyards, based on a concept by leading designer Robert Allan, of Canada. She will have Caterpillar engines, Rolls Royce propellers, and a DMT electric towing winch. Three people will operate her and she will also have three two-berth cabins. The **Kupe** will be put up for sale and released after the new tug is in operation. "Because it is a new line of tug, interest in **Kīnaki** is very high from European companies, such that Sanmar have three more under construction to meet expected demand. For us this is a strong endorsement of the concept we have chosen," Squire said. Tractor tugs have propellers at the front, which are better suited to rugged West Coast conditions, and a maximum pulling capacity of more than 65 tonnes. Her sister tugs, **Tuakuna** and **Rupe**, have pulling powers of 40 tonnes and 29 tonnes respectively. Kīnaki is expected to have a lifespan of 25 to 30 years. Her name comes from two mouri, or stones, that sit inside the breakwater near the Blyde Wharf. A mouri is the material symbol of a life principal and a source of emotions. The name was chosen by Ngāti Te Whiti hapu and the Port Taranaki board. Ngāti Te Whiti's cultural adviser, Shane Cassidy, said Kīnaki - the stones - was of great significance to the hapu and was historically the centre of ceremonies signalling the departure of fishing expeditions. It protects the boats that come into port, as the tug does. *(Source: Stuff)*

PACIFIC FREEDOM BACK HOME

"Arriving home after more than a year overseas, Pacific Tugboat Service's **Pacific Freedom** has completed a successful contract at US Naval Station Marianas Islands, Guam for our client, Healey Tibbets. The project was a resounding success; staying on mission, under budget and ahead of schedule. Pacific Tugboat Service has obtained Preferred Vendor Status with Healey Tibbets after the competition of this project. The **Pacific Freedom** mobilized two coastal barges 3300nm to Apra Harbor, Guam during the typhoon season. Once on station, the **Pacific Freedom** developed safe operating weather parameters for the disposal of dredge spoils conducting an environmentally sound, safe construction project enhancing natural reef growth and development. PTS worked closely with Healey Tibbets throughout the year to maintain a tight schedule of dredging and reducing the project's expected costs. The project was extended numerous times and the **Pacific Freedom**'s crew and captain maintained the utmost professionalism as they worked with the Naval Station, Healey Tibbets and the local municipalities on Guam.Following the Independence Day celebrations on US Guam, The **Pacific Freedom** departed on July 7th 2017 with a tandem tow of loaded barges with additional equipment to Pearl Harbor with a fuel stop in Majuro. The **Pacific Freedom** with two other barges in Tow left Pearl for the West Coast arriving safely on the evening of August 28th, 2017. As with all long voyages at sea, the PTS family would like to take a moment to give thanks to the **Pacific Freedom**'s crew for a safe and prosperous project and more importantly, thankful for a safe return. The crew carried out this arduous mission with utmost professionalism,

exceptional work ethic and sacrifice commensurate to the high standards set through mariner's history. Pacific Tugboat Service is and shall always be ready to serve when called upon by our commercial clients and the US Armed Services for their unique project needs. We extend our thanks to Healey Tibbets for their trust in our company and we value our continuing working relationship for the years to come. *(Press Release)*

TUG BUSINESS ENJOYS STRONG DEMAND

The need for greater power for handling bigger vessels is driving the tug orderbook forward, says Barry Luthwaite The tug industry is enjoying a bullish period, with demand for various types providing welcome business for smaller builders. Almost 100 tugs greater than 20 m in length have been ordered in the space of one year. The reasoning behind much of this is a requirement for more power to handle bigger ships. Many ports throughout the world have ageing tug fleets and are forced to charter in vessels to cover towage. Orders have been placed for 90 t bollard pull tugs with some negotiations underway for 95-tonne units and even a few in excess of 100 tonnes in due course. This is also brought about by the versatility of roles today's modern designs are expected to fulfil. Europe has gained strongly for new business centred on big vessel escort and towage in ports and at offshore terminals. Vancouver based Robert Allan continues to derive great success from commissioning of its specialist designs world-wide. In a latest move the designer was responsible for evolving a new hybrid –powered icebreaking escort tug which will be built at Gondan, Spain for the Port of Lulua in Sweden. Robert Allan has built on experience in icebreaker designs for severe ice conditions in Canadian ports to offer the Swedish port a new vessel known as the *TundRA 3600-H*. The tug will feature a hybrid propulsion system featuring two diesel main engines, shaft motor/generators plus electrical battery energy storage. A 90-tonne bollard pull is possible running with two engines and up to 55 tonnes with a single engine performance. Operational performance is enhanced by battery infrastructure utilising shore electrical connection for recharging of batteries. Significant fuel, emissions and maintenance cost savings will be achieved. Gondan is one of the most successful tug builders in Spain. The builder recently delivered a trio of powerful 108-tonne bollard pull escort and towage tugs for Norway's Ostensjo, which will serve Statoil's LNG terminal at Hammerfest. These tugs each incorporate a dual fuel arrangement of two 6L34DF engines from Wartsila. Scandinavia is well equipped with infrastructure to provide LNG refuelling being one of the best in the world for shore based installations. Combined power on each vessel will total 7,344 bhp when running both engines. Mindful of technological advances Wartsila has now launched a new portfolio of HY Tug designs featuring LNG technology. Over 1,000 tugs incorporate Wartsila's hybrid propulsion technology producing impressive results in cost savings and meeting environment legislation. While the use LNG fuel makes slow progress on deepsea ships it is now gaining significant ground in the towage industry. The future will see utilisation in greater numbers of diesel mechanical hybrid or diesel electric hybrid propulsion covering 40-90-tonne bollard pull strengths. Shipyards globally can

expect the boom in ordering to continue as more ageing tugs with less powerful bollard pulls become redundant in the age of bigger ships. Damen Shipyards Group continues to make great strides with its portfolio of tug designs many of which are built on a stock basis enabling a short fitting out time of around eight weeks to commissioning. Azimuth stern drive (ASD) tugs remain ever popular from the Damen stable. Albwardy Damen just completed an ASD 2411 design that offers a 70-tonne bollard pull with main power provided by two Caterpillar 3516C engines. Statistically the newbuilding boom is underlined by a global order backlog of 214 tugs. This is dominated by the USA with 43 units although virtually all will be built for domestic owners under Jones Act subsidy. Many of these will support the shale oil revolution and the handling of bigger containerships and tankers. Turkey goes from strength to strength as the second largest builder with 23 units, but the difference here is that all will probably be sold for export after starting out as builder's account. Svitzer is the biggest customer and the sole builder is Sanmar, which holds an almost exclusive tug design portfolio with Robert Allan. Environment regulatory compliance in ports will dictate yet more orders in the future highlighting a positive market. *(Source: Tug Technology & Business)*

INDONESIA HAS 20% OF THE GLOBAL TUG FLEET

Indonesia's tug sector came under the spotlight at Riviera Maritime Media's Asian Tug Technology & Salvage Conference. Indonesia has the world's largest tug fleet, at around 3,600 vessels, representing 20% of the global fleet in terms of number of vessels, with a combined bollard pull of 6.6M tonnes. Domestic tug numbers are expected to grow over the next five years as ports are upgraded and population growth drives demand for bulk product transportation, particularly coal. There is high demand for inter-island transportation of bulk materials, especially coal, sand, nickel, oil, aggregates and agricultural products. According to tug and barge operator Mitrabahtera Segara Sejati (MBSS), there are opportunities for vessels that are flagged in Indonesia. MBSS general manager Ferdinand Chavez Mapaye said that there are increasing requirements for transporting coal from production centres in south and east Kalimantan to the major population centres, such as cities on the island of Java. Coal is used for power generation, which is expected to rise in line with both population growth and increasing kWh per capita, he said at Riviera's Asian Tug

Technology & Salvage Conference, in Singapore, in September. There will be greater need for tugs and barges as there are hundreds of shipping routes within the archipelago of islands and because of their relatively short distance. "The electrification of Indonesia is a prime driver for bulk cargo whether it is dry or liquid," Mr Mapaye said in a video interview during the conference. He urged international companies to consider investing in Indonesia to grow their businesses and provide alternative tug technology to what domestic players currently offer. "Tug operators should not be afraid to enter the Indonesian market and it is not necessary to go through an agency or distributor," he said, adding that the most successful companies are those that are ready to invest as there are no restrictions to technology adoption. "Companies can import foreign-built tugs and reflag in Indonesia and get tax benefits," Mr Mapaye said. He expects requirements for handling larger ships in Indonesian ports will lead to tugs with higher bollard pull entering the market, but with domestic ownership. However, Kim Heng Offshore & Marine Holdings chief executive and executive chairman Thomas Tan said the cabotage rules, vessel flagging and taxes are challenges to operating tugs in Indonesia. He explained at the conference that the tug market in the whole region has been flat for the last three years. "There is overcapacity as there is no scrapping and prices are depressed," he said. Indonesian tug operator Pelindo Marine Service chief executive Captain Ali Sodikin explained that US$643M is being invested in central Indonesian port infrastructure from 2017 to 2019. This will be spent on increasing port capacity and improving terminal productivity through investing in cranes and creating new portside land. This is part of a project called the Indonesian Maritime Highway that will improve inter-island connectivity. Capt Sodikin said that channels and port areas will be dredged to enable larger ships to dock. As an example of this investment, Pelindo III, which operates ports within this maritime highway in Kalimantan, Java, Sulawesi and other smaller islands, is expanding the hub ports Tanjung Emas and Tanjung Perak on Java, Sampit and Banjarmasin in Kalimantan and Tenau Kupang. Pelindo III purchased 15 Robert Allan-designed harbour tugs in 2016 with varying bollard pull capabilities and enhanced stability and manoeuvrability. Capt Sodikin said these tugs have large forward fenders, heavy-duty anchor and towing winches, high bulwarks and advanced navigation consoles in their a wheelhouses that have panoramic visibility for tug masters. These tugs range from 745 kW with 23 tonnes of bollard pull to 1,780 kW with 60 tonnes bollard pull. *(Source: Tug Technology & Business)*

Asian nations - tug fleet

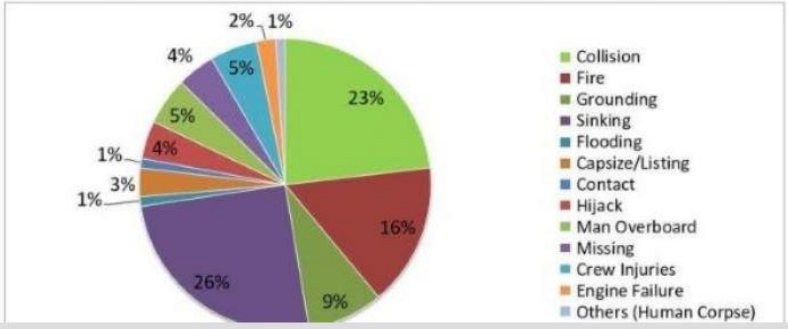
Country	No of tugs	% of world fleet	total BP (tonnes)	% of world fleet
Indonesia	3,600	20.1	6,602,930	13.6
Singapore	710	4.0	2,093,370	4.3
Malaysia	520	2.9	1,141,940	2.4
South Korea	485	2.7	1,393,870	2.9
India	414	2.3	1,159,036	2.4

HIGHER BOLLARD PULL TUGS NEEDED IN MALAYSIAN PORTS

Port operators and shipping companies in Malaysia expect an increasing range of bollard pulls from tug operators, along with low prices and fuel savings. Tug owners are expected to provide more advanced tugs with higher powers because of larger ships using Malaysian ports, said Johar Port Marine pilot superintendent Saadon Shukor at Riviera's Asian Tug Technology & Salvage Conference in Singapore. He explained that stiff competition between local and foreign tug service providers was keeping charter rates low for owners, but these are seen as affordable prices for port operators. New port developments within Malaysia are increasing demand for harbour tugs and Capt Shukor said port operators are requesting tugs with bollard pulls between 25 tonnes and 65 tonnes.

They want "high service quality performance and reliability to support every task, plus fuel efficiency," he explained. Capt Shukor said Malaysian port services have a high level of safety and low accident rates. On average there are 16 accidents and more than 50,000 vessel berths per year in Malaysian ports. "This indicates that there is 0.03% chance per vessel movement for a vessel accident to happen in Malaysia," he said. Johar Port Marine provides towing, berthing, pilotage, equipment supply and ship-to-ship transfers in the limits of Pasir Gudang Port. *(Source: Tug Technology & Business)*

Year	2010	2011	2012	2013	2014	2015
Incident	17	9	15	8	23	23



Maritime accidents and potential for salvage in Malaysia

HARTMANN GROUP REFINANCES AHTS FLEET

Hartmann Group, an independent family-owned shipping company, has refinanced its 11-strong fleet of anchor-handling tug/supply vessels through a partnership and long-term investment from Breakwater Capital and Hayfin Capital Management. Agreed with the financing banks on 12 October 2017, the deal provides the fleet with immediate stability and the potential for growth. Following the deal, full ship management of the fleet remains with the former owners, Hartmann Group, with Hartmann Offshore continuing to be responsible for technical operations and United Offshore Support (UOS) managing the commercial side. The fleet will operate under their current expedition names such as Challenger and Columbia, with the prefix changed from UOS to GH. "We are delighted to have agreed this investment, which secures a clean balance sheet and the long-term

capital required to provide stability and the potential for growth in the future," said UOS managing director Andre Groeneveld. "With strong assets, long-term partners and experienced management, we feel well-positioned to deliver a reliable, competitive and technically advanced service to the market", he added. *(Source: Offshore Support Journal)*

FORMER ASHGARTH ENTERING VALLETTA, MALTA AS MERSEY

The 1992 built Romania registered tugboat **Mersey** (Imo 9057886) was seen entering Valletta, Malta on Tuesday 17th October,2017. She's the former Svitzer Marine Ltd tug **Ashgarth** (in fact still wearing Svitzer Colours) and was built as the **Senho Maru** of which she was bought to UK in 1998. She was built by Kanagawa Zosen – Kobe; Japan under yard number 379 and delivered to Taikyo Kaiun K.K. – Kobe. In 1998 sold to Cory Towage Ltd – London for Liverpool operations as the Ashgarth. In 2000 sold to Svitzer Marine Ltd. – Middlesbrough. She has a length of 36.50 mtrs a beam of 9.00 mtrs and a depth of 4.70 mtrs. The two Daihutsu 6DLM-28S diesel engines develops a total output of 2,648 kW (3,200 bhp) with a free sailing speed of 12 knots and a bollard pull of 56 tons. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

WILSON SONS SHIPYARDS DELIVERS SST-ARUÁ

Second tugboat in the series of four delivered to SAAM SMIT. Wilson Sons shipyard, part of the WilsonSons Group, has delivered yet another tugboat. The **SST-Aruá** is the second tugboat delivered to SAAM SMIT Towage Brazil and is part of a total order of 4 Vessels. The first of the series the SST-Aimoré was delivered in June this year. "It took just over 18months to deliver the second tugboat from the moment of signing the contract. In a challenging time for the shipbuilding industry, WilsonSons shipyard could again

show their strength and resilience " as said by Adalberto Souza, director of Wilson Sons shipyard. "Contractually we had 20 months for the delivery of the two tugboats but on the request of the customer, we anticipated the construction, keeping the contractual obligations and the highest market standards for health safety environment and quality (HSEQ) The **SST-Aruá** was built in Guarujá (SP). The tugboat has 24 meters in length, 11 meters in beam and a bollard pull of 71tonnes. The project has been designed by Damen Shipyards. "Again, we are very satisfied with this cooperation, with the quality of the vessel and with the commitment of WilsonSons shipyard in the anticipation of these deliveries, which will begin to operate in the port of Santos". - Pieter van Stein, CEO SAAM SMIT Towage Brasil. Next to this delivery, in total two in 2017, WilsonSons shipyard has another four tugboats in their order book for delivery up to 2019, being 2 tugboats for SAAM SMIT and another two for Wilson Sons Rebocadores. *(Press Release)*

WORKBOAT NAMES ITS SIGNIFICANT BOATS OF 2017

WorkBoat has named its 10 Significant Boats of 2017. This year's list was dominated by tugs — five of them were selected. Other selections: two ferries, an articulated tug-barge, a survey vessel, and a multipurpose support vessel (MPSV). Six of the vessels were built at Gulf of Mexico shipyards, three were built at West Coast yards, and one at a Great Lakes shipyard. The 10 boats will be recognized at an awards breakfast at the International WorkBoat Show on Thursday, Nov. 30. The breakfast will culminate with the selection of the 2017 Boat of the Year. *Here are the 10 winners, in alphabetical order:* **Abundance & Harvest** (Articulated Tug-Barge); Operator: Savage (for The Mosaic Company); Builder: Vigor (barge) and Nichols Brothers Boat Builders (tug); Designer: Ocean Tug & Barge Engineering Corp. (Tug and Barge Contract Design), Glosten (Barge Production Design), BMT (Tug Production Design). **Arkansas**, **Mardi Gras**, **South Carolina** (Tugs); Owner: Crescent Towing; Builder: Steiner Shipyard Inc.; Designer: Jensen Maritime. *Catlett* (Hydrographic Survey Vessel); Owner: Corps of Engineers; Builder: Technology Associates Inc. and Aluma Marine & Fabrication LLC; Designer: Technology Associates Inc. *Argo,* Carina, Cetus, Hydrus (Ferries); Owner: San Francisco Bay Ferry/Water Emergency Transportation Authority; Builder: Vigor; Designer: Incat Crowther. **Cleveland** (Great Lakes Tug); Owner: Great Lakes Towing Co.; Builder: Great Lakes Shipyard; Designer: Damen. **Earl W Redd** (Tug); Owner: Harley Marine

Services; Builder: Diversified Marine Inc.; Designer: Jensen Maritime. **Gladys B** (Tug); Owner: E.N. Bisso & Son Inc.; Builder: Signet Shipbuilding & Repair; Designer: Robert Allan Ltd. **Harvey Sub-Sea/Harvey Blue-Sea** (Multipurpose support vessel); Owner: Harvey Gulf International Marine; Builder: Eastern Shipbuilding Group; Designer: Vard Marine Inc. *New York Ferries* (Ferries); Owner: NYC Ferry; Builder: Metal Shark and Horizon Shipbuilding Inc.; Designer: Incat Crowther. **Trident**, **Triton**, **Trinity** (Rotor Tugs); Owner: Seabulk Towing Inc.; Builder: Master Boat Builders Inc.; Designer: Robert Allan Ltd. *(Source: Workboat.com)*

ACCIDENTS – SALVAGE NEWS

GROUNDED VESSEL 'PACIFIC PARADISE' CATCHES FIRE DURING SALVAGE EFFORT

A salvage crew was forced to jump overboard after the grounded fishing vessel they were on caught fire off of Kaimana Beach in Waikiki on Saturday. According to the United States Coast Guard, the boat is the "**Pacific Paradise**," the same boat that ran aground earlier this week. Seven members of the salvage crew were on board preparing to attempt to remove the 79-foot fishing boat from the reef around 10 a.m. Saturday, when the fire broke out. The Coast Guard says gasoline used to fuel a dewatering pump splashed on the vessel's hot surfaces, causing the fire. "Looks like one of them just shimmied down the rope off the back end, but the rest of them just jumped in," witness Jerry Darby added. "I think they were ready to pull the boat out, and they started the engine on the boat, and after five minutes, it caught fire," witness Pal Bredesen said. "Once the flames got higher, they jumped into the water." All crew members made it off the boat safely. Multiple agencies, including Honolulu Fire Department's Air One, helped to bring the fire under control. Saturday was the second attempt made to remove the boat from the reef, but clouds of smoke and a damaged tow line made it difficult for crews to do so. "We are losing the tide, so the high tide for the daylight hours has passed," said USCG Chief Petty Officer Sara Muir. "We are looking at what the next best options are for us -- if we need to secure it in place or if we need to continue trying to tow it." The first attempt on Friday to re-float the 161-ton fishing vessel was unsuccessful. A tugboat was used to try to pull the vessel off the reef but the tow line snapped twice. The salvage is being done by Cates Marine International and PENCO. The U.S.-flagged vessel' "**Pacific Paradise**" ran aground the night of Tuesday, Oct. 10, with 20 people on board. All were brought to shore safely. Coast Guard officials say over the past couple of days, salvage crews have removed most the fuel on board, along with marine batteries. Muir says, however, diesel fuel has leaked from the vessel. "About two-thirds of the fuel was lightened from the vessel earlier this week, and so about 1,500 gallons remained on board," she said, "so some portion of that looks like its been released. The good thing about diesel fuel is that it's a light, non-persistent fuel. It does break up in the surf. Some of it will evaporate." As a precaution, the Coast Guard has enforced a safety zone extending 500 yards out from the vessel. Beach-goers are being asked to avoid swimming in the surrounding waters. USCG Cutter Kittieake remained on scene overnight to monitor the vessel and

enforce the safety zone. NOAA is keeping an eye on the diesel fuel spill and will conduct a trajectory analysis, according to Muir. NOAA's marine mammal response team also remains on standby, since monk seals are known to frequent the area. The Coast Guard says the boat owner has been contacted and is cooperating. The cause of the grounding is still unknown at this time. Crews will attempt to move the vessel again during high tide on Sunday. *(Source: Island News)*

BRAND NEW FISHING SHIP SINKS IN CHILE

The 2017-built fishing vessel **Seikongen** has ended its sailing career too soon as the vessel sank off port of Chonchi, Chile on October 18. **Seikongen**'s master reported that the ship was taking on water in the morning hours while it was south of the Yal Canal, according to data provided by the Chilean Navy. The navy said it sent four vessels in an effort to prevent water pollution in the area, adding that anti-pollution equipment was also deployed at the site. At the time of the incident, there were 11 crew members aboard the 70-meter-long fishing vessel, all of whom were evacuated from the ship and were brought to safety, the navy confirmed. Relevant authorities have been assigned to investigate the cause of the sinking. Watch the video HERE *(Source: Maritime World News; Photo: Chilean Navy)*

ONE YEAR LATER, HEILTSUK STILL WAITING FOR ANSWERS TO TUG OIL SPILL

Kelly Brown was woken at 4:30 a.m. on Oct. 13 last year by the kind of phone call nobody ever wants to receive. An environmental catastrophe was unfolding a 20-minute boat ride up the coast from his home in the community of Bella Bella. “I had to call this guy back because I wanted to make sure — because I’m half asleep — wanted to make sure that I heard him right, that there’s a tug that ran aground in our territory,” he recalls. Brown is the director of the Heiltsuk Integrated

Resource Management department, the branch of the Heiltsuk government in charge of the environmental stewardship of the First Nation's traditional territory. Two hours later he was on site with a team ready to respond. "It was total chaos," says hereditary chief Harvey Humchitt. The **Nathan E. Stewart**, a 30-metre tugboat owned by the Kirby Corporation based in Houston, Texas, had failed to make a turn as it headed south. Instead, it ploughed into a reef. The barge it was pushing — a fuel barge with capacity for 10,000 tons of fossil fuels, but which was mercifully empty — was caught on the reef while boats and ships of all sizes gathered to watch. "No one knew who was giving the orders," Brown says. The captain of the **Nathan E. Stewart** had declined aid from the three Coast Guard vessels at the scene. "We could hear the barge banging against the rock," he says. "When we got there, there was already some fuel in the water but not a lot." That quickly changed when the tug sank. The fuel started coming faster and faster. In the end, more than 110,000 litres of diesel fuel, along with more than 2,000 litres of lubricant, leaked into the fast-moving currents of Seaforth Channel. That milky, foul-smelling mixture washed ashore along the coast, coating the shoreline where 50 people made their living harvesting butter and manila clams. "About 90 per cent of the [commercial] harvest comes out of Gale Creek," says Russell Windsor, who dug clams one those shores prior to the spill. The clam harvest was cancelled last year. This year, it likely won't go ahead and it's not clear when it will open next. The loss was more than economic. Gale Creek also carries huge cultural significance to the community. "When I was younger I was brought out here to learn how to fish, hunt, clam dig," says Windsor, aboard his boat at the exact spot from which he watched the spill. "This is one of the learning grounds for the Heiltsuk people… You can feed all of Bella Bella right now with all the food that can be harvested here." No one has brought children to Gale Creek to learn to harvest this year. Other sites around the territory are being explored for clam harvesting, but Brown doubts enough could be gathered to replace what was compromised by the spill. "It'll be one year officially that this particular vessel ran ashore," Brown says. "And we've been paying for it since." The accident happened at 1 a.m. Witnesses saw fuel leaking at 5:30 a.m. An hour later, Heiltsuk first responders were on scene but lacked the booms and pads to contain and absorb the diesel fuel. The official responders, a team subcontracted by Western Canada Marine Response Corporation, were dispatched from Prince Rupert. But they didn't arrive on scene until 7 p.m., 16 hours after the accident. By then, it was getting dark and nothing could be done until the next day. "There's no 'world-class' spill response here," Brown says, referring to the former federal Conservative government's claim in 2015, which was intended to assuage fears of a spill along the Central Coast and help build social licence for oil pipelines from Alberta. That lack of a response has bled into the ongoing monitoring of the health of the spill site. A week after the accident, Kirby gave the First Nation $250,000 to assist in cleanup efforts. But Brown says the last time the company conducted an assessment of the environmental health of the site was December 2016, just a month after the sunken tug was recovered. He estimates the cost of a comprehensive assessment of the current and

long-term impacts of the spill will be over $500,000. In the interim, representatives from the First Nation says Kirby and the provincial government have been negotiating in secret to determine responsibility for, and scope of, future environmental impact assessments. The Heiltsuk First Nation plans to pursue legal action. "Since this nightmare began, the polluter and provincial and federal governments have ignored our questions and environmental concerns, our collaboration attempts, and our rights as Indigenous people," said Chief Councillor Marilyn Slett in a statement released to media. "We have no choice but to turn to the courts." The First Nation is seeking damages for the incident, including its effect on the harvests in Gale Creek and all the associated losses that has meant for the community. Speaking to the Globe and Mail, Kirby said it would rather "work to find pragmatic solutions" than "engage in media battles and litigation" — but the First Nation shot back with a statement last week, saying it, too, wants to find pragmatic solutions. It just has a different definition of "pragmatic" — the First Nation wants comprehensive assessments of the impacts on human, natural and cultural values. "It is difficult for Heiltsuk to have faith in Kirby discussing pragmatic solutions when it won't engage in a full impact assessment and has left Heiltsuk with a $140,000 bill for sampling they conducted earlier this year," Slett said in the second statement. It also wants the government and industry to better prepare for future incidents. From the wrong booms being deployed too late, to unclear leadership on scene, to a lack of safety equipment and training, the First Nation says it has learned it can no longer rely on outside parties in an environmental crisis. The nation has decided to take the defence of its own territory a step further. "We're trying to work on setting up a marine response centre close to Bella Bella." Windsor has already taken it upon himself to scrutinize the marine traffic heading through Heiltsuk waters, taking note of their contents and crews. He says he has seen Kirby Corporation vessels near Bella Bella since the spill. "The **Nathan E. Stewart** taught the Heiltsuk a great lesson about oil spills," Humchitt says. *(Source: The Tyee)*

OCEAN INFINITY TO HUNT FOR MH370

The Malaysian government is entering into an agreement with Ocean Infinity to search for Malaysia Airlines flight MH370, Darren Chester, Australia's minister for infrastructure and transport said on Thursday. Namely, the Malaysian government has accepted the earlier announced offer from Ocean Infinity to search for the missing plane, entering into a 'no find no fee' arrangement. "While I am hopeful of a successful search, I'm conscious of not raising hopes for the loved ones of those on board," minister Chester noted. Ocean Infinity will focus on searching the seafloor in an area that has previously been identified by experts as the next most likely location to find MH370. "Australia,

at Malaysia's request, will provide technical assistance to the Malaysian government and Ocean Infinity," minister Chester added. No new information has been discovered to determine the specific location of the aircraft, however data collected during the previous search will be provided. To remind, the two-year search was suspended in January this year after it failed to find the MH370 flight that vanished on March 08, 2014, en route from Kuala Lumpur to Beijing with 239 passengers and crew aboard. *(Source: Subsea World News)*

TUGS HELP CONTROL TANKER FIRE AND EXPLOSION

Tugs in Rotterdam, the Netherlands, were needed to dose a fire on a tanker that suffered an explosion at a terminal in the city yesterday (19 October). An explosion on 2009-built **Atlantic Symphony** injured a crew member and caused a large fire on the ship that took hours to control. According to local reports, the Hong Kong-registered tanker was berthed at the Koole Terminal in the industrial area of Vondelingenplaat, in Rotterdam, with a cargo of coconut oil. Two Port of Rotterdam tugs and fire boats operating in the port were deployed to the ship accident scene and brought the fire under control. According to Q88.com, the owner of 36,677 DWT **Atlantic Symphony** is Heroic Cetus Inc, and the operator is Anglo Eastern Tanker Management. It had sailed from Port Klang with a cargo of coconut oil and arrived at the terminal on 15 October. Moored alongside **Atlantic Symphony** was another tanker, Malta-flagged **Manas**. This 2008-built and 10,744 dwt chemical tanker was undamaged. The cause of the explosion and fire is under investigation. *(Source: Tug Technology & Business)*

OFFSHORE NEWS

FRENCH ICEBREAKER/PATROL VESSEL L'ASTROLABE STARTS MAIDEN ANTARCTICA MISSION

The French Navy's new ice-breaking and patrol vessel **L'Astrolabe** started her first ever mission to

Antarctica getting underway from her homeport at Port des Galets, in La Réunion, October 12. **L'Astrolabe** deployed exactly two months after first arriving to her new homeport from Concarneau, France, where it was built by shipbuilder Piriou. The vessel and her crew will be supporting the French Polar Institute (Institut Polaire Français Paul Emile Victor – IPEV) and the Dumont d'Urville Station in Antarctica during the austral summer. The ship is expected to reach the Australian city of Hobart by the end of October from where she will carry out five resupply missions to the remote scientific station. **L'Astrolabe** is expected to return to La Réunion at the end of March next year. Ordered in June 2015, **L'Astrolabe** replaced two vessels as it enters service – the namesake logistic vessel **L'Astrolabe** (1984-2017) which was chartered by the Austral and Antarctic French Territories (TAAF) and the IPEV to carry supplies to the French Antarctic base in the Adelie Land; and the patrol vessel Albatros (1967-2015), owned and operated by the French Navy which undertook sovereignty and patrol missions in the Southern oceans. The 72-meter vessel was designed by Marine Assistance and developed by Aker Arctic (Finland). The logistics and patrol vessel is designed to sail continuously in ice up to 60 to 80 cm thick and will be capable of accommodating up to 60 persons on board and carrying up to 1,400 tons of freight. **L'Astrolabe** will be a unit of the French Navy registered as a ''polar patrol vessel'' on the list of the naval forces. The vessel was built within an unusual partnership between the TAAF, the IPEV and the French Navy established in 2014. This partnership relies on the creation of a public interest group (GIP) involving the TAAF (vessel owner) and the French Navy (vessel operator) under agreements with the IPEV (in charge of Antarctic logistic operations) for logistics and support to scientific bases in the Antarctic Ocean during the austral summer (120 days per year) and for French Navy sovereignty missions (245 days a year). *(Source: Naval Today)*

HISTORIC SUPPLY SHIPS – THE VIKING AVANT

Back in the 1970s the semi-submersible pipelayer **Viking Piper** was working in the UK sector of the

North Sea, laying pipe all over the place. It was the most sophisticated vessel of the type ever developed and in order to improve its capabilities the company contracted the British supply ship operator OIL to develop a specialised pipe carrier which entered service as the **Oil Challenger**. What was totally different about this craft was that it had the accommodation aft instead of forward. To assist it with positioning it was provided with two propellers aft and two omni-directional thrusters forward. It is worth noting that the operators did not anticipate it doing anything other than going alongside the pipelayer offshore, but when it was positioned alongside it was found that its accommodation contacted the superstructure of the vessel it was serving, making it impossible to operate. So it lay in the Tay for years while people tried to think of something to do with it, until it was purchased by Heerema for carting heavy lifts about. So those who know this story might have been surprised when the VS 493 **Viking Avant** entered service in 2004. This ship is provided with a deck area of 1000 m2 and is powered by four Cats developing 10340 bhp collectively. In order to assist with station keeping is has two tunnel thrusters and one azimuthing thruster forward and two azimuthing propellers aft, and importantly all can be controlled by a Kongsberg DP system. So it sounds pretty standard so far, but what it so different about it is that it is the second offshore vessel ever developed with accommodation aft. So how's that we might ask? Well, since the **Oil Challenger** it has become the norm for OSVs to lie beam on to offshore installations, whereas back in 1975 everybody presented the stern of the ship to the crane, and in most cases tied up. Now with a dynamic positioning system or even without, but with sufficient thruster power, it is easy enough to present the side of the ship, whether the accommodation is forward or aft. There were problems and so the **Viking Avant** features a sort of hatch cover, but it has been followed by two others of the type, the **Viking Lady** and the **Viking Queen**, both entering service in 2009 and now powered by LNG. In 2013 batteries were added to the **Viking Lady**'s power train, and in 2015 Eidesvik, the owners, announced that the **Viking Queen** was to be fitted with batteries to improve the ship's environmental footprint, giving of a fuel saving of 18%. I admit, by the way, that I had forgotten all about the **Viking Avant**, even though I have the information on my own website, but better late than never I

thought. Photos, **Viking Avant** in 2005 by Robert Nilsen, and **Viking Lady** by Jan Plug 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.)*

SUBSEA 7 BUYS NORMAND OCEANIC VESSEL

Subsea engineering and construction services company Subsea 7 has made an agreement to buy the remaining 50 percent in a joint venture entity, which owns the large construction vessel **Normand Oceanic**. Subsea 7 said on Wednesday it decided to acquire the remaining 50% shareholdings in its equity accounted joint ventures, Normand Oceanic AS and Normand Oceanic Chartering AS, from Solstad Farstad for a nominal cash consideration. Effective from the date of the transaction, Subsea 7 will become the sole owner of **Normand Oceanic**, a flex-lay and heavy construction vessel that is being managed by Solstad Farstand while under long- term charter to a third party. The subsea company will assume all obligations related to an outstanding loan of approximately $100 million and Normand Oceanic AS and Normand Oceanic Chartering AS will become wholly-owned subsidiaries of Subsea 7. Jean Cahuzac, CEO, said: "Our agreement to acquire **Normand Oceanic** reflects our strategy to own high-specification vessels that differentiate our market leading engineering and construction services to the offshore energy industry. We are focused on actively managing our fleet composition to meet our clients' requirements and market conditions." The 2011-built vessel is employed under a long term contract for operations in Mexico, and Solstad Farstad will remain ship manager for the vessel at least until end of this contract. Solstad Farstad CEO, Lars Peder Solstad, said in a comment: "We have found a solution to the benefit of both JV partners. Subsea 7 has been a long term partner and client, and we look forward to continue this important relationship." For Solstad Farstad, the transaction releases the parent company guarantee given for 50% of the debt financing in JV. Given the difficult market conditions, Solstad Farstad's

shareholding in JV was not expected to generate any dividends for the foreseeable future. The sale of shares has no cash effect for Solstad Farstad, but will give a book loss of approx. NOK 144 million. Earlier this week, Subsea 7 and Malaysia's Sapura Energy decided to discontinue its joint venture SapuraAcergy. The JV's heavy-lift and pipelay vessel, Sapura 3000, was sold to a subsidiary of Sapura Energy. *(Source: Offshore Energy Today)*

EMGS BEGINS PREPARATIONS FOR SURVEY OFF CANADA

Electromagnetic Geoservices and its subsidiary Electromagnetic Geoservices Canada have initiated preparations for carrying out a pre-funded multi-client survey west of Newfoundland, Canada. EMGS said on Tuesday that the survey would represent a minimum level of revenues to EMGS of approximately $2.5 million. The company did not reveal any details about the survey. EMGS was in the news twice over the last month due to two 3D CSEM multi-client data sales. Namely, both sales were for multi-client data in the Barents Sea in Norway. The first sale included 3D CSEM data for approximately $1.2 million. The second multi-client Barents Sea data sale was valued at approximately $1.5 million. *(Source: Offshore Energy Today)*

SMIT SAKHALIN SCRAPPED

It is reported that the 1983 built Smit Lamnalco Singapore owned with call sign UFX Offshore Tug Supply Vessel **Smit Sakhalin** (Imo 8127830) is sold for demolition to the Jiagyin scrapyard. The vessel arrives on the 26th September 2017 at the scrapyard. She was built by Vancouver Shipyards Co - North Vancouver, BC; Canada under yard number 106 for BeauDril Ltd - Vancouver, BC.; Canada and managed by Gulf Canada Ltd – Toronto; Canada, designed by Robert Allan and named **Miscaroo**. In 1993 sold to Amoco Canada Resources Ltd and managed by Canadian Marine Drilling Ltd. - Vancouver, BC.; Canada. In 1995 renamed **Canmar Miscaroo**. In 1998 sold to Smit Internationale Nederland BV – Nassau; Bahamas and renamed **Iscaroo**. Later that year transferred to Smit International Singapore Pte Ltd – Singapore and renamed **Smit Sakhalin** for a charter to Sakhalin Energy Investment Inc. for work on the Russian Eastcoast. In

2004 to Smit Sakhalin Contractors Ltd. – Singapore and managed by Femco Management Ltd. - Yuzhno-Sakhalinsk; Russia. She has a length of 79.25 mtrs a beam of 17.58 mtrs and a depth of 9.71 mtrs. The four Wärtsilä type 8R32 diesel engines developes a total output of 10,885 kW (14,840 bhp). The free sailing speed is 14.7 knots and the bollard pull 150 tons. She is the sister of the **Ikaluk**. *(Photo: Vesseltracker)*

SOLSTAD FARSTAD KEEPS 'FAR SENTINEL' BUSY TILL JUNE 2020

Norwegian offshore vessel owner Solstad Farstad has secured a contract extension for one of its vessels in the U.S. Gulf of Mexico. The Oslo-listed company on Thursday said the contract extension was secured for the construction support vessel **Far Sentinel**. The present contract with Blue Marine has been extended by approximately 18 months to June 2020 for operations in the Gulf of Mexico. The contract has incorporated an early cancellation clause, which includes a significant termination fee. However, early cancellation cannot be exercised before November 2018. The Far Sentinel is designed for subsea construction/IMR operations to 3,000 meters water depth, has an overall length of 142.6 meters, beam of 25 meters and a deck area of 1,800 m². The vessel is equipped with two offshore cranes, of which the larger one has a lifting capacity of 350 tons. *(Source: Offshore Energy Today)*

BOA LOOKING TO ENFORCE PAYMENT FOR SCRAPPED VESSEL DEAL

Norwegian shipowner Boa IMR is starting enforcement procedure to get its money back after the cancellation of a shipbuilding contract with the compatriot shipbuilder Noryards Fosen in 2015. Earlier this month, Boa was successful in its arbitration at the Oslo tribunal related to the refund guarantee claim of advance payments for a vessel order made at Noryards Fosen, which was cancelled in September 2015. The unanimous award determined that Fevamotinico S.á.r.l. would pay Boa IMR NOK 107.5 million with the addition of 7 % interest calculated on NOK 104 million from October 20, 2015 until the settlement date, to pay Boa IMR's litigation costs and to pay the

arbitration tribunal's fees and costs. The payment term for the payments to Boa IMR was 14 days from the date when the notice was given. According to Boa's Oslo Stock Exchange filing on Friday, now that the deadline has passed and Fevamotinico S.á.r.l. still has not paid, the enforcement procedure will be initiated in Luxembourg. Sysla, a Norwegian oil industry news source, reported that the Ukrainian oligarch Kostjantyn Zjevag was behind Fevomotinico. To remind, Boa placed the order for an Inspection Maintenance and Repair (IMR) vessel with Noryards in March 2015 with the delivery date set for two years later. Total contract value for the vessel, with main dimensions of 108 x 24 meters, was in the range of NOK 700 million. The vessel was designed by Noryards in cooperation with Boa. However, come September 2015 and Boa cancelled the shipbuilding contract with Noryards Fosen and claimed repayment of advance payments including interest according to the contract. Due to a financial strain put on Noryards Fosen by Boa's order cancellation, the shipbuilder was forced to petition for bankruptcy in October 2015. *(Source: Offshore Energy Today)*

VOS ATLAS CHARTERED TO OPHIR THAILAND

We are pleased to announce that **VOS Atlas** has been awarded a two-year charter with Ophir Thailand. **VOS Atlas**, a 5,150-BHP, 2012-built AHTS (anchor-handling tug-supply) vessel will provide production support mainly in the Bualuang field in Block B8/38 in the Gulf of Thailand. The charter, which commenced in mid-September 2017, marks the beginning of a new long-term relationship with Ophir. We wish vessel and crew fair winds and following seas. *(Press Release)*

FUGRO LANDS SITE SURVEY GIG IN MEXICO

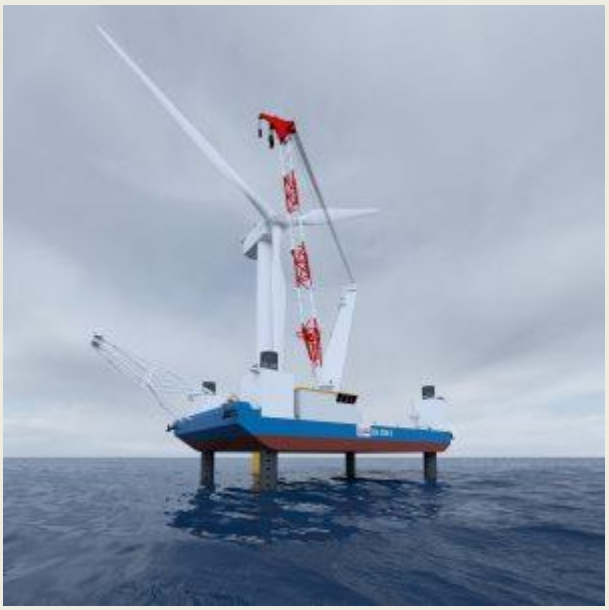
Fugro, a Dutch provider of offshore and onshore geotechnical and survey services, has been awarded a new contract with the Mexican national oil company, Pemex. The large survey contract was awarded to Fugro in conjunction with its long-time associate, Constructora Subacuática Diavaz, S.A.

de C.V. Valued at approximately $10 million, the contract covers work between August and December 2017, Fugro said on Thursday. The company further said that offshore operations, including multi-site high resolution geophysical and geotechnical surveys together with laboratory testing and geoconsulting services, would support design and/or installation of platforms, pipelines, jack-up platforms and deepwater facilities. *(Source: Offshore Energy Today)*

WINDFARM NEWS - RENEWABLES

GUSTOMSC REVEALS SEA-3250-LT

In 2008 the European Offshore Wind market had a desperate need for new installation equipment as the older civil construction jack-ups were much too small. Since history seems to repeat itself in the emerging US offshore wind market, GustoMSC introduced specific US jack-up designs earlier this year. Now the company complements the series of Jones Act compliant installation units with an economical alternative for safe and efficient wind turbine installation in the US: the SEA-3250-LT installation jack-up. Currently there is no equipment available in the US that is capable of installing present and future heavy foundations and turbines, due to insufficient carrying & lifting capability in terms of both capacity and height. With various US design solutions, ranging from the large self-propelled jack-up design (NG-98000C-US) and the NG-3750C feeder unit to a low cost installation jack-up (SEA-3250-LT), GustoMSC provides a full range of options to resolve this bottleneck for the US offshore wind market based on different operational and financial scenarios. A safe, stable and solid platform is essential when lifting heavy, delicate components to heights of over 426 ft (130 m) in an area where technicians are performing assembly tasks at the same time. GustoMSC plays a pioneering role in the Offshore Wind installation market, delivering designs and equipment for a



wide range of jack-up and other vessels responsible for close to 80% of the installations within this market. Reducing risk wile fit for purpose. The SEA-3250-LT is a dedicated low CAPEX wind turbine installation solution for the emerging US offshore wind market. It's a rationalized jack-up design, peeled down to the essence of safe and efficient wind installation. Additional features, such as large accommodation and own propulsion that increase construction costs, weight and construction time, have been omitted. The SEA-3250-LT utilizes an efficient, lightweight hull construction in order to maximize variable load capacity: it can carry one to two of the largest turbines while under way to the installation site. The relatively simple and straightforward design can be adopted by multiple US ship yards without big risks, and can therefore be built Jones Act compliant at a competitive price. This non-propelled design meets the required technical capabilities for wind turbine installation in the US for a minimum investment, thus reducing investment risk in this developing market. *SEA-3250-LT characteristics* The design comprises a proven GustoMSC hydraulic 'Pin in Hole' jacking system capable of the large number of jacking moves required for offshore wind turbine installation. An 882 sht (800 mt) pedestal crane, fitted with a boom of approx. 328 ft (100 m), enables the installation of the latest generation of 8 to 9.5 MW turbines and foundations. In the case of foundations exceeding the capabilities of this crane, the unit can serve as a Jones Act compliant feeder solution to a larger foreign vessel. The SEA-3250-LT is designed to operate in the typical environmental conditions of the US NE-coast and in water depths of up to 148 ft (45 m). Its large payload and large free deck area the SEA-3250-LT makes it a very versatile unit, capable of executing projects in the Civil construction, Oil & Gas, Decommissioning and Maintenance fields, alongside Wind Farm installation work. Furthermore the jack-up can be upgraded with a full accommodation block and its own propulsion. This versatility, and the flexibility to adapt to future demands, reduces the investment risk to a minimum. *(Source: Offshore Visie)*

FIRST FLOATING WIND FARM DELIVERS POWER

The world's first floating wind farm began cranking energy into Scotland's power grid Wednesday, lighting up a 30 megawatt project that backers say could be a model for deepwater development in U.S. Pacific waters. The Hywind Scotland array, 15.5 miles off Peterhead in Aberdeenshire, can power up to 20,000 households, according to builder Statoil and its partner Masdar. Supported on vertical pylon floats, tethered to three-point sea floor anchors, the Hywind design can be deployed in depths up to 26,000' and generate power in very windy offshore areas far too deep for building seafloor turbine foundations,

the builders say. The lessons learned from Hywind Scotland "will pave the way for new global market opportunities for floating offshore wind energy. Through their government's support to develop the Hywind Scotland project, the UK and Scotland are now at the forefront of the development of this exciting new technology," said Irene Rummelhoff, executive vice president of the New Energy Solutions business area in Statoil. At an opening event in Aberdeen, Scotland First Minister Nicola Sturgeon said the Hywind project coupled with onshore battery storage "puts us at the forefront of this global race and positions Scotland as a world center for energy innovation." That battery project – dubbed Batwind – will install 1 MW of lithium battery capacity to store wind generated energy. Norway-based Statoil is looking to diversify its investments from oil and gas, and has bet a big stake in U.S. offshore wind development with obtaining lease areas off New York. Statoil operates the Sheringham Shoal wind farm in the United Kingdom, which started production in 2012. The Dudgeon offshore wind farm in the U.K., also operated by Statoil has now been completed and is also in production. In 2016 Statoil also acquired 50% of the Arkona offshore wind farm off Germany, scheduled to go online in 2019. The company says costs for building onshore and offshore wind turbines are on a significant downward trend, and floating turbines will become similarly more competitive with other renewable power generators over the next decade. "Statoil has an ambition to reduce the costs of energy from the Hywind floating wind farm to €40-60/MWh by 2030. Knowing that up to 80% of the offshore wind resources are in deep water…where traditional bottom fixed installations are not suitable, floating offshore wind is expected to play a significant role in the growth of offshore wind going forward," said Rummelhoff. *(Source: Workboat.com)*

JAMES FISHER MARINE SECURES EAST ANGLIA ONE CONTRACT

James Fisher Marine Services (JFMS) will provide integrated marine services package for the East Anglia ONE offshore wind farm, developed by ScottishPower Renewables. The company was confirmed as the integrated marine services contractor for the 714MW project at East of England Energy Group's (EEEGR) House of Commons reception on 18 October. Under the contract, JFMS will provide, inter alia,

marine coordination through its Offshore Wind Management System, vessels, as well as diving and ROV services. The GBP 2.5 billion East Anglia ONE will comprise 102 Siemens 7MW wind turbines mounted on 60 jacket foundations built by Lamprell and 42 by Navantia. Navantia will also build the offshore substation for East Anglia ONE. Offshore construction at the project site located 43km off the Suffolk coast in the UK is due to start in 2018. The foundations will be installed by Seajacks and Van Oord, with the main installation vessel being **Seajacks Scylla**, while A2SEA – now owned by GeoSea – was awarded a contract for turbine installation, planned to be carried out by using the installation vessel **Sea Challenger**. The wind farm is expected to be fully-operational in early 2020. *(Source: Offshore Wind)*

NEPTUNE MARINER TOWS ARKONA MONOPILE TO SVANEN

Landfall Marine Contractors has posted a photo of its **Neptune Mariner** during the delivery of one of the monopiles for the 385MW Arkona offshore wind farm in the German Baltic Sea, where they are being installed by Van Oord's heavy lift installation vessel **Svanen**. Van Oord won the contract for the transport and installation of foundations at the Arkona offshore wind farm in April 2016. The company's heavy lift installation vessel **Svanen** installed the first out of sixty monopile foundation at the end of August this year. In terms of transport to the construction site, the monopiles are sealed at both ends, launched and floated to the construction site. There, **Svanen** hammers the 81-metre monopiles 40 metres deep into the seabed. A sound-proofing system ensures that the noise from this work is minimised for marine fauna, E.ON said. Arkona will comprise 60 Siemens 6MW turbines, which A2SEA will start installing in 2018. Operation and maintenance of the wind farm will be handled entirely from the Mukran Port. The wind farm, a joint venture between E.ON and Statoil, is expected to be fully commissioned in 2019. *(Source: Offshore Wind)*

DREDGING NEWS

SCRAPPING OF TRAILING SUCTION HOPPER DREDGER HANSITA STARTS

The trailing suction hopper dredger (TSHD) **Hansita** – washed up near Mundakkal beach in Kollam after it lost moorings in June 2016 – is now being scrapped by a Kannur-based private firm under a contract tendered by the Metal Scrap Trading Corporation (MSTC), a Central government enterprise. The MSTC awarded the contract following a no-objection from the Kollam Port authorities, reports The Hindu. After being washed near the beach, it created panic in the area when sea erosion activity got triggered. Some families living close to the area were shifted to safer

locations. Local residents said that the decision to scrap the ship had brought relief but it should also be ensured that all scrapped materials were removed from the area, The Hindu informs. *(Source: Dredging Today)*

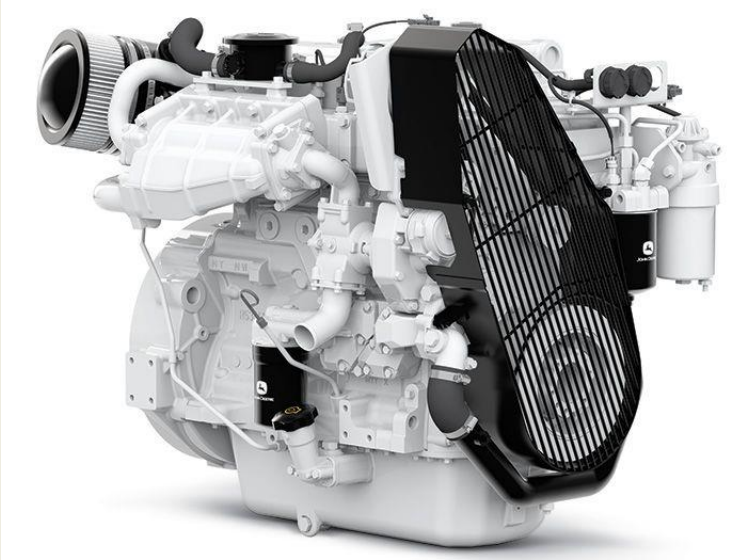
YARD NEWS

FIRST THRUSTER WITH NEW SCHOTTEL PROANODE TO BE DELIVERED

The first SCHOTTEL Rudderpropeller with the newly developed and patented ProAnode left the German factory in Doerth. ProAnode's new form and position sets higher standards in corrosion protection, thereby extending the lifecycle of the thruster. Furthermore, moving the position of the anode from the outside surface into the cross-section of the nozzle tail leads to subsequent operational benefits, such as reduced flow interference, resulting in fuel savings. *Enhanced corrosion protection*

SCHOTTEL's core idea was to remove the anodes from the outside surface of the nozzle, where they are prone to being knocked off by flotsam, such as wood or ice, or even by slight ground contact. Loss of the anodes is usually only discovered during maintenance downtime, by which time corrosion might already have become a problem. Plus, depending on the nozzle's diameter and the anode's material, anodes for up to five years cathodic protection against corrosion can be integrated into the nozzle. This enables a reduction of additional anodes for the hull or other thruster parts. *Optimization of hydrodynamic flow* The new position in the tail of the nozzle not only shields the anodes, but also offers additional operational potential as it contributes to the optimal hydrodynamic flow of the nozzle. As its smooth overall surface reduces flow interference, it meets the customer's need for highly efficient propulsion systems. It results in lower fuel consumption and pays off in terms of reduced operating costs. *Technological enhancement available from now on* The SCHOTTEL ProAnode is a standard with SCHOTTEL Rudderpropellers from now on. The conventional anodes arrangement are still available upon request. *(Press Release)*

JOHN DEERE ADDS THREE NEW MARINE ENGINES TO ITS LINE-UP



John Deere Power Systems has added three new marine engines to its range. The new 4.5 liter PowerTech 4045SFM85 offers high power to weight ratio for repowering and new boat construction, and is well-suited for planing and semi-displacement hulls. Two new auxiliary engines, the 6090HFM85 and 6135HFM85, are specifically designed for radiator-cooled marine gen-set and auxiliary applications. The 4.5 L PowerTech 4045SFM85 has two ratings for light-duty commercial vessels, high-speed governmental applications and high-speed pleasure craft. The M4 rating delivers 205 kW (275 hp) at 2,600 rpm. The M5 rating delivers 235 kW (315 hp) at 2800 rpm. The 4045SFM85 ratings will meet U.S. Environmental Protection Agency Marine Tier 3 and Recreational Craft Directive II emissions regulations, as well as IMO Tier II standards for commercial and recreational applications. The engine is pending approval by American Bureau of Shipping, DNV GL, Lloyd's Register and Bureau Veritas and will be the only ABS-certified, 315 hp, 4-cylinder in-board diesel engine. "We're excited to offer type approvals for this power range in the near future," said Heather Balk, marine market planner for John Deere Power Systems. "Type approvals offer peace of mind to boat owners that this new engine from John Deere will pass marine authority safety tests and design reviews." The engine uses a waste-gated turbocharger that provides more torque capability at the low and middle rpm range, which is most notable during vessel acceleration, and features replaceable cylinder liners, making it possible to rebuild the engine for extended service life. *New Marine genset and auxiliary engines* The new 6090HFM85 and 6135HFM85 engines are specifically designed for radiator-cooled marine genset and auxiliary applications. The new PowerTech 6090HFM85 is rated for variable speed at 242 kW (325 hp) at 2,000 rpm and for generator drive and constant speed auxiliary at 262 kW (351 hp) at 1.800 rpm. The PowerTech 6135HFM85 is rated for variable speed at 373 kW (500 hp) at 2,000 rpm and for a generator drive and constant speed auxiliary at 458 kW (614 hp) at .1800 rpm. The engines

are type approved by the American Bureau of Shipping and are well-suited for gen-set, constant speed and variable speed auxiliary applications, particularly when wet manifolds and marine society classification certificates are desired or required. The ratings of both engines meet U.S. Environmental Protection Agency Marine Tier 3 emissions regulations and are compliant with IMO Tier II standards for commercial applications. "We're excited to offer these additional air-cooled ratings, which are designed specifically for the marine gen-set and marine auxiliary engine markets, to the current 9.0L and 13.5L radiator-cooled, dry exhaust manifold engines," said Ms. Balk "The range of engine options allow our customers to select the best product for a variety of generator and auxiliary application needs including pumps, winches, cranes and hydraulics." *(Source: MarineLog)*

LAKE ASSAULT BUILDS FIRE/RESCUE BOATS FOR SAN BERNARDINO COUNTY

Lake Assault Boats, Superior, Wis., recently put two fire and rescue boats into service with the San Bernardino County Fire Department in California. The versatile landing craft style vessels — one 28′ and the other 26′ — are equipped to handle a wide range of emergency response scenarios. The fireboats are each outfitted with twin 300-hp Mercury Verado outboard engines and include the Skyhook Digital Anchor and Joystick Piloting systems. Both boats feature a 1,500-gpm Darley pump (powered by a dedicated V-8 engine) along with a TFT monitor and three discharge ports. The boats include a 63″ hydraulically operated bow door (with an integrated ladder), dual dive doors, a davit crane with twin socket locations, and a full width T-top pilothouse. The onboard electronics include dual 12″ touchscreens mounted on the dash, Garmin radar and sonar with SideVu and DownVu, chart plotting, and a forward looking infrared (FLIR) system. Lake Assault provided three days of on-the-water orientation before the boats were put into service. “Having two of our boats on duty with the San Bernardino County Fire Department is an honor,” Chad DuMars, Lake Assault Boats vice president of operations said in a prepared statement. “This is a highly regarded department that is charged with serving a very large and diverse fire protection district, and we are proud to help enhance their on-the-water emergency response capabilities.” The 28′ craft is stationed in Needles, Calif., and operates on the Colorado River. “This boat serves multiple purposes along a vitally

important stretch of the river; we can directly fight fire or support ground-based operations, and it has comprehensive dive and rescue capabilities," explained Brian Wells, engineer with the San Bernardino County Fire Department. "It also is designed to serve as a wildland team personnel carrier and ATV transport, addressing just about any emergency scenario that we encounter along the river." The 26' boat provides protection to resources along Lake Arrowhead and Big Bear Lake. "This mountainous region has a history of wildfires, and one of our unique challenges is protecting the many large houses that are close to shore but inaccessible by road," said Wells. "We can station this boat at the backside of the house and use our deck monitor, or draft from the lake and take hose lines up to the fire scene. We can also lay hose lines to support land based fire apparatus." "We first learned about Lake Assault through another fire department in the Tahoe area, and a couple of our guys flew up there to check it out," said Wells. "When we started looking into their build quality, and ability to customize to meet our department's requirements, they floated to the top of our list. We have come to learn that they are a first-class builder, and I would recommend Lake Assault to anybody." *(Source: Workboat.com)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

   - Wilson Sons Shipyards delivers SST-Aruá
   - M/V Miss Deborah delivered
   - Bisso Towboat Accepts Delivery of 4480 HP ASD Tractor Tug LIZ HEALY
   - Wärtsilä Unveils New Hybrid Tug Designs
   - Tugs ordered for Caspian Operations

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

mailto: *jvds@towingline.com*

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