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Buying, Sales, New building, Renaming and other Tugs Towing & Offshore Industry News

*Distribution twice a week 11,250+*

MIDWEEK – EDITION

## TUGS & TOWING NEWS

### TPG FOUNDERS ACQUIRE 100% OWNERSHIP



Indiana based maritime logistics company TPG Marine Enterprises, LLC said it has purchased 100 percent ownership of its primary operating company TPG Mt. Vernon Marine, LLC, which provides harbor services on the lower Ohio River under the names of Mt. Vernon Barge Service, Green River Barge Service and MVBS Jeffersonville, LLC. It also owns TPG Chicago Dry Dock, LLC, located on the Calumet River. Prior to the purchase at the end of September, TPG Marine Enterprises held majority ownership of

TPG Mt. Vernon Marine and Platte River Equity, a Denver based equity fund, owned the remaining minority interest. Daniel B. Altman, CEO of the TPG entities, said, “We are grateful to Platte River Equity for helping us grow our company over the past five years so we could buy out its minority interest using only bank financing; this buyout is truly an historic event and one that finally gives the founders complete independence.” President of the TPG entities Don W. Miller, Jr., who is a founder along with Altman, said, “We have built a solid company and are excited about several future opportunities that will enable our business to continue to grow.” Altman and Miller acknowledged the “superb team” they have assembled to help run the TPG companies, and noted that their success would not be possible without them. “You are only as good as those you surround yourself with,” echoed Miller and Altman. *(Source: MarineLink)*

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## THE RIGHT WINCH FOR CONFINED WATERWAYS

After two seasons of use, a special feature included in the Markey towing winches onboard three Foss Arctic-class tugs has proven to be very useful for operations requiring a “tight leash” on the tow. The three most recent additions to the Foss fleet, the Arctic-class tugs Michele Foss, Denise Foss and Nicole Foss, are all equipped with Markey



model TDSD-40UL towing winches including a “water-cooled variable-slip” (WCVS) braking feature. Operating similarly to a “star drag” setting on a sports fishing reel, the WCVS allows the captain to set a tension slip-point to compensate for the lack of catenary when a tow is pulled close to a tug. This technology has proven extremely useful for crossing a bar or operating in confined waterways. Based on water-cooled brake and clutch technology proven through years of use in the company’s high-response electric Escort and Ship-Assist hawser winches, these were the first Markey towing winches to incorporate this option. The use of a WCVS brake was also driven by Markey’s familiarity with previous methods used to achieve some level of controllable slip using band brakes, having offered such a system on Class II hydraulic hawser winches for over 25 years. The new system Markey now offers has a number of clear advantages: The WCVS brake is integrated into the winch design as a secondary brake. If a problem develops with one of the standard drum band brakes, this brake will act as a fully functional back up, regardless of the scope of wire deployed. The WCVS brake offers fine control and high repeatability with a minimum of readjustment. Due to the nature of band brakes, brake materials, and the environmental conditions in which they operate, it is very difficult to establish a reliable and repeatable tension set point using that type of system. This is not the case with WCVS brakes due to the unique combination of materials and water cooling, which results in an exceptionally smooth transition from static to dynamic operation. As with any new innovation, both Markey and Foss encountered a learning curve during initial deployment. Since then, the WCVS systems have been accruing operating hours in a variety of difficult towing conditions. When asked about the variable slip feature of the winches, Foss mariners gave positive reviews of their experience so far: “I think the brake is great when used in applications like short wire ocean towing/bar crossing or something like a Panama Canal transit with a heavy load or without much surge gear.” – Captain Justin Earl “I love those slip brakes. And in heavy seas that system is worth its weight in gold for letting out wire safely.” – Captain Raymond “Todd” Zacke “Works great from my side. Nothing I would change, all great stuff.” – Captain Donald “Dwayne” Whitney “They are perfect for West Coast bar crossings in heavy weather, never putting too much tension on the wire or letting too much wire slip at a time. I personally used it to slowly let wire out in shallow water departing Panama Canal on the east side of the El Yunque tow. Worked great with minimal adjustments. Never dragged the wire and never got too tight. I find the brake is easy to operate.” – Chief Engineer Daniel Kimball. (Source: *Marex*)

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## GULF ISLAND SHIPYARDS TO BUILD ICEBREAKING TUG



Gulf Island Shipyards, Houma, LA, has been awarded an \$18.14 million contract to build an ice class, **Z-drive tug** for the Saint Lawrence Seaway Development Corporation (SLSDC). The multi-purpose tug will be designed to provide icebreaking/ice-management services on the St. Lawrence Seaway, handle buoys, and push SLSDC's two buoy and gate lifter barges. The tug will also be capable of secondary roles in fire-fighting, pollution response, and ship assist. To be

classed by ABS as an ice class tug, the 118 ft x 45 ft, all-steel vessel will have an ice-breaking bow form, with a design draft of 16 ft. Propulsion for the tug will be supplied by two controllable-pitch Z-drive propulsion units, each driven by a high-speed diesel engine. Deck machinery will include a heavy-duty deck crane, a stern roller, and shark jaws to allow the tug to handle buoys on its aft working deck. While the tug will be designed for operation with an unmanned machinery space with a minimum crew, it will have accommodations for a crew of up to 14. The tug will also be designed to minimize noise and vibration through the use of resilient mountings for the main and auxiliary engines, isolation for all exhaust system components, and the use of viscoelastic floating floor systems and sound absorbing lining, partitions, and ceilings throughout the accommodations and control spaces. Gulf Island Shipyards is expected to deliver the tug in the spring to summer of 2019. *(Source: MarineLog)*

## SOUTHAMPTON MARINE SERVICES DELIVERS SVITZER MERLIN

U.K. shipbuilder Southampton Marine Services said it has delivered a newly constructed 20.45-meter multipurpose harbor workboat to Svitzer. The new vessel, named **Svitzer Merlin**, is the forerunner in Southampton Marine Services' new Bulldog workboats range. A Bulldog 20, the workboat is a repeat Svitzer order for Southampton Marine Services, being similar to the Middlesbrough-based **Svitzer Leven**. **Svitzer Merlin** takes her place in the Svitzer fleet being based at Milford Haven, performing general port collection work and recycling of waste from ships at the



port. “Once in service, **Svitzer Merlin** will have an important role to play in Svitzer’s operation up and down Milford Haven supporting some of the very largest oil and gas ships that visit our waters paying attention to safety and timeliness,” said Keith Furlong, Svitzer’s Port Manager at Milford Haven. Designed by Argyll Maritime Design



Services, **Svitzer Merlin** is a twin screw, pontoon style, shallow draft work vessel and with a small superstructure and wheelhouse on the portside aft, her large clear deck space across the bow will accommodate 12 waste ‘skips’ and several pallets. The vessel is propelled by twin Doosan KEMD 196TI 320BHP manually operated diesels engines, each driving conventional contra-rotating propellers via KGDMT 170H gearboxes at 3.42:1 reduction. John Deere generators with a capacity 60Kva supply power at 415 volts 3 phase at 50 Hz. A TMC BS300 M4 knuckle boom crane with a lifting capacity of 2,152 kg at a radius of 12.08 meters is installed. An electrically driven bent axis piston pump with a rated capacity of 67lpm at 280 bar supplies the crane at full load. The hydraulic system has a three way electrically actuated diverter valve to enable switching from crane to windlass or to the hose reel operation. Separate from the crane/windlass and hose reel hydraulic system there is a standalone load sensing piston pump driven from the main engine and this provides the 5 metric ton tugger winch 67lpm at 210 bar with the engine speed at 1,500 rpm and controlled from the aft deck. On the hull, fendering consists of a single run of 89mm half section heavy wall pipe, fitted along the length of the vessel port and starboard at deck edge, and is fully welded and sealed. Half section heavy wall pipe chevrons are fitted underside of side deck fender and light waterline port and starboard. The bow is fitted with heavy push knees protected with ‘D’ section rubber fender and the forward deck is protected with bulwarks around the bow and extending down the forward deck on both port and starboard sides. Builder: Southampton Marine Services, Ocean Quay, Southampton, U.K. Design: Argyll Maritime Design Services; Type: Bulldog 20; Length: 20.45 meters; Breadth: 7.5 meters; Propulsion: 2 x Doosan MD196TI diesel main engines, each developing 320 bhp at 235kW at 2,000 rpm. Speed: 9.5 knots. (*Source: MarineLink*)

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## *DUTCH PORT FIRMS INK COOPERATION DEAL WITH FUJAIRAH PORT*

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Dutch Port of Amsterdam, STC-Group Holding and Iskes Towage & Salvage are looking to expand their cooperation with UAE-based oil storage and bunkering hub Port of Fujairah (PoF). The parties signed a Memorandum of Understanding (MoU) in Amsterdam which focuses on further strategic cooperation. Located on the east coast of the United Arab Emirates, the port of Fujairah has seen tremendous growth in the past decades, turning from a regional multi-purpose port into an important part of the global oil supply chain. As part of Amsterdam Port Consultants (APC), a port advisory foundation consisting of partners with strong ties to Amsterdam, Port of Amsterdam, STC-Group and Iskes executed an assessment of the current marine operations in the port of Fujairah in 2015. Recommendations were implemented since then, while Iskes and STC-Group set up training programmes for PoF employees. With the conclusion of the implementation track, all parties expressed a desire to continue the cooperation. The strategic cooperation will seek a broader scope, in order to extend its benefits to other areas as well, according to the Port of Amsterdam. “We are a

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true Port of Partnerships. We look for strong, long-term relations with organisations, like STC-Group and Iskes, and with other ports. With Port of Fujairah, we have found a partner that plays a large role in a supply chain that is both very important to the port of Amsterdam and one that is subject to rapid developments,” Koen Overtoom, CEO of Port of Amsterdam, said. *(Source: World Maritime News)*

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## *SANCTIONS IMPACTING RUSSIA'S ICEBREAKER PLANS*

While Russian authorities assert that their newest and most powerful icebreaker, the [Arktika](#), will be ready to take to the seas in 2019, fresh admissions that sanctions are hobbling the effort are laying the groundwork for more possible delays. The remarks came from Maskim Peshkov, director of the office of budget planning



for Russia's state nuclear corporation Rosatom, marking the first time a high ranking official has acceded that Russia's political hostilities with Ukraine might be slowing the new icebreaker line down. During an energy committee hearing in the Russian parliament last week, Peshkov said that Rosatom was having trouble manufacturing a critical turbine that would connect the [Arktika's](#) reactors to its propulsion system. The reason: none of the western companies Rosatom had initially approached can do business with Russia anymore. “When the icebreaker was being designed, we

didn't have to worry about sanctions," Peshkov told the lawmakers. "Then, the project still envisioned including specific imported components." He said that in the meantime, Rosatom has tried to find domestic companies to hammer out the missing parts, and added that he and his colleagues "were undertaking all efforts" to ensure that the Arktika won't have to be delayed yet again. The report appeared in the official *Parlamentskaya Gazeta*, Russia's official newspaper on legislative affairs. Originally, the [Arktika](#) was supposed to be ready this year. When its construction started to lag over a lack of imported parts, Russian President Vladimir Putin had to personally approve its delay. Russia is hanging its hopes that a new line of icebreakers, of which the [Arktika](#) is the first, will be available to help develop massive Arctic oil and natural gas projects, but many of those projects have been cooled by Western sanctions as well. In fact, Atomflot, Russia's nuclear icebreaker port in Murmansk, recently pulled the *Sovietsky Soyuz*, one of its older icebreakers, out of service because it was too expensive to maintain for oil deals that are now uncertain as a result of sanctions. Russia is nonetheless pushing ahead with building its LK-60 line of massive new icebreakers, which are designed to be more powerful than their predecessors and to surpass them in length by as much as 50 meters. The ships are designed with a shallow draft to allow them to navigate the Arctic's tributary rivers in Northern Siberia. Their two RITM-200 reactors – which remain largely untested – will propel them through ice as much as three meters thick. Late last month, the [Arktika's](#) hull was joined by the hull for the [Sibir](#), and both are now moored at St Petersburg's Baltic Shipyard, awaiting further construction. The [Sibir](#) is slated for commissioning in 2020. But oil projects are abandoning the Arctic in droves. The deal whose sinking occasioned the decommissioning of the *Soveitsky Soyuz*, was a \$500 billion joint project between Rosneft and Exxon Mobil. And while that one was thwarted by sanctions, more practical concerns over shaky oil prices and sky-high production costs have cause other oil majors to leave their Arctic ambitions behind. Last year, Royal Dutch Shell and ConocoPhillips gave up \$2.5 billion worth of oil drilling rights in the Russian Arctic after crude prices fell off a cliff. The going rate of \$30 to \$40 a barrel, the companies said, just wouldn't pay their Arctic bills. The one fossil fuel project advancing in the Russian Arctic with any vigor is the Yamal gas field on the Yamal Peninsula. But even that was rocked by sanctions until China – its primary intended customer – bailed Moscow out with a \$12 billion loan. A third newline icebreaker, called the *Ural*, is expected to join the [Arktika](#) and the [Sibir](#) in 2021. Atomflot has said all three new icebreakers will be contracted nearly exclusively to the Yamal LNG project for the next two decades. *(Source: Bellona)*

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## ROBERT ALLAN RECEIVES THE MERITORIOUS ACHIEVEMENT AWARD FROM EGBC

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We are pleased to announce that Rob Allan was presented with the Meritorious Achievement Award as one of the President's Awards conferred by Engineers & Geoscientists British Columbia (EGBC) on October 20th, 2017 at their Annual Award Gala held in Whistler, BC. This award is given annually to a member of the Association who has achieved distinction and outstanding goals associated with his/her profession. Rob Allan has over 45 years of experience in the design of commercial workboats of all types, but especially high-performance tugboats for tanker escort and offshore terminal operations. From 1981 until 2008 when company ownership was transferred to a cadre of senior employees, he led Robert Allan Ltd. to a position of international prominence in this field. Notable achievements under his leadership include; major ice-breaking vessels for the Beaufort Sea



and more recently the Caspian Sea and offshore Sakhalin; the Red Dot Award-winning Z-Tech ship-handling tug concept; and the development of the RAstar concept of escort tug which has revolutionized the conduct of tanker escort operations. In the course of his career, Rob Allan has authored many dozens of papers for international industry technical conferences, and contributed chapters on tug and workboat design to the major textbooks of SNAME. He is the recipient of the Small Craft Group Medal from the Royal Institution of Naval Architects (UK) for significant lifetime achievements in naval architecture; the Beaver Medal for significant contributions to the maritime industry of British Columbia; and he is the only Canadian to have been awarded the David W. Taylor Medal from SNAME for notable achievement in naval architecture. In accepting this award, Rob Allan paid tribute to the many talented employees of Robert Allan Ltd., past and present, whose hard work and commitment have enabled the company's success. In particular, he acknowledged the significant contributions to the company of long-time colleagues Hans Muhlert and Ken Harford. The receipt of this major award from EGBC caps a significant and fulfilling career, as Rob Allan announced his retirement from full employment in June of this year. He remains as Executive Chairman of the Board and as "Ambassador at Large" for Robert Allan Ltd., the company founded by his Grandfather in 1930. *(Press Release)*

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*SIRAPINAR V, BUILT FOR RIMORCHIATORI NAPOLETANI, SUCCESSFULLY ACCOMPLISHED THE BOLLARD PULL TEST.*

The new built **Sirapinar V** tug built for Rimorchiatori commenced successfully her technical and bollard pull test this week. The tug is built on the success of the RAmparts 2400-SX Bogacay series, of which over 30 have been constructed. The hull of the new 22m tugs, available in 45 to 60 tonne bollard pull versions, is similar to the larger model and can run astern at high speeds, whilst maintaining good control and directional stability in all directions. Measuring 22.40m overall with a beam of 10.85m and maximum draft of 4.67m the boats



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for Italy will be built to RINA class and Italian flag requirements and will be powered by pairs of 1500kW Caterpillar engines. These turn Schottel azimuthing Rudderpropellers to give a minimum of 50 tonnes bollard pull. The vessels will be delivered by the end of 2017. (*Sanmar*)

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### *TWO DELIVERED TO DARWIN*

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Sanmar has delivered two newbuilding tugs to Svitzer in Darwin. Congratulations on the Naming Ceremony of **Svitzer Stokes** and **Svitzer Palmerston**. We wish them smooth seas and fair winds during their voyages. (*Sanmar*)

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## ACCIDENTS – SALVAGE NEWS

### *FOSS HIRED TO REMOVE GROUNDED FISHING VESSEL OFF WAIKIKI*

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Foss Maritime has been hired to remove the grounded fishing vessel **Pacific Paradise** from a reef off Waikiki after repeated attempts to refloat the vessel by commercial salvage companies have failed. The 79-foot Pacific Paradise ran aground on 10 October about 1,000 feet off Waikiki's Kaimana Beach, and the vessel has remained stuck there ever since. Several attempts have been made by commercial salvage companies to tow the vessel, but each time the operation has been

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unsuccessful. Last weekend, seven salvage personnel on board had to abandon ship due to a fire. The Coast Guard reported that the fire was started after gasoline used to fuel a dewatering pump splashed on a hot surface, causing it to ignite. Foss Maritime said it is working under a plan approved by the United States Coast Guard and state authorities to move the derelict vessel away from the reef to prevent further environmental damage. “We are preparing to safely move the vessel away from this environmentally sensitive area,” said Michael MacDonald, Director of Foss Marine Operations & Commercial – Hawaii Region. “We are thankful that no injuries were sustained and are anxious to move the vessel away from the reef so it will not cause damage or injury to people or marine life.” The vessel had approximately 8,000 gallons of diesel, 55 gallons of lube and hydraulic oils, and four marine batteries when it grounded, according to the Coast Guard. Some minor pollution has been reported. The Pacific Paradise is a U.S.-flagged vessel and part of the Hawaii longline fleet homeported in Honolulu. The master and 19 fishermen were rescued from the vessel, and the crewmen were released to Customs and Border Protection. The grounding is under investigation. *(Source: gCaptain)*

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*PART OF CABRERA CARGO SHIP RAISED FROM THE SEA OFF ANDROS*

The stern of the Cabrera cargo ship that ran aground off the Cycladic island of Andros on Christmas Eve last year were successfully raised Monday. The specific part of the ship, which was at 35 meters below sea level and 100 meters from shore, was raised by a special crane from the Netherlands weighing 2,400 tons. The rest of the ship was left at sea as it was not deemed to pose a threat to the environment by the Center for Maritime Research. The Cabrera was sailing to Finland carrying 3,400 tons of ferronickel when strong winds forced it onto rocks on December 24. All nine crew members were rescued but rough weather led to the vessel’s sinking.



*(Source: Ekathimerini)*

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## RUSSIAN REEFER TROUBLED IN BISCAY, HEADING FOR SHELTER

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MRCC Etel was alerted at 1500 LT Oct 21 by distress message from reefer Baltic Performer, reporting cargo shift and ensuing portside list 12 degrees in rough weather, 103 nm west of Penmarch, Bay of Biscay. Vessel with some 6000 tons of vegetables is en route to Senegal from Netherlands. At around 0900 UTC Oct 22 Master decided to interrupt voyage and headed for Brest. MRCC Etel dispatched SAR tug Abeille Bourbon to escort

troubled reefer. At 1400 UTC Oct 22 **Baltic Performer**, escorted by **Abeille Bourbon**, was some 55 nm southwest of Brest, proceeding at some 13-14 knots speed. Reefer **Baltic Performer**, IMO 9016674, dwt 10603, built 1992, flag Liberia, manager Baltic Reefers Ltd, Russia. *(Source: Fleemon)*

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## ONE KILLED, ONE STILL MISSING AFTER EXPLOSION ON CRUDE OIL BARGE OFF PORT ARANSAS, TEXAS

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The U.S. Coast Guard is searching for two missing crew members following an explosion and fire onboard a barge loaded with crude oil off Port Aransas, Texas on Friday. A vessel with the Corpus Christi Fire Department was fighting to extinguish the fire. The barge is located approximately three miles from the Port Aransas, Texas, jetties, according to the Coast Guard. A Coast Guard Corpus Christi MH-65 Dolphin and HC-144 Ocean Sentry are searching for two missing crewmembers. There were a total of eight crew members on board, according to reports. The barge was carrying 140,000 barrels of crude oil to a refinery when the incident occurred, U.S. Coast Guard officials said. The fire is believed to have started about 4:30 a.m. local time. gCaptain has learned that the barge in question is the 158,000 barrel capacity B255, which was connected to the tug **Buster Bouchard**. The

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articulated tug-barge (ATB) unit belongs to Bouchard Transportation, the United States' largest independently-owned ocean-going petroleum barge company. A safety zone has been established surrounding the vessel. There are reports of minor pollution in the water. Bouchard has not yet responded to gCaptain's request for comment. *Update:* The U.S. Coast Guard has confirmed that one person has died and another person was still missing after a fire on barge operated by Bouchard Transportation. The company issued the following statement about the accident. Bouchard Transportation reports that a fire occurred today aboard one of their barges at approximately 4:30 am local time near Aransas Pass, Texas. For privacy purposes, we are not releasing any information about our crew and trust you respect this decision. We have no information regarding pollution or the cause of the fire at this time. Our tug which, was pushing the barge, had 6 crew members on board and we are working closely with the Coast Guard to ensure their safety. All proper emergency notifications have been made and response resources have responded. The incident is under investigation and Bouchard Transportation, as operator of the tug and barge, is working closely with the appropriate authorities. The Company will provide further information on this incident as it becomes available. The tug involved is the **Buster Bouchard**. Earlier: *(Source: gCaptain)*

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## *RUSSIAN CARGO SHIP BEACHED BY TYPHOON IN FUSHIKI, JAPAN*

Typhoon Lan which battered Japan, tore off moorings Russian general cargo ship REAL in Fushiki port, Toyama, Honshu, Japan sea, early in the morning Oct 23. The ship was berthed at Fushiki with 19 crew on board, to depart to Russia on Oct 27. REAL drifted in harbor and grounded on breakwater. 1 crew was rescued by emergency rescuers, 18 left the ship



by own means, all 19 are safe. Photo Sankei News. General cargo ship REAL, IMO 7130153, dwt 2230, built 1971, flag Togo, manager EAST MARINE CO LTD, Vladivostok, Russia. *(Source: Maritime Bulletin)*



## OFFSHORE NEWS

### *SEABIRD SEEKING NEW EQUITY AFTER LATEST EGM*



SeaBird Exploration, the well-known provider of 2D, 3D and 4D marine seismic data, has confirmed details of its restructuring and plans it is considering to raise new funds. In a report by the company's board of directors relating to the exclusion of pre-emption rights in connection with the proposed authorisation to issue up to 15,692,544,855 of

additional ordinary shares in the company, SeaBird said the company "has been in a difficult financial situation" and is restructuring its debts and liabilities. An EGM held on 23 October was the latest in a number it has been forced to hold. At an extraordinary general meeting held in June 2017, shareholders' approved a restructuring of the company's debt and the conversion of part of the company's indebtedness into equity. On 31 July 2017 the board of directors issued 54,389,711 additional shares in the company to some of its creditors, as partial conversion of its indebtedness into equity. At an extraordinary general meeting held on 17 August 2017, shareholders resolved that the authorised share capital of the company be increased from US\$6.8M to US\$16.8M, divided into 168,000,000 shares of a nominal value of US\$0.10 each, to secure additional funds to cover the company's immediate financial needs through the issue of further equity. At an EGM on 2 October 2017 the authorised share capital of the company, previously US\$16.8M was divided into 157,500,000 ordinary shares of a nominal value US\$0.10 each and 1,050,000,000 class A shares of a nominal value of US\$0.001 each. The shareholders authorised the board of directors to issue and allot the class A shares and waived their pre-emption rights. The company has carried out a private placement of 1,000,000,000 class A shares in the company, each with a nominal value of US\$0.001, at a subscription price of Nkr0.10. The company's board is also considering the following two possible ways of raising funds through the issue of further equity: offering further shares to existing shareholders; and offering further shares to other investors. An exclusion of the pre-emption rights of the existing shareholders would provide the board of directors with the required flexibility to use any of the methods of raising funds, and to act quickly when circumstances dictate this is in the interests of the company. "It is therefore in the interest of all shareholders and other stakeholders, considering all options available to the company, to provide the directors the flexibility needed to act promptly and to be instantly responsive towards the opportunities that might arise," said SeaBird. "Not excluding pre-emption rights would impact the process of attracting funds needed by the company quickly. The board of directors considers, under the current circumstances that, while due consideration to the interests of all shareholders and other stakeholders will be taken into account when determining the structure of a potential equity raise, it would neither be prudent nor in the interest of the shareholders to disregard any opportunity that might arise." With the EGM completed, the company's class A shares will be converted to ordinary shares and thereafter listed, after court approval of the reduction. The company will make the relevant announcements when the reduction takes effect. *(Source: Offshore Support Journal)*

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### NKT TO REPAIR NORWAY – DENMARK SUBSEA POWER LINK

NKT, the power cable system provider, has been selected by Statnett to repair the Skagerrak 2 cable, which is one of the four links connecting Norway and Denmark. The cable between Kristiansand in Norway and Tjele in Denmark was damaged in end-July due to external impact and NKT is going to do a turnkey repair on the 250 kV mass impregnated (MI) high-voltage direct current (HVDC) cable system. The repair will include everything from project management, jointing engineering, marine engineering and supply of jointing material to the full repair operation.



The new cable laying vessel **NKT Victoria** will be used for the offshore operation scheduled to be carried out in October and November this year. “We are very pleased to be working with Statnett to get the link operational as soon as possible so the energy connection between Norway and Denmark is fully restored. It is a challenging time of the year to do a high-precision offshore operation but with the technological capabilities of our vessel **NKT Victoria** and the experienced organisation we can manage the operation and help Statnett reduce the down time of the cable,” said Oliver Schlodder, executive VP, Head of NKT Service and Accessories.

*(Source: Subsea World News)*

### SEACOR TAKES DELIVERY OF NEW FAST SUPPORT VESSEL FROM GULF CRAFT

Seacor Marine has taken delivery of the first of a new fleet of fast support vessels (FSV), focused on enhanced passenger comfort and increased speed. The 13,500-hp propulsion system onboard the **Ava J McCall** gives the vessel a maximum speed of 38 knots, far above the industry standard, Seacor officials said. The vessel was also built with an ABS Class 2 Kongsberg dynamic positioning system, and the vessel’s eight thrusters provide excellent stationkeeping and system redundancy, Seacor said. The **Ava J McCall** was built by Gulf Craft, Franklin, La., and was engineered by Incat Crowther, an



Australia company with an office in Lafayette, La.. The **Ava J McCall** offers passengers a cabin arrangement that simulates first-class airline seating. It is the first and only monohull in the industry equipped with a first class “pod” seating configuration, Seacor said. With 56 seats, the vessel provides passengers with privacy and other

comforts including folding tray tables, reading lights and foot rests. The seats are much wider than industry standard and will recline 60° within the pod, Seacor said. Other amenities include USB power for charging personal electronic devices, wifi access, satellite TV and low-tone LED lighting which provides a more relaxed atmosphere. The passenger area is also equipped with a galley, which offers refrigerated storage for quick service meals and beverages as well as a coffee and snack bar. In addition to this new concept seating, the vessel also has a conference table in the passenger area with seating for 12. Passenger comfort is further enhanced with a stabilizer and ride control system that reduces the motion of the vessel. *(Source: Workboat.com)*

## HELIX TRIMS Q3 PROFIT

Offshore services player Helix Energy Solutions has recorded lower profit in the third quarter of 2017. On revenue increase of some \$2 million year-over-year, the Houston-based well intervention and robotics specialist generated net income of \$2.3 million, or 2 cents per diluted share, against some \$11.4 million loss, or \$10 cents



per diluted share in the year-ago quarter. Sequentially, Helix revenues increased close to 9 percent. Q3 2017 revenues were approximately \$163 million, up from \$161 million in Q3 2016, and from \$150 million in Q2 2017. Robotics business revenues increased 42 percent, while Helix’s well intervention division earned \$1.6 million less year-over-year on operational downtime in the North Sea. For the nine months ended September 30, 2017, Helix generated revenues of \$418 million, up from close to \$360 million in the prior year comparable period. Year-to-date, the company has trimmed its loss to 14 cents per share, against 25 cents in 2016. Owen Kratz, president and chief executive officer of Helix, said: “Our third quarter results were negatively impacted by some operational downtime experienced by the Well Enhancer in the North Sea and some idle time on the Q5000 between projects. These negative impacts were partially offset by improvements in our Brazilian well intervention operations for the quarter with the **Siem Helix 1** completing its first full



quarter of operations. We continue to expand our operations in Brazil as the Siem Helix 2 is currently expected to commence commercial operations late in the fourth quarter.” *(Source: Subsea World News)*

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# EDDY TUG

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<http://www.youtube.com/watch?v=CJsJrZc1BNM&feature=youtu.be>

## HAVILA ANNOUNCE THE SALE OF TWO AHTS



Havila Shipping ASA has entered into agreements for sale of the AHTS vessels **Posh Vibrant** and **Posh Virtue**. The vessels are expected delivered to new owner during first part of November. Following the sale it is expected that the lenders and Havila Holding AS will exercise warrants through debt conversions into new shares corresponding to agreements decided by the General Meeting

on 4th January 2017. It is expected that number of shares will increase by approximately 124,200,000 up to approximately 1,891,000,000 shares following the sale. The sale will have low impact on result and liquidity. The equity effect of the planned debt conversion was booked in the groups account through the restructuring on the 28th February 2017 and the sale will cause minor equity adjustments. Detailed message will be given as soon as the sale processes are finalized and warrant exercise notices have been received. *(Press Release)*

## SAVE THE CHILDREN SUSPENDS MEDITERRANEAN MIGRANT RESCUES

International humanitarian group Save the Children said on Monday it had suspended migrant rescues in the Mediterranean Sea as departures from Libya slow and security conditions worsen. Save the Children has operated a ship, the **Vos Hestia**, since September last year, rescuing more than 10,000 migrants from dangerous and overcrowded boats launched by people smugglers. “For too long we have been the substitution for the inexistent and inadequate European policies for search and rescue and for hosting migrants,” Save the Children Director General Valerio Neri said in a statement. Italian police searched the **Vos Hestia** on Monday as part of a wider investigation into the role non-government organisations are playing in picking up migrants off the Libya coast and

bringing them to Italy. Save the Children said its decision to halt rescues was already planned before the police search. Earlier this year, the government asked humanitarian groups to sign a “code of conduct”. The government said the rescuers were providing an incentive for smugglers to put migrants to sea. Police in August seized a migrant rescue boat operated by a German aid group Jugend Rettet. The chief prosecutor in the Sicilian city of Trapani said



he had evidence of encounters between traffickers, who escorted illegal immigrants to the NGO boat, and members of its crew. Jugend Rettet denied any wrongdoing. Save the Children said in a statement it was not under investigation and was cooperating with authorities. The documents seized by police on Monday concerned “presumed illegal actions committed by third persons”, it said. Several months ago some 10 rescue ships took turns patrolling the North African coast, picking up migrants who reached international waters and bringing them to Italy. Now only one large ship and a few small ones remain, with many organisations — including Doctors Without Borders — pulling out for various reasons, including security concerns and unhappiness with the attitude of the Italian authorities. The Libyan Coast Guard, funded and trained by Italy, has taken a hostile stance toward the humanitarian boats in a series of incidents on the high seas. In August, a Libyan vessel intercepted a charity ship and ordered it to sail to Tripoli or risk being fired on. Departures from Libya have fallen dramatically since July, when an armed group that had been deeply involved in smuggling from the city of Sabratha began blocking departures. So far in October sea arrivals to Italy are down more than 75 percent compared with the same month last year. *(Source: gCaptain; Reporting by Steve Scherer; editing by Peter Graff(c) Copyright Thomson Reuters 2017.)*

## ZAMIL AND UTEC TEAM UP TO ADDRESS SAUDI ARABIAN OFFSHORE SURVEY MARKET



Zamil Offshore Services and UTEC have formed a partnership to execute offshore survey projects in the Kingdom of Saudi Arabia. The partnership brings together UTEC, with its survey experience, and Zamil Offshore, with its marine and offshore operations experience and local in-kingdom knowledge. UTEC has enhanced its operations in the Middle East since establishing a presence in the region 18 months ago. The company now

employs 20 onshore and offshore personnel from its office in Abu Dhabi. It has been working in the

Kingdom of Saudi Arabia, providing positioning equipment and construction support for pipelay and jacket installation operations, since March 2017. UTEC chief executive Stuart Cameron said “We have experienced rapid growth since moving into the region last year and with our new office in Abu Dhabi we are set up to increase support to our clients’ survey requirements. “The partnership with Zamil makes perfect sense. Both companies bring their own unique strengths to create a strong client proposition. We have seen an increase in potential work opportunities in the Kingdom of Saudi Arabia and we expect this to continue going forward. The partnership is the first step in our strategy to increase our presence and contribution in the Kingdom of Saudi Arabia.” Zamil Offshore president Sufyan Al Zamil said “The partnership is strategic to Zamil Offshore as we continue to diversify our service offerings to our clients. Surveying services adds a competitive edge to Zamil Offshore and is a continuation of our current services in the marine and offshore construction segments, where synergies will be apparent. We foresee a great opportunity in this growing market.”

*(Source: Offshore Support Journal)*

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## REM OFFSHORE FOUNDER BUYS FORLAND VESSELS

Norway’s offshore vessel owner Forland Shipping will sell its fleet of two subsea vessels to Nord Vest AS, a company run by Age Remoy, founder of REM Offshore, a company that recently became part of Solstad Farstad. Forland has found itself in a tight spot as it has been unable to keep its vessels – **Forland Inspector** and **Fugro Saltire** – busy in these tough market



conditions, making the company unable to service debt. The struggle started in February 2017, when EMAS AMC, who had the **Forland Inspector** under a charter contract, filed for bankruptcy, after having missed several monthly payments for the charter. The vessel has mostly remained idle, but has recently secured a new 9 month deal with „a reputable client.“ Also worth noting, **Fugro Saltire** contract, which was supposed to keep the vessel busy with Fugro until July 2018 has been terminated, effective October 1. According to Forland, the dayrate for new contract for the



inspector is not enough to services scheduled debt installments. Furthermore, Forland sees the dayrates in the subsea sector as remaining low in the medium term, meaning any new contracts would not be able to secure day rates sufficient to service scheduled interest and instalments in full. Forland explained in a statement last week that the liquidity in the Group is around NOK 50 million, which is insufficient to carry the group through to a market recovery, adding that Forland Subsea AS (the owner of Forland Inspector) will likely require new liquidity from November 2017. Forland's Forland Inspector vessel is financed by NOK 365 million term loan from banks, while Fugro Saltire is financed NOK 359 million senior secured bond maturing in September 2018. *Restructuring plan and new owner* "In order to secure going concern and maximize value for all stakeholders, the group intends to raise new equity and adapt the existing repayment profiles and covenants to reflect the current market sentiment. The company has secured commitment of new equity and have reached an agreement with the secured lenders in Forland Subsea AS subject to final credit approval. The Issuer has also informed the Bond Trustee that approx, a majority of the Bondholders have indicated support to the Proposal. The plan is to sell Forland to In Nord Vest after a restructuring has been completed. In Nord Vest AS will further contribute NOK 100 million in new equity into the Group as part of the restructuring. In Nord Vest AS is an investment company specializing in investments in OSV vessels. Forland has described the company as the one with an established management organization and team with extensive track record with operations worldwide and a broad customer base. In Nord Vest AS is controlled by Age Remoy, Magnus Roth and Torsteinn Mar Baldvinsson. Age Remoy founded Rem Offshore ASA ("Rem") in 1996 and was CEO or chairman of the Board and main owner of that company until it merged with SolstadFarstad in 2016. Forland has explained that the proposed restructuring will secure service of interest and parts of instalments in challenging market environment; Interests serviced on original terms; Total debt service in line with debt service to banks until new bond maturity; New, financially strong owner with comprehensive industry experience and consolidation agenda participating with new equity. According to Forland, the restructuring plan would ensure sufficient stability and flexibility for Forland Shipping to manoeuvre through the downturn and continue to focus on finding long-term charterers for its "high quality tonnage." (Source: *Offshore Energy Today*)

## SAPURA ENERGY SEEN BIDDING HARDER AFTER TAKING OVER SAPURA 3000 VESSEL



Gaining full ownership of the **Sapura 3000** heavy lift and pipe lay vessel is expected to make Sapura Energy more aggressive in bidding for new jobs from next year, local reports said. The company announced the termination of its SapuraAcergy joint venture with Subsea 7 and the full acquisition of the vessel last week. Sapura Energy currently is bidding for projects worth \$8.1bn and has an order book of

MYR15.1bn (\$3.6bn). Key among the new jobs to be bid for would be the anticipated MYR6bn worth of maintenance, construction and modification contracts to be offered in phases soon by Petronas. "Having full ownership of **Sapura 3000** will further enhance the group's competitive positioning in the engineering and construction segment," Sapura Energy had said in the announcement, adding that the vessel has established a strong track record in executing heavy-lift, pipelay and decommissioning work for shallow and deepwater projects globally, including projects in Mexico, Japan, China, Australia and Southeast Asia. The oil and gas service provider noted in its recent quarterly report that it had seen an increase in tendering and bidding activities across key geographies in recent months. It added that to enhance its competitiveness in replenishing the order book, the group was focused on strengthening its position in existing markets and expanding into new markets, re-basing costs and improving operational efficiency. *(Source: Seatrade Maritime News)*

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## ZAMIL OFFSHORE SERVICES HISTORY

In 1977 Al-Zamil Brothers founded ZAMIL Offshore Services, ZOSCO as a 100% Saudi owned, Limited Liability Company. From the inception it is actively involved in both offshore and onshore marine work. In 1977 the company purchased its first AHTS vessel. This was the first vessel chartered by ZOSCO to SAUDI ARAMCO. In the same year, Zamil introduced ship repair to Saudi ARAMCO. Zamil built a floating dock for ARAMCO then leased it to them and operated it for repairing their vessels thereafter sold it to them.



In 1980 Zamil became pioneer in gradually diversifying and increasing the scope of its services in

the marine business. King Fahd Ship Repair Yard (KFSRY) was taken by the company on a long-term lease. Its business was reshaped by involvement in the repair and conversion of offshore support and port service vessels. In 1999 ZOSCO was awarded a 10 years contract for operating the navigation and pilotage in King Abdul Aziz port in Dammam in addition to leasing the facilities of Port Marine Yard (now known as Zamil Shipyard). The company gradually increased the scope of the shipyard services to include major repair, refits, overhauls, and conversions of offshore vessels. In 2002 ZOSCO ventured into new building of offshore and port service vessels. Zamil shipyard became the first Saudi owned company to venture in shipbuilding business in the kingdom of Saudi Arabia. In 2003 It has built and delivered two supply boats to serve with Saudi Aramco. In 2004 It has built and delivered three harbor tugs for the Saudi Seaports Authorities. In 2004 Zamil Shipbuilding started building a series of sophisticated advanced modern offshore vessels, the 65 ton bollard Diesel Electric AHTSS with Azimus propulsion from Rolls Royce. In 2004 Zamil Offshore won a contract from Saudi Aramco to work as hook-up projects contractor. In 2006 and after 4 years of heavy involvement in shipbuilding Zamil Shipyard has succeeded in signing a contract with Rolls Royce Marine to build 7 UT AHTS vessels under licence. In 2006 ZOSCO opened a representation office in Qatar for prompting chartering and re-chartering of offshore vessels. In 2007 ZOSCO started offshore rig repairs in the kingdom. In 2007 ZOSCO registered a company in Singapore to promote our offshore & Marine Services to South East Asian countries. In 2008 Launching the first and second Rolls Royce UT 733-2 AHTS vessels and delivery of the first DP2 Diving support Vessel built at Zamil Shipbuilding yard. In 2008 Opening shipbuilding CAD office using the famous integrated Spanish ship design software FORAN. Experience of Zamil Offshore Services as a service provider to Aramco: For almost 3 decades ZOSCO rendered first class service to Aramco: - In 1977, It was pioneer in introducing ship repair at Saudi ARAMCO. - In the same year, It was pioneer in buying offshore vessels for chartering to ARAMCO, and Zamil Marine Services operated and maintained the fleet for ARAMCO. - In addition to, the West Pier ship repair facility in Ras-Tanura, the marine repair yard in Tanajib - And since 2002, It is the premier and only shipbuilder in KSA. - In 2003 Zamil Marine services succeeded in wining Aramco's award for offshore Hook-up services. - In 2004 Zamil Shipyard has started building a series of AHTSS to an innovative design the Diesel Electric Zamil Class vessels, It has built 8 vessels of this class and there 3 more on order. The yard proved to be cost effective and very efficient in building such vessels, it built each in 11 month which is a record time for such design. Zamil has established cost effective, safe, reliable, and first class professional quality integrated offshore marine services to SAUDI ARAMCO. Zamil has succeeded not only in satisfying its reputed customers in Saudi Arabia but is also expanding the marine business with other customers in the region with a hope of diversifying the company's marine services into other Gulf countries. Zamil Offshore Services is considered now the leading Arab company in offshore and marine services business, ZAMIL OFFSHORE SERVICES TODAY - Now, ZOSCOs Marine Operations is renowned as the largest offshore marine services provider in the Middle East. It owns, operates and maintains the largest and most modern specialized offshore support fleet in the area. Most of its fleet is on long-term charter hire to Saudi ARAMCO and few chartered to companies in Qatar and UAE. - ZOSCOs Engineering & Construction Services renewed successfully its contract with Aramco and continue working in the specialized field of Offshore Hook-up Projects for the Maintenance, Upgrade, Modification and Commissioning Support for the rigs and platforms in the Arabian Gulf. - Zamil is operating successfully the Navigation and Pilotage services at King Abdul Aziz Port in Dammam. - Zamil Shipbuilding & Ship Repair has also made great strides and is now firmly placed at the forefront of the offshore-specialized shipbuilders. It is the premier and only shipbuilder in KSA and in the same time, it is the only offshore-specialized shipbuilder in the Middle East and the Arab Gulf regions. *(Source: Zamil website)*



## WINDFARM NEWS - RENEWABLES

### INNOVATION LOADS FIRST HORNS REV 3 MONOPILES IN ESBJERG



GeoSea's installation vessel **Innovation** has transported the first set of monopiles for Vattenfall's 406MW Horns Rev 3 offshore wind farm from the Port of Esbjerg in Denmark. On Friday, 20 October, the first monopiles sailed out from the Port of Esbjerg to the installation site in the Danish North Sea. Earlier this month, **Innovation** loaded the first four monopile foundations and installed them at the site. Horns Rev 3 is located off the

Danish west coast, on the Horns Rev (Horns Reef) in a shallow area in the North Sea, approximately 25 kilometres northwest of the westernmost point of Denmark, Blåvands Huk. The wind farm is an extension to Horns Rev 1 and 2 offshore wind farms installed by A2SEA in 2002 and 2009, respectively. Horns Rev 3 will feature 49 MHI Vestas V164-8.0MW turbines, optimised at 8.3MW. Once commissioned in 2018, it will be the largest offshore wind farm in Danish waters. (*Source: Offshore Wind*)

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### SEAWAY HEAVY LIFTING PREPARING BEATRICE FOR INTER-ARRAY CABLE INSTALLATION

Seaway Heavy Lifting (SHL) is set to commence the first pre-lay grapnel run campaign at the Beatrice offshore wind farm site to clear the inter-array cable routes from debris and prepare them for cable installation. The work will be carried out by the anchor handling vessel **Blue Alfa** between 28 October and 10 November. A pre-lay grapnel run will be performed where a new power cable will be protected by jetting, clearing any debris from the route to prevent damage to the jetting tool, or any hindrance to the burial. The work on the export cables is underway, being performed by Nexans, who is in charge of producing and installing the cables. So far, SHL's vessel **Stanislav Yudin** has installed 82 out of 86 sets of foundation piles for the 588MW Beatrice offshore wind farm. After

completing the installation of all the piles, the vessel will re-mobilise for the jacket foundation installation, which is currently suspended as **Oleg Strashnov** left the site at the beginning of October to work on the Merkur offshore wind farm in Germany. Beatrice will comprise Siemens 7MW turbines and two Siemens Offshore Transformer Modules (OTMs), all placed on top of jacket foundations. The first wind turbines are scheduled to



be installed in summer 2018, with the wind farm expected to be commissioned by the end of 2019. *(Source: Offshore Wind)*

### EIDESVIK FIXES ACERGY VIKING TO SIEMENS GAMESA



Norwegian vessel owner Eidesvik has secured a two-year contract extension in the renewables market for the vessel **Acergy Viking**. According to the Oslo-listed company, the **Acergy Viking** is fixed until end-January 2020 as service operation vessel (SOV) for Siemens Gamesa Renewable Energy in German sector. Contract extension is in direct continuation of current charter period and charterers have options beyond the firm period. The **Acergy Viking** was previously a survey vessel, but

after remodeling it was converted into a so-called wind farm support/light construction vessel. “We are proud of the solid operations delivered by the vessel and crew resulting in this long term extension. “This extension will enable us to further strengthen our relationship with a strategic important client for Eidesvik in this exiting and evolving market,” says CEO Jan Fredrik Meling.

*(Source: Subsea World News)*

### ECOSSE MOBILISES NOORDHOEK PATHFINDER FOR UK OWF SEABED CLEARANCE

Ecosse Subsea Systems (ESS) has mobilised the **Noordhoek Pathfinder** vessel to support seabed clearance at an offshore wind farm site off the coast of north-west England, which the company left unnamed. According to vessel’s AIS data, **Noordhoek Pathfinder** has sailed out of the port of



Grimsby. At the offshore wind farm site, ESS is utilising boulder grab equipment to remove an estimated 1,700 boulders located over a 135km route in water depths of up to 60 metres. The boulder grab spread is being used for displacing obstacles nearshore and in low density areas. The equipment will complement other seabed clearance operations to be performed by Ecosse's SCAR2 Seabed System. A survey spread



onboard the vessel will also provide data showing the target boulders prior to displacement and final positions after removal from the seabed corridor. *(Source: Offshore Wind)*

## DREDGING NEWS

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### *NIBULON'S NEW DREDGER MYKOLAIVETS SUCCESSFULLY COMPLETES SEA TRIALS*



The high-capacity self-propelled C/C-15 dredger 'Mykolaivets' has successfully completed sea trials on the Southern Buh River, Nibulon said in its latest release. In particular, the specialists tested the propulsion units of the starboard side and port side in all modes. In addition, there were tested maneuverability of the vessel, anchor complex, radio communication and navigation. The vessel's speed at complete revolutions of engines corresponds



to the design speed – 7 knots. The dredger, launched on September 17, is equipped with an excavator and a hydraulic hammer which is capable of crashing rocks, as well as with a hydraulic pump station, which can transfer 2.000m<sup>3</sup> of material per hour to a distance of 1.5 km. According to the director of Nibulon Shipbuilding and Repair Yard, Dmytro Horbenko, the launched vessel is definitely unique. “In principle, it has no analogues... This is a self-propelled vessel that can work at depths of up to 15 meters – with a bucket, a milling cutter and a hydraulic hammer,” said Horbenko at the launching ceremony. “This unique vessel is a self-propelled dredger. Its main dimensions are as follows: length – 38m, breadth – 12m, and draught – 1.6m. It is a vessel with a powerful engineering complex,” added the director of Nibulon’s shipping company, Oleksii Lalin. “This vessel will allow us to deepen the Dnipro River, the Southern Buh River, as well as the water area of ports and terminals to the depths that are necessary for the effective operation of the fleet operating on our rivers and water areas.” [Mykolaivets](#) will start experimental dredging on the Dnipro River, namely at the Dniprodzerzhynsk reservoir during this month. *(Source: Dredging Today)*

## YARD NEWS

### *DAMEN AND CORROSION HOST ANTI-FOULING SEMINAR*

On Friday the 15th of September, a seminar was held at the Rydes hotel in Wellington, New Zealand, which brought together representatives from Damen and Corrosion as well as Corrosion’s regional agent, Bowmar. The event focused on the prevention of fouling on box coolers and the benefits presented by



Corrosion’s Impressed Current Anti-Fouling (ICAF) system. Present at the event were a number of vessel owners, including Damen client Centreport Wellington, operator of two Damen ASD Tugs 2411. Centreport will have a webserver on board one its Damen vessels, named the Tiaki, which collects data extrapolated from the ICAF system in real time. This will be implemented during an upcoming drydocking period. Vessel owners, including Centreport, have been very impressed by the data collected in such trials. Andrew Stevens from Damen’s Service Hub in Brisbane, said, “Damen can supply a package of parts for such a system, which will serve a vessel in-between its 5-year dockings. Included in the package are the ICAF anodes. Through our Service Hubs, we are able to organise the skilled labour to carry out the installation and commissioning.” Corrosion has been working closely together with Damen setting up a service network covering Australia and outreaching New Zealand as well. Spares and services can be delivered either through Damen or through Corrosion’s own network, whatever suits the client best. Marcel Qualm, Service manager at Corrosion, said, “Worldwide, Corrosion has over 5800 ICAF systems in active service. We are aware that clients’ awareness of the ICAF system is essential in order to achieve optimum results. To that end, we like to invest in that to achieve the best performance. This seminar is a clear example of this philosophy in action.” *(Press Release)*

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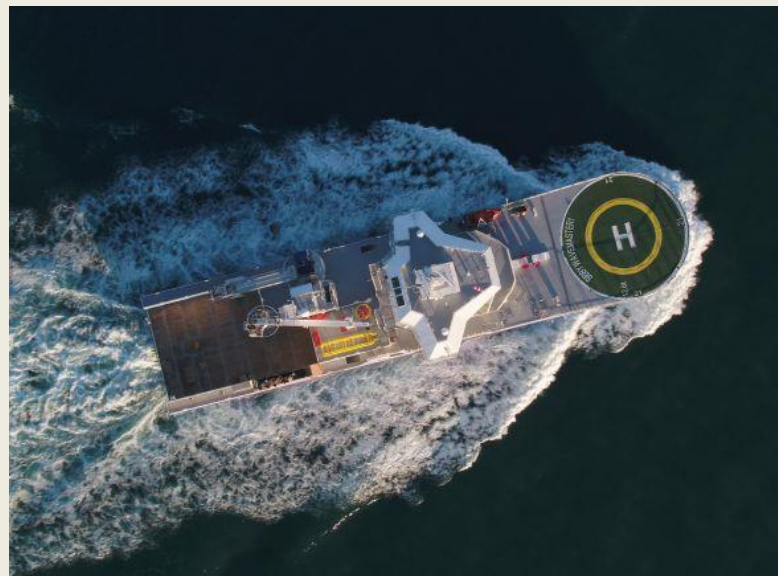
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## BAKKER SLIEDRECHT EQUIPS BIBBY WAVEMASTER 1 WITH MAIN ELECTRICAL SYSTEM

Bakker Sliedrecht, which will provide the main electrical power package for GeoSea's offshore wind installation vessel Orion, informed today that it had delivered the main electrical installations for **Bibby WaveMaster 1** Service Operations Vessel (SOV). The company was responsible for the supply and integration of all main electrical installations, including the design, fabrication, installation and commissioning of the main switchboard, two auxiliary switchboards and three drive



systems. All drive systems are equipped with an active filter that saves space on board and creates a clean power supply by eliminating harmonic distortion, Bakker Sliedrecht said. The company added that it took care of the design and installation of the complete cabling on board the SOV, and the equipment of all suppliers was plotted into an integrated 3D model to ensure a smooth installation. Bakker Sliedrecht also installed its vessel management system BIMAC onboard the **Bibby WaveMaster 1**. The system, developed especially for marine applications, manages all main and auxiliary functions of the **Bibby WaveMaster 1**. Meanwhile, the SOV is working for James Fisher Marine Services at the Galloper offshore wind farm, supporting construction works with options to extend to support the offshore commissioning phase of the works. *(Source: Offshore Wind)*

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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](#)
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