

Tugs Towing & Offshore Newsletter



18th Volume, No. 97 *1963 – “54 years tugboatman” – 2017* Dated 03 December 2017

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

Distribution twice a week 11.450+

TUGS & TOWING NEWS

FOSS AND DAMEN TO BUILD TEN TUGS FOR U.S. SHIP ASSIST AND ESCORT MARKET



US-based Foss Maritime and Netherlands-based Damen Shipyards have signed a Memorandum of Understanding on the construction of at least ten next-generation ship assist and escort tugs for the US market. The first four in the series will be constructed at the Foss Shipyard in Rainier, Oregon, with delivery planned for 2019. The tugs will be built to Damen ASD 2813 design, which has been modified to meet the demands US tug assist

and escort market. While Foss will construct the tugs to build up its own their fleet, the tugs in the build series will be available for purchase by other U.S. tug operators. “This partnership supports our shared goals,” said John Parrott, Foss President and CEO. “It means, we can strengthen our fleet while meeting the demands of our customers, and at the same time Damen has the opportunity to market their innovative tug designs in the U.S.” “Working with Foss will enable us to strengthen our relationship while serving the North American market with state-of-the-art, cost-effective and dependable vessels,” said Jan van Hogerwou, Damen’s Vice President of New Construction North America. “We’re excited about this collaboration and look forward to working closely with Foss.”

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'FROM MAN-PULLED TO UNMANNED' - THE EVOLUTION OF DUTCH TOWAGE



A new, temporary exhibition will open at the National Towing Museum in Maassluis, The Netherlands, on Saturday 2 December. The exhibition is called 'From Man-pulled to Unmanned' and celebrates the evolution of towing. The history of towing begins with the so-called 'jagen', the towing of boats by men or horses. In the 17th century the Netherlands had an extensive waterway network with towing paths for regular tow-boat services. For- and aft rigged sailing boats were used to tow large square rigged cargo ships from the roads into the various Dutch ports. Steam engines and, later, diesel engines changed all of this. Soon after the introduction of steam engines in ships the first towing services were established, an industry for which the Dutch would become famous throughout the world. In the 20th century the technology of towing evolved rapidly with innovations for propulsion, engine power and towing equipment. The Netherlands have always been, and still are, at the forefront of new developments where towing is concerned. This is demonstrated by the fact that we are heavily involved in the newest experiments with unmanned ships. The exhibition illustrates the evolution of towing using many photographs, ship models, original documents and special objects. A section of the exhibition is specifically devoted to the life of crews on board tugs and how this changed substantially over time. The opening will be by Mr Gaby Steentjes, Senior Project Manager Maritime Research Institute of the Netherlands (MARIN). The exhibition "From Man-pulled to Unmanned" is held at the National Towing Museum in Maassluis, The Netherlands from 2 December 2017 until 27 May 2018. For information and opening hours visit www.nationaalsleepvaartmuseum.nl.



Note to editors: for further information about the exhibition, please contact us at info@nationaalsleepvaartmuseum.nl , +31 (0)10 – 5912474 or Maarten Helwig, pr@nationaalsleepvaartmuseum.nl , +31 (0)6-33008733. *(Press Release)* □

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LEADERSHIP AND SUBCHAPTER M

Earlier this year I was part of a safety meeting with several marine towing companies and the topic turned to leadership on our towing vessels. Companies are coming to the realization that many of their captains are not masters of the vessels. For years, the industry has taken control of the vessels from the captains and kept it in the office. I used to hear this lament from captains that I worked with in the nineties, “They don’t pay us to think.” And although the words have changed, the same old lament is there. Now before doing anything they must “check with the office.” As someone who owned a tug, this is an attitude that made me happy and scared all at the same time. You want to know what they are doing but you pay them to make the right decisions. As the 2000’s wore on and our shortage of good captains led the industry to quickly promote people to the wheelhouse, we ended up with people running our vessels who didn’t know what to do in a lot of situations and who were happy enough to cede control to the office. In some places, experienced captains had moved ashore and could offer realistic advice. In many places, though, that wasn’t the case and we ended up with the blind leading the blind. There are companies that create the routes for the captains on their chart programs and they can’t deviate from them. What happened to navigation and leadership skills? *We Created a Problem and Sub M Will Require a Change*. Subchapter M will turn this model upside down. If you are using a TSMS, 46 CFR 138.220 (a)(1) states: (iii) Master Authority. Each owner or managing operator must define the scope of the master’s authority. The master’s authority must provide for the ability to make final determinations on safe operations of the towing vessel. Specifically, it must provide the authority for the master to cease operation if an unsafe condition exists. 46 CFR 140.210 states: (a) The safety of the towing vessel is the responsibility of the master and includes: - Adherence to the provisions of the COI; - Compliance with the applicable provisions of this subchapter; - Compliance with the TSMS, if one is applicable to the vessel; and Supervision of all persons onboard in carrying out their assigned duties. (b) If the master or officer in charge of a navigational watch believes it is unsafe for the vessel to proceed, that an operation endangers the vessel or crew, or that an unsafe condition exists, he or she must ensure that adequate corrective action is taken and must not proceed until it is safe to do so. Now our captains will have the authority and responsibility to operate their vessels safely. Not that it wasn’t always the case, but now it’s in writing and there are penalties for not being a leader. The days of just being the boat operator are coming to an end and many of our people don’t seem to understand it. So, what do we do? The larger companies are evaluating their wheelhouse personnel for leadership skills and if they find captains with some of these traits they are providing training to develop them into masters of their vessels. Those that cannot or will not become leaders are being let go. *What’s a Leader?* One of the better definitions I have come across is from Kristi Hedges, a leadership coach and author. “Being a leader means building followership. Your primary responsibility is how you can inspire

those around you to support a larger agenda under your direction and vision. You have to prioritize communications and the development of others. Your job is no longer about what you can accomplish, but what your entire team can achieve. Good leaders focus on ‘we’ and not ‘me.’” All of the good masters that I worked under and around understood that. The following is a list of traits that are important in a Master: *Self-confidence* – A good leader has little or no need for approval. *Bold* – Good leaders are practical, logical, to-the-point, aggressive and thick-skinned. They are outgoing and responsive to others, poised and comfortable with criticism. *Conscientious* – Leaders have a duty to do what is best, have self-discipline, value order and have a high standard of excellence. They don’t cut corners. *Enthusiastic* – Leaders are optimistic, active, expressive and energetic. *Stable* – A good leader is well-adjusted and can tolerate change, frustrations and stress without blowing his top. *Controlled* – The good leader is very careful in making decisions. He/she



will take risks, but will assess them and adapt. But they are decisive. They are concerned about their reputation and integrity and will protect both. *Dominating* – Good leaders are Type A personalities. They are competitive and enjoy the challenges in their lives. They are assertive and have a lot of energy. *Intuitive* – They will trust their gut when making decisions. They know they don’t know everything but can use reason and logic along with their experiences to make the right decisions. *Mature* – The good leaders have developed personal and behavioral characteristics through growth. No tantrums in the wheelhouse when things don’t go as planned. *Team*

Orientation – The leader believes in treating adults as adults. He/she fosters a cohesive team by treating each person with dignity and respect. *Empathetic* – A good leader builds trust through empathy. He/she can put himself in his deckhand’s shoes. *Charisma* – A good leader is charismatic. When I look back at the really good masters that I worked with they are all larger than life. They could captivate us. We knew they were the leader and they could motivate us. The lack of leadership in small companies will be hard to overcome. Refining leadership skills will have to take place at the office first and that new way of doing business will have to be introduced and constantly reinforced with the crews. Many small companies grow out of a captain’s thoughts that with a tug or towboat, he can do it better than the place he is working for. But if you weren’t a leader on the boat, then you aren’t going to be one in the office. Go to your library or online and search for books on leadership. You’ll find thousands. I am fortunate enough to work with some great Masters and crews and one of them is Mark Pearson, who toils on Coeymans Marine Towing’s Daisy Mae. He knows what he wants and knows how to do it. He is in charge and he backs it up with experience. Coeymans Marine Towing has just taken delivery of the Daisy Mae and he worked with his company and Rodriquez Shipyard to bring it all together. He isn’t just the boat operator; he’s the

planner, decision-maker, task master and worker and that has earned the respect of his crew. He also knows how to communicate with the office to accomplish their shared goals. Unfortunately, I see the opposite too often. Far too many of our wheelhouse personnel are in a position of leadership but do not have the requisite training and/or skills to be successful. If you have a captain that is unwilling to train the deckhands and mates to move up to master, then you have a problem. I have always felt that I should be training those under me to take my job. It's best for them and the company and if I slip that much that they do take my position, then I deserved to lose it. So many good masters helped me get to where I am today and I owe it to those coming up to help them be all that they can be. *Looking Back, and Planning Ahead* The industry has promoted too many people that were not good at their deck jobs. Rather than moving people to the wheelhouse based on merit, they were brought up out of necessity. It's almost impossible to tell the guy on deck how to do something when you aren't sure yourself. This leads to frustration. Too often, I see wheelhouse personnel yelling at their crew and it's because they can't communicate what they want done. They don't understand leadership and coaching. They are not earning respect. They slowly become hated by their crews. How will this captain be able to lead the crew through Sub M if he can't explain how to tie the boat up? If you own the towing vessels, take a long hard look at yourself and your organization and create the environment that allows leaders to thrive. If you are the captain, hone your leadership skills to become the Master. The list above is not all-encompassing, but it should serve you as a springboard to your future. Embrace Sub M. It's here to stay and it requires sound leadership. Are you in it for the long haul? *(Source: MarineLink by Pat Folan)*

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ADMIRALTEISKIE VERFI SHIPYARD DELIVERS ICEBREAKER ILYA MUROMETS, PROJECT 21180, TO RF NAVY

Flag-raising ceremony for the icebreaker **Ilya Muromets** (Project 21180) built for RF Navy has taken place today, 30 November 2017, at the Admiralteiskie Verfi shipyard in St. Petersburg. According to the shipyard's press release, the ceremony has been attended by Vice Admiral Victor Bursuk, Deputy Commander-in-Chief of RF Navy; Viktor Chirkov, Chief Advisor to the USC President;



Aleksandr Buzakov, Director General of Admiralteiskie Verfi JSC. When speaking at the ceremony,

Aleksandr Buzakov emphasized that it took only three years to build a ship of the new generation which kicked off the participation of Admiralteiskie Verfi in the development of RF Navy's Arctic group. "The Navy has not been ordering any vessels of this class for more than 40 years and today we get a ship with functions going beyond those of a conventional icebreaker, – said Vice Admiral



Victor Bursuk. – The Northern Fleet is looking forward to welcoming the **Ilya Muromets**. I would like to emphasize that Admiralteiskie Verfi has once again built a wonderful ship in strict compliance with the contract. I am sure the new icebreaker will demonstrate its high performance in the nearest time." The **Ilya Muromets** is a multi-purpose single-deck vessel of project 21180, designed for deployment and activation of the forces in ice conditions. It was laid down on April 23, 2015, and was launched on June 10, 2016. The acceptance/delivery certificate was signed on November 27, 2017. The ship is capable to perform functions of a tugboat, an icebreaker and a patrol boat at the same time, and it will be used for support of the Arctic group of the Russian Navy. High maneuverability has been achieved by fully revolving mechanic twin-screw pod drives and a bow thruster, thereby increasing maneuvering performance of the vessel in ice conditions. The vessel control system has a high scale integration and automation. The icebreaker is equipped with

advanced navigation system, electronic mapping navigation data system. The ship has been built with observance of the international conventions – International Convention for Safety of Life at Sea (SOLAS) and International Convention for the Prevention of Pollution from Ships (MARPOL). For the first time in the history of domestic shipbuilding the constructing company also acted as a designer. The icebreaker is a unique innovative scientific vessel fully complying with the global standards. The main characteristics of the vessel are the following: displacement is 6,000 tons; length is 85 meters; width is 20 meters; freeboard is 9.2 meters; draft is 6.8 meters; sea endurance is up to 60 days; cruising range is up to 3,000 nautical miles; icebreaking capability – an ice field with a thickness up to 1,5 m; propulsion type is diesel power generator with pod drives with capacity 3,5 MW each; crew - 39; speed – 15 knots. Admiralteiskie Verfi OJSC (Admiralty Shipyards) is a key enterprise of shipbuilding, a centre of conventional submarine building of Russia. The shipyard is affiliated with the United Shipbuilding Corporation OJSC. A number of contracts are being successfully implemented at the shipyard for domestic and foreign customers. Four series of submarines are under construction now for RF and foreign Navies. Besides, icebreaker **Ilya Muromets** is under construction. The Company's staff numbers 6,500 persons. On 5 November 2017 the shipyard celebrated 313 years from its foundation. *(Source: PortNews)*

TUGS OF THE YEAR: A TRIO OF LNG-FUELLED TUGBOATS

Congratulations to everyone involved in the design, class, construction and operation of this year's Tug Technology & Business' Tug of the Year. We chose a trio of gas-fuelled tugs built for Østensjø Rederi in 2017 for the accolade. **Dux**, **Pax** and **Audax** are powered by liquefied natural gas (LNG)

and operate in the far north of Norway providing escort and shiphandling services that are vital to Europe's only LNG production centre. These tugs provide escort services to LNG carriers used for exporting LNG from Statoil's production terminal at Melkøya, near Hammerfest. They will also be maintained in readiness for emergency services such as long-line towing, fire-fighting and oil spill



response. The Østensjø tugs were christened in August 2017, and will be operating in extreme weather and sea conditions within the Arctic Circle in temperatures down to -20°C . These 40.2 m escort tugs were designed by Robert Allan as RAsar 4000-DF class tugs with Wärtsilä dual-fuel engines. They comply with IMO Tier III emissions standards and have a maximum free-running speed of 15 knots and can produce up to 107 tonnes of bollard pull. They were designed by Robert Allan, built by Astilleros Gondán in Spain and classed by Bureau Veritas. In the fourth quarter issue of Tug Technology & Business we outline some of the challenges these companies faced in bringing these LNG-fuelled tugs to fruition. The challenges included designing the tugs for winter operations in the Arctic, to finding space to hold LNG as fuel and ensuring the tugs remained stable in all conditions. There were also some tug-firsts with these vessels. Schottel developed a specific type of thruster for these three dual-fuel tugs with six units, with the new VarioDuct SDV45 nozzle supplied to their Spanish builder. These details can be viewed in the journal or online in the digital version here. Because of these advances, we chose Dux, Pax and Audax to be our tugs of the year, with the expectation that they will be a shining light for the future of tug design, construction and operation. (Source: Tug Technology & Business)

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TRIPLE-SCREW TUG FOR HUDSON RIVER

“The **Daisy Mae** is the closest you can get to Z-drive maneuverability, without the cost of Z-drive,” maintains her builder Joseph Rodriguez of Rodriguez Ship Building Inc. in Bayou LaBatre, Alabama.



Rodriguez has designed and built a lot of tugs over the years and doesn't make this claim lightly. Further more he backs it up with his description of the beamy 82 by 32-foot tug that his yard delivered to Coeymans Marine Towing. This is one of the Carver group companies based at the Port of Coeymans 110 miles up the Hudson River from New York. The triple-engined boat is powered by a port and starboard tier 3 compliant Cummins QSK38

engines each delivering 1,300 HP at 1800 RPM and a center-line, tier 3 compliant Cummins QSK19 for an additional 750 HP at 1800 PRM. The two outside engines turn Kahlenberg stainless steel four-blade Kaplan style 75.25 by 80-inch propellers through Twin Disc gears, while the centerline engine is fitted with a 65.25 by 72-inch propeller with a similar configuration. Shaft brakes have been installed all three shafts to allow rapid shifting fore and aft. All the propellers are fitted with Kort nozzles to enhance their thrust by as much as 32% for a bollard pull of 47.5 tons. With a maximum draft of only ten feet, the Daisy Mae will work comfortably along the Hudson River. With her model bow, she has better sea keeping abilities than a conventional riverboat. At the same time, she has riverboat maneuverability with tow flanking rudders on both the two outside props. The combination of powerful port and starboard engines with Kort nozzles on a beamy hull, together with the shaft brakes, foil-shaped steering rudders, and towboat style flanking rudders will give the operator of the new tug a lot of options for maneuvering in the river currents or tight harbors when towing, pushing or on the hip of barges. For pushing, the tug is equipped with a second, elevated aluminum pilothouse with a 41-foot above the water-line eye level. While for towing, a Markee towing winch, with 2000 feet of 1.5-inch wire, is mounted on the aft deck. A pair of Patterson 40-ton deck winches is mounted aft for making up to push. Although built in the south, she is built for the north with heavy ice strengthened frames and plating forward. As an ABS load line vessel she has been stability tested and she is Sub-chapter M compliant including all required fire suppression systems. Accommodation is provided for a crew of five: captain, mate, engineer, and two deckhands. Tankage includes 33,000 US



gallons of fuel, 8,000 gallons of water, 500 gallons of lube oil, 1,000 gallons of waste oil, and 1,000 gallons for zero discharge provisions. An extensive set of wheelhouse electronics includes two Halo 4-pulse compression radars, 16-inch touch-screen chart display, satellite compass, AIS, autopilot, depth sounder, and weather station all manufactured by SIMRAD. There are also three radiophones, a sat phone, and a bridge monitoring system. Electrical power is provided by two Cummins QSB7-



DM powered 60 kW generator sets. Speaking of the new 3,350 HP Daisy Mae, which was delivered in October of 2017, the owner's representative said, "Rodriguez Ship Building. has turned out a quality vessel in a short time frame. His employees show pride in their work in every aspect of this build and it has exceeded our expectations from a ship builder and has added a new vessel for our fleet."

(Source: Alan Haig-Brown; Photo: Rodriguez Ship Building)

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NEW LNG TUG CONSTRUCTED BY DUBAI DRY DOCK

Tasneef has successfully completed plan approvals and construction supervision for the new LNG Tug which is constructed by Dubai Dry Docks on latest design & is also first in Middle East region with dual fuel engine system. Tasneef Class Certificate has been issued for the Tug for its operation in Dubai Dry dock. The background of this development lays in the 'green' initiative launched by the Dubai government. This is intended to set an example for promoting environmental sustainability throughout the region.



In alignment with the same initiative, in May 2014 Drydocks World announced the launch of the project. The target was to put into practice the Dubai Government's wish and develop the marine market in the United Arab Emirates (UAE) accordingly. The vicious circle commonly related to the lack of an available LNG fuel supply

slowing developments in LNG-powered vessels, and vice versa, has thus been dissolved by this first LNG Tug launched into operation. It is now more likely that other vessel types will be designed to operate on LNG in the Arabian Gulf. *(Source: Rashed Alhebsi)*

A NEW BREED OF TUG (PART ONE)

When markets expand niches are created, goes the logic. For builders of tugs, that market is “floating gas” and the expanding use of liquefied natural gas, or LNG, as a fuel. In support of LNG, there’ll be more oceangoing tug duty — the new floating storage and regasification units, or FSRUs, mean busier LNG carriers, and LNG cargo owners have an interest in tug escorts that share their “carbon footprint”. Still, new emissions rules offer ways to keep using refinery products, and the work of master tug designers suggests the new breeds of tugs are about more than fuel. “The impact



of LNG carrier and FSRU fleets worldwide is a significant and positive one for our tug business,” Robert Allan president and CEO, Mike Fitzpatrick, tells Maritime Reporter & Engineering News. “The owners of LNG carriers and FSRU’s demand much higher quality and higher performing tugs than other shippers for a variety of good reasons.” In fact, the push to LNG by Europe is real: The Continent is out of oil but well-supplied by natural gas and U.S. refinery products. Europe’s port cities strive to be carbon-free harbors that nevertheless give free reign to LNG supply barges or LNG-fueled cruise ships. Marine fuel and emissions are being strictly monitored, with the monitoring technology offered up by classification societies. For over two years, now, MARPOL

Tier III nitrogen oxide rules have been in effect for vessels with engines equal to or greater than 130 kW, and new Emissions Control Areas and the 2020 (or 2025) 0.5-percent sulfur cap are on the way. Since the preponderance of tugs already operate in current or future near-shore ECAs, they face widening compliance issues (as in the waters around Europe’s many LNG import terminals and two LNG export terminals at Hammerfest LNG in Northern Norway and Yamal LNG in the Russian Arctic). The Arctic — sensitive, likely future ECA of large and frequent LNG trans-shipments — has provided cold inspiration to at least one energy company insisting LNG-powered tugs handle the LNG carriers moving its “clean” cargoes: Statoil’s ECA-LNG imperative offered market entry for three oceangoing LNG-powered tugs delivered recently by Spanish yard Astilleros Gondan to Ostensjo Rederi, a renown Norwegian tug operator and now the first owner in Europe of these LNG types. The vessels, designed by Robert Allan, won’t need to respond to quite the same arctic conditions as tugs plying, say, Yamal or Northeastern Quebec, but they do need to respond to remoteness, freezing mists and fast shipping. To power that preparedness, they have Wärtsilä LNGPacs of two, six-cylinder, 34DF engines offering “seamless” LNG-diesel use and 3,000 kW each. Like every vessel in the Norwegian arctic, they have assigned roles in area oil-spill defense: onboard oil skimmers and booms; a RIB for arctic rescue and comfort for eight. The third of this trio of 40-meter tugs — **Audax**, **Dux** and **Pax**, with their (LNG) cargo-handling cranes and 107 tons of Bollard pull — was delivered in July 2017 and immediately heralded as “trend-setting” in Europe’s gas

powerhouse, Norway. “The Ostensjo RStarDF tugs are actually quite different from the Tundra design built for Group Ocean in Quebec,” says Mr. Fitzpatrick. “The Ostensjo tugs use our standard escort tug hull form with some reinforcement to achieve a relatively light Ice Class, whereas the Tundra design is a specialized ice-breaking hull form with heavier reinforcement.” The Swedish port of Lulea is understood to have already tendered to European shipyards for a powerful (diesel-electric) hybrid Tundra of 100 t BP based on the Group Ocean vessel. Robert Allan isn’t alone in proliferating new, “high-spec” tug designs. As we wrote these lines, Wärtsilä — its designs are the basis of 1,000 tugs worldwide — launched the HYTug concept and encapsulated gains made in mechanical and electric hybrid propulsion. The designer and builder of the 20 DF and 34 DF LNG is known for early LNG tug design deliveries to China and the Middle East. In 2012, Wärtsilä struck a deal to supply China’s first LNG-powered tugs and were first out with a 29 m tug in partnership with Dry Dock World in Dubai on vessels that were delivered but never commissioned. In gas mode, Wärtsilä’s LNG tugs are Tier III compliant for cutting emissions of sulfur oxide completely and trimming carbon-dioxide by 20 percent and nitrogen-oxide by 80 percent. The non-LNG HYTug, however, allows for fewer emissions by enabling less installed power than a “conventional” design. “We believe that new tugs will in future rely more and more on battery and hybrid propulsion,” says a Wärtsilä Marine Solutions statement. The HYTug launches at the Asian Tug Technology and Salvage conference in September 2017. *(Source: MarineLink By William Stoichevski)*

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SCHOTTEL PROPELS LARGEST TUG IN THE FLEET OF CHINESE LIANYUNGANG

German propulsion specialist SCHOTTEL has signed a contract for the delivery of a SRP 560 with a power rating of 2794 kW for the construction of an ASD tug for the Chinese customer Lianyungang HB. With 90 tons of bollard pull, the new vessel will be the largest azimuth thruster driven tugboat in the fleet of Lianyungang HB. The harbour tug that is currently



being built at Lianyungang Hongyun Co. Ltd. will operate at Lianyungang port. With a cargo throughput of 210 million ton per year in 2015, Lianyungang is among China's largest ports linking eastern sea routes with western land routes. The shipowner comments: "We have worked with SCHOTTEL on several other projects before and are very satisfied with the reliability of the propulsion systems and the excellent technical support, which is why we will also be equipping our new project with a SRP." Lianyungang harbour and SCHOTTEL have been working together since 2010. *More powerful tugs handling increasingly larger vessels* As vessels are growing in size, tugs are rapidly evolving and equipment becomes proportionally bigger to serve the new generation of giant ships. With over 60 years of experience in propulsion development and manufacturing, SCHOTTEL has adjusted its portfolio of propulsion solutions over the years according to the market trend. "Harbour tugs today need significantly more power and a high bollard pull for the effective manoeuvring of the giant containerhips that dominate the major shipping routes nowadays", explains Hans Laheij, SCHOTTEL's Vice President Sales & Marketing. (*Press Release*)

MASTER MARINE SET TO DELIVER SECOND OF FOUR TOWBOATS



Master Marine delivered the first of four 67'x28' fleet boats, **Miss Deborah**, to Waterfront Services Co. earlier this year. The yard is getting ready to deliver the second boat of the contract. Each boat will be powered by a pair of Laborde Products Inc. S6R2 – Y3MPTAW Mitsubishi 803 hp Tier III diesel marine engines to be operated at 1,400 rpm coupled to Twin Disc MG-5321 marine gears with 5:1 reduction ratios, E300 electronic controls with R.W. Fernstrum Inc. keel coolers. Electrical power was also provided by Laborde Products with two Northern Lights M65C13.2S 65KW Tier III electronic controlled generators also with R.W. Fernstrum keel coolers. A pair of Sound Propeller Services Inc. 70"x 48" 4-bladed stainless steel propellers is provided thrust through two J&S Machine Works 7" ABS Grade 2 propeller shafts with all Thordon Marine Industries Corp. bearings, Thorplas bushings and shaft seals. Gulf Coast Air & Hydraulics Inc. provided the steering system and a pair of Quincy F325 reciprocating air compressors. Schuyler Maritime LLC provided 11"x18" rubber fendering around the entire perimeter of the vessel along with the push knees, fleet deck with MMI installed weld caps between all fenders. R.S. Price & Son Inc. provided Mitsubishi mini-split heat pump HVAC system on all interior spaces with Blakeney Marine providing all custom woodwork and interior finishes. Donavon Marine provided the large aluminum Diamond SeaG laze windows and Dales Welding and Fabricators supplied the aluminum exterior doors. Dickson Marine Supply provided a pair of Wintech 40-ton deck winches and New World provided all of the electronics and

communications for the vessel. All of the boats will be set up with 10,400 gals. of fuel, 4,359 gals. potable water and 9,500 gals. of ballast water along with providing a maximum 7'9" working draft. (Source: [Workboat.com](#))

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PRESIDENT HUBERT ENDS HER CAREER



End of an era, after years of reliable service, the tug **President Hubert**, is lying in a corner of Waalhaven, Rotterdam at the Bos-Kalis premises. Deprived from valuable electronics, name, homeport and funnel-loge Painted over, she is sadly awaiting her final voyage to the breakers. (Source & Photo: [Henk Ros](#)) History: The tug was built in 1982 by Niestern-Sander BV – Delfzijl under number 509 and delivered to Unie van

Redding en Sleepdienst – Antwerpen; Belgium. In 2006 transferred to URS Ocean Towage NV – Antwerpen. In 2010 transferred to Smit Transport Belgium NV – Antwerpen and managed by Unie van Redding en Sleepdienst – Antwerpen. In 2014 transferred to NV Boskalis Offshore Transport Services – Antwerpen. He has a length of 60.46 mtrs a beam of 15.35 mtrs and a depth of 7.04 mtrs. he two Krupp-MaK 16M453AK diesel engines develops a total output of 8,826 kW b(12,000 bhp) with a free sailing speed of 16 knot and a bollard pull of 164 tons.

ACCIDENTS – SALVAGE NEWS

WORK SHIP AND PONTOON FLOATING AGAIN

Salvors got the "[Merwemond](#)" and the connected pontoon floating again in Dordrecht on Nov 29. Before, the emergency services had managed to stabilize the situation. Residents did not have to be evacuated. However, some recreational craft were towed out of the harbour as a precaution. Oil booms were laid out to collect leaking engine oil. From the evening of Nov 28 until the next

morning, the salvage companies managed to get the vessels afloat again after ballast and machines were removed from the sunken pontoon with the help of divers and another crane aboard the Dutch barge "Christiaan Willem" (MMSI-No.: 244730891). Before, a dolphin had to be removed so that she could access the floated



vessels. The pontoon was then brought up with injected air. The slanted crane, which was half on it, was very slowly driven completely onto the deck of the work ship. It was now hoped that the work on the Korte Engelenburger Quay could be resumed at the end of this week. (Source: *Vesseltracker*; Photo: *RTV Rijnmond*)

TWO DEAD, FOUR MISSING AS SQUID-CATCHING SHIP SINKS



Two crew members died and four others are still missing after a Binh Dinh-based squid-catching ship sank in Vung Tau sea on Monday night. The information was released by Binh Thuan Province's La Gi Town Steering Committee for Natural Disaster Prevention and Control on Tuesday. On Monday night, the Centre for Marine Search and Rescue in Ba Ria – Vung Tau Province received an SOS signal from a squid-catching ship about 40 nautical miles from Vung Tau Cape. The **Star 272** ship was mobilised to operate the rescue, however, bad weather obstructed the rescue team's efforts. Early on Tuesday, they found the body of the ship's captain Ngo Thien and an unidentified victim. According to the functional force, there are three crew members from Binh Dinh Province, one from Quang Ngai Province and two from La Gi Town. The ship had set off from La Gi fishing port. The centre called for collaboration of all fishing boats operating in the area in search and rescue. (Source: *VNS*)

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SUCCESSFUL SALVAGE OPERATION OF PORT CRANE BY WAGENBORG TOWAGE



Wagenborg Towage has successfully salvaged a port crane in Wilhelmshaven. The port crane had been hit by a storm in October. Alongside its experienced salvage team, Wagenborg has mobilized **Wagenborg Barge 8**, measuring 100 m in length and 33 m in width in Wilhelmshaven for the salvage operation. The Wagenborg Barge was equipped with 2 crawler cranes of 200 tonnes capacity for this purpose.

By means of other heavy salvage equipment, the port crane was salvaged safe and secure according to plan. In order to support the salvage activities, various diving and assistance activities were carried out from the multipurpose workboat **Waterpeil**. (*Press Release*)

PLAN TO TOW RUNAWAY BARGE POSTPONED DUE TO POOR WEATHER

The plan to tow the loaded fuel barge "**Zidell Marine 277**" to safety by the "**Gulf Cajun**" after it broke off its tug was scuttled by poor weather in the afternoon of Nov 27, 2017, near Bella Bella, but crews were able to anchor both by evening. The barge was being pushed through the Queen Charlotte Sound by the tug "**Jake Shearer**" when it broke apart from the fuel barge in rough seas on Nov 27. The connecting mechanism was damaged, and a new tug was required to complete the tow job. The "**Gulf Cajun**" was brought in to tow the barge the rest of the way, and arrived on Nov 27 where the "**Jake Shearer**" had anchored in the Inside Passage. But deteriorating weather conditions kept the "**Gulf Cajun**" and its Coast Guard escort from tugging the barge to the original place of refuge and they set off for a new location at the north end of Campbell Island. The Coast Guard was working with the province, federal government and local First Nations on its response. In the morning of Nov 28 the agency confirmed the tug and barge were safely anchored in Norman Morison Bay, about five kilometres north of Bella Bella. Booms had been placed around the vessels as a precaution and both were to be inspected. An aerial sweep by a Coast Guard flight over the area Monday

included an Environmental Emergency Response Officer. No sheen or product was observed in the water around the barge, the tug or at the barge's previous location.

Further examination showed no indications of fuel release from the tug or barge, but a Canadian Coast Guard vessel was monitoring



nearby. The barge incident came just over a year after the tug "[Nathan E. Steward](#)" ran aground, spilling about 110,000 litres of diesel and other contaminants into the water nearby. The Heiltsuk Nation was calling for the federal government to support its plan for Canada's first Indigenous Marine Response Centre, first proposed earlier this month following a report on the response to the October 2016 spill and renewed by this week's scare. Harley Marine Services, the U.S. owner of the barge, will conduct a full investigation into what happened. The company has been using articulated tug barges without any issue until now. Divers from the company were expected to examine the tug on Nov 28, along with inspectors from Transport Canada. *(Source: Vesseltracker; Photo: Heiltsuk Nation)*

OFFSHORE NEWS

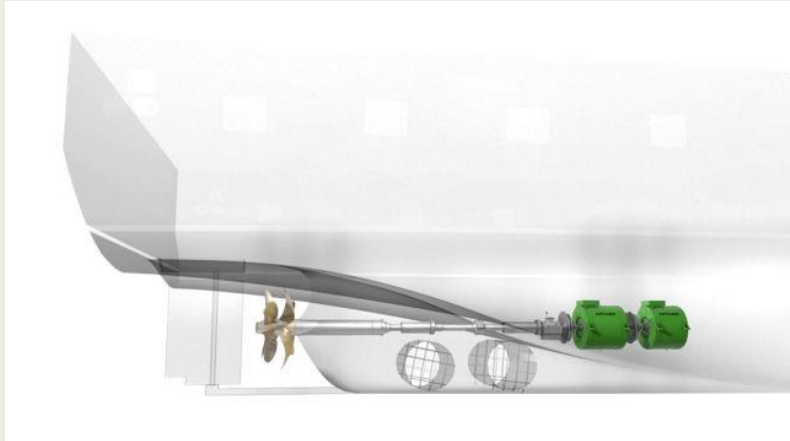
HISTORIC SUPPLY SHIPS – THE JUANITA



Ugland Offshore is part of J.J.Ugland group and people with long memories may recollect that the company operated bulk carriers back in the 1950s and 1960s and then a variety of offshore vessels in the 1970s. Today Ugland operate ships in a number of trades and Ugland Offshore, a subsidiary of the main company, have two platform ships, the second of which is the [Juanita](#),

which was designed by SALT. It appears from the information available on the SALT website that the Juanita is the first ship to be designed by the company which was formed in 2012, and the website presents us with the description of the christening in Leirvik a small town on the west coast of Norway. As soon as they were formed they also opened up an office in Poland. The Juanita was voted "Ship of the Year" for 2014 by Skipsrevyen, so what makes this ship so special? Its particular claim to fame appears to be the fact that it is propelled by two contra rotating propellers on the

same shaft, and may be the first ship to be so provided. This is a propulsion system which so far has been used in the aircraft industry, mainly on military aircraft because for an improvement in performance of up to 16% an increase in noise has to be tolerated. According to the specification sheet this improved propulsion system would give the ship a fuel consumption of as little as 7.2 m³ per day at an economical speed of about 11 knots. Although I have no idea what it is, the propulsion system was made possible by the use of “permanent magnet technology” according to the supplier, Inpower. In order for the ship to be manoeuvred offshore it is provided with two tunnel thrusters aft and two forward in addition to one azimuthing thruster forward. Otherwise, as far as I can tell the ship conforms to what we have come to expect from a modern platform ship, mainly 1000 m² of deck aft and a capability to carry a large volume of oil based mud. The latter is required to allow the drilling units which are supplied to drill in very deep water. In the last feature we had a look at a recent Xbow and almost inevitably the Salt 100 is provided with a totally enclosed forecastle, now that we have come to accept that it is fine for a guy to stand out on a little platform to throw the heaving line to the men on the quayside, but this ship and many others still have quite a



flare on the bow which must, one would think, slow the ship down in head seas, even if we don't care if the whole bow is submerged. Photo of the [Juanita](#) from Shipspotting and the propulsion system from the Inpower website. (*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.*)

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MAERSK TAKES DELIVERY OF NEW SUBSEA SUPPORT VESSEL

Danish Maersk Supply Service has taken delivery of a new subsea support vessel from China's Cosco Dalian Shipyard. Delivery documents for the 137 meters long vessel were signed on Tuesday, November 28, the shipyard said on Wednesday. The vessel, named [Maersk Involver](#), is part of a batch four Stingray-class vessels ordered by Maersk from Cosco. The [Maersk Involver](#) is the second Stingray deliver in a little over a month. Cosco delivered the first vessel, [Maersk Installer](#), on October 16. The delivery dates for the four vessels were postponed in mid-2017 due to the current market situation with new dates ranging from summer 2017 to spring 2018. Back in July, Maersk



Supply secured a contract with Subtec S.A de C.V. of Mexico, a subsidiary of Blue Marine Group, for one of its Stingray vessels. The Stingray vessel will be operating in the Bay of Campeche performing general support duties, including IRM and maintenance of Pemex's platforms as well as enhancement and well stimulation. The contract will start in autumn 2018 with a firm duration until

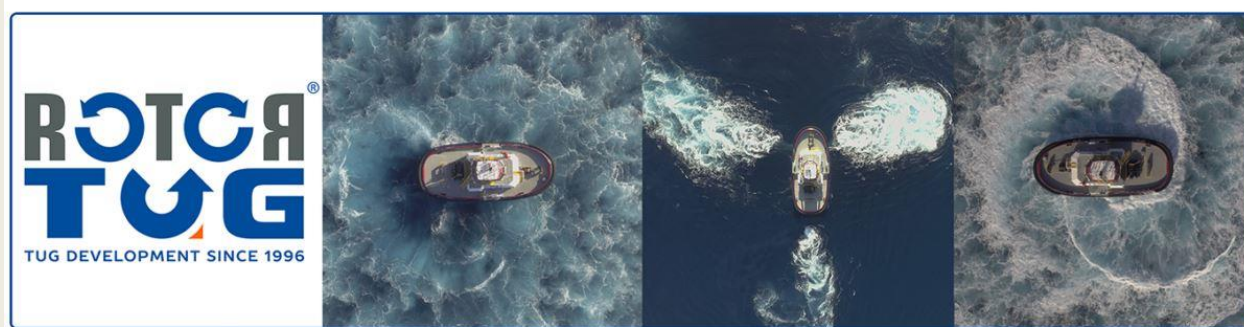
June 2020. The Stingray vessels were designed by Marin Teknisk for a range of deep and shallow water operations in challenging offshore environments. Maersk has described the DP3 vessels as having a very energy efficient propulsion set-up, and 400 t active heave compensated crane and 2 work class ROV's capable of operating in up to 3,000 m water depth. The free deck is 1,925 m² large. The vessels offer accommodation for 120 people. *(Source: Offshore Energy Today)*

VOS PATIENCE AND VOS PARTNER CHARTERED TO TECHNIPFMC



We are pleased to announce that **VOS Patience** and **VOS Partner** recently commenced a charter for TechnipFMC. The two platform-supply vessels (PSV) were delivered in Malta and will support TechnipFMC, supplying pipelines and subsea materials to TechnipFMC's construction assets offshore in the Mediterranean. Both units will operate in the Mediterranean for two, non-consecutive phases in 2017 and 2018. VOS Patience and VOS Partner are two of a series of six PX121-type PSVs, constructed for Vroom at the COSCO Guangdong Shipyard in China. Their Ulstein-patented X-BOW® design ensures smoother vessel movements, optimal fuel efficiency and maximum comfort on board. We wish the vessels and their crews safe sailings and operations. *(Press Release)*

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SIEM ENDS CABLE LAY BUSINESS SALE TALKS

Norwegian shipping company Siem Offshore has ended negotiations to sell its cable lay business at the same time revealing the identity of the interested party. The shipping company revealed it was in negotiations with an unnamed potential buyer for its cable lay business Siem Offshore Contractors GmbH earlier in November. However, these talks have now been terminated, Siem



Offshore said in a brief statement on Wednesday. While Siem did not reveal the reason for the termination of the talks, the shipping company did reveal Subsea 7 as the potential buyer. The UK-based subsea engineering, construction and services company held the discussion with Siem Offshore due to the strategic fit between its renewables business and SOC's cable business. Siem Offshore concluded by saying it will continue to operate SOC in the ordinary course of business. It is worth noting that Siem Industries, Inc. is one of the 20 largest shareholders in Subsea 7, holding 21.3 percent. Siem Industries is also Siem Offshore's main shareholder. Siem Offshore Contractors is a provider of submarine cable installation, repair and maintenance serving the global offshore renewable energy and oil and gas sectors as well as utility markets since 2003. Related services such as dive and ROV support, marine survey, UXO investigation and remedial cable protection services are also provided. *(Source: Offshore Energy Today)*

OLYMPIC SUBSEA EXPECTS SLOW MARKET RECOVERY

Olympic Subsea has reported consolidated net revenues of NOK 200 million for the third quarter of 2017. Earnings before interest, tax & depreciation (EBITDA) was NOK 84 million and net profit after tax was negative NOK 36 million (\$4.36 million). The Norwegian shipowner said it has seen increased activity throughout the quarter with 10 out of 11 subsea vessels employed. Olympic Subsea was established on February 7, 2017 in connection with the financial restructuring of Olympic Ship AS. Through implementation of the new structure a new pure-play subsea structure is



created and NOK 400 million injected in new equity. Olympic Subsea will be a pure play subsea company going forward, following the acquisition of 11 subsea vessels from Olympic Ship AS and its subsidiaries. Total assets for the group amounted to NOK 4.8 billion. Fixed assets were NOK 4.2 billion. Current assets amounted to NOK 0.6 billion of which cash represented NOK 387 million. Total equity amounted to NOK 440 million, corresponding

to an equity ratio of 9%. The interest-bearing debt related to the long-term financing of the fleet amounted to NOK 3,9 billion. In addition, the Group has net bond obligations amounting to NOK 229 million. Short-term debt, excluding current liability of long-term debt and bonds amounted to NOK 147 million. Working capital of the Group was NOK 420 million at end of the period. The Group mainly operates in the subsea and renewable markets. “In the renewable market, we see increased activity in the next 12 months, and we also expect the subsea market to gradually improve due to a higher oil price and reductions in the oil companies’ breakeven levels. In the short run the company expect a seasonally weak market with low demand and too many vessels available,” the company said in its third quarter 2017 report. Per September 30, the company had 356 employees on its vessels and 35 man-years in the administration. *(Source: Subsea World News)*

PROSAFE WINS ACCOMMODATION DEAL WITH TECHNIPFMC

Semi-submersible accommodation vessels operator Prosafe has won a contract to support TechnipFMC in Bahr Essalam Phase II development in the Central Mediterranean Sea. The Oslo-listed company is acting as commercial manager for the Axis Offshore-owned ‘Safe Swift’ monohull accommodation vessel which will be used for the project. TechnipFMC-managed Bahr Essalam natural gas field development will be tied back to the Sabratha platform, situated approximately 110 kilometers off the Libyan coast in a water depth of



approximately 190 meters. The field is operated by Mellitah Oil & Gas Libyan Branch, a consortium between National Oil Corporation and Eni North Africa. The Safe Swift, accommodating over 200 persons, will operate gangway connected to the Sabratha platform. The vessel, built in Frederikshavn Shipyard, Denmark and upgraded at Blohm & Voss, Germany, is equipped with two marine aluminium electro hydraulic gangways. *(Source: Subsea World News)*

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REACH SUBSEA 'IN A GOOD PLACE' WITH FLEXIBLE CHARTERS AND STRONG FINANCIAL POSITION



Reach Subsea said it is poised to take advantage of a strengthening market and is financially well-placed to do so. In Q3 2017 the company saw activity levels reach an all-time high with six vessels in operation. As of the end of Q3 it had 10 work-class remotely operated vehicles in operation in addition to the Surveyor

Interceptor unit it co-owns with MMT in Sweden. Q3 EBITDA before amortisation of a termination fee was Nkr18.2M (US\$2.2M) compared with Nkr7.9M in Q3 2016. The improvement was driven by increased scale, high utilisation and profitable projects. EBITDA for the first nine months before amortisation of the termination fee was Nkr25.0M compared with Nkr14.5M for the first nine months of 2016. The improvement was driven by the same factors as in the third quarter. The group said it maintains a strong liquidity and equity position (58.6%), positioning it to invest in innovative technology and take advantage of future recovery in the market. Reach Subsea said tender activity is also high with an outstanding tender value of around Nkr1.9Bn, compared with Nkr1.7Bn at the end of Q2 2017. The company said the flexibility of its cost base has greatly improved through a restructuring of its chartering arrangements, new charters at flexible terms and its ability to secure "quality people at flexible terms." It said it has the ability to add new spreads on flexible terms and anticipates current spreads rolling over to new, more flexible charter terms. Reach Subsea also has a solid liquidity and equity position, with no major loan maturities in the near future. *(Source: Offshore Support Journal)*

DAMEN SHIPYARDS GROUP OPENS NEW CHAPTER WITH MARINE CORE & CHARTER

New counterparty takes delivery of the first FCS 4008s. Damen Shipyards Group has delivered its first vessels to Marine Core & Charter LLC (MC2), a marine services company supporting the offshore energy sector in the Arabian Gulf. This is the first transaction between the two organisations and Damen is delighted to be setting out on what it hopes will be a productive and long-lasting relationship with MC2. The transaction is also a milestone as it represents the first

deliveries of the Fast Crew Supplier (FCS) 4008 class, Damen's latest addition to its FCS range. The first of the two FCS 4008 vessels was delivered in late September, just two months after the initial contract signing. The second FCS 4008, named **AMIA** was officially handed over at a ceremony held at the Emirates Palace Marina in Abu Dhabi on the 23rd of November. The 9 year old son of the CEO held a



fantastic speech, followed by his grandmother who cut the ribbon. Like her sister ship **AMPI**, the **AMIA** is also fitted with seating for 90 personnel, has a top speed of 25 knots and a range of 1200 nautical miles. This gives her the ability to reach even the furthest offshore installations. 140 square meters of cargo deck aft enable her to carry containers and a wide range of other equipment. Damen's famous 'axe bow' design delivers excellent seakeeping in a wide range of weather conditions, ensuring that personnel arrive at their destinations ready for work. The 40-metre FCS 4008 was introduced recently to fill the gap between the 53-metre FCS 5009 and the 33-metre FCS 3307. The FCS 4008 is essentially a scaled-down version of the FCS 5009 and is fully capable of taking on the same, wide variety of roles. As well as personnel transfers, it can be fitted out for fire-fighting, oil recovery, safety stand-by, towing and security duties; on a smaller scale, but also at a lower cost. As with all Damen designs, the FCS range is subject to continuous updates based on customer requests and feedback, and so the **AMPI** and **AMIA** represent the very latest in FCS design and optimisation. The CEO of Marine Core & Charter L.L.C, Mr. Adib Abdel Massih, commented, "The delivery by Damen of the second FCS 4008 brings our total fleet up to 20 vessels. With the addition of these two boats, we have achieved the growth we had planned for this year, both in terms of the number of vessels and the expansion of our operations. We chose Damen in part due to their extensive experience in the crew boat market, the local support in the UAE and also because of their build for stock policy. Their ability to deliver vessels very rapidly when a company like ourselves wins new business was a deciding factor." Mr. Massih also commended the design of the FCS 4008, in particular its unique ability to deliver personnel quickly and comfortably in the adverse weather that can occur in the Gulf. **AMPI** has started operations on a contract with a duration of up to three years. **AMIA** is expected to operate from Abu Dhabi. MC2's core activities are chartering, ship management, towage and transportation, and offshore services. It operates a diverse fleet of vessels ranging from jack-up rigs and accommodation barges to tugs and Multi Cats. This latest acquisition is part of its strategy to build on its focus on chartering and increase its role in marine contracting using its own fleet. *(Press Release)*

ANOTHER SOLSTAD FARSTAD PSV TO WORK FOR STATOIL OFFSHORE BRAZIL

Statoil's Brazilian subsidiary has awarded a contract to one of Solstad Farstad's platform supply vessels (PSV). Solstad Farstad said on Thursday that Brasil Óleo e Gás Ltda. had awarded a two-year firm contract to the Brazilian flagged Sea Brasil PSV. The company added that Statoil had an option

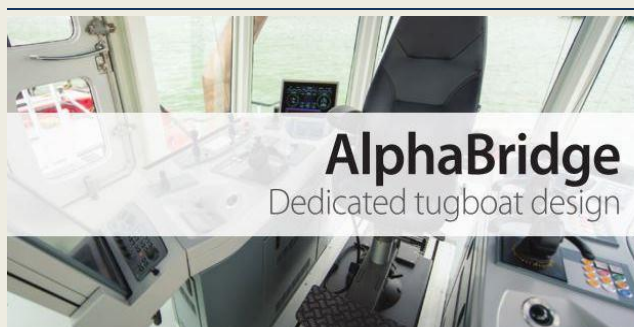


to extend the contract for two one-year periods. The initial term deal will begin during December 2017. According to Solstad Farstad, the vessel will support production activity at the Peregrino field in the Campos Basin offshore Brazil. The Statoil-operated Peregrino – discovered in 1994 – is a heavy oil field, situated some 85 kilometers of the coast of Rio de Janeiro. The Norwegian oil company holds 60% interest in the

field while the remaining 40% is held by Chinese company Sinochem. The field is presently developed with two wellhead platforms and a floating production, storage and offloading unit (FPSO). A system of pipelines, risers, and cables connects this FPSO and the two wellhead platforms. The Peregrino Phase II Field Development will add a third wellhead platform, as this area is not accessible by the existing two platforms. It contains an eight-legged jacket and a wellhead platform with a drilling unit (WHP-C) tied-back to the existing FPSO. It is worth reminding that Statoil awarded Solstad Farstad deals for the 2012-built **Far Scotsman** and the eight-year-old **Far Serenade** earlier this month. The two vessels will work on six-month firm deals as support for exploratory drilling at the Carcara field in the BM-S-8 license, located in the Santos basin, also off Brazil. Statoil has options to extend the contracts with nine three-month periods. *(Source: Offshore Energy Today)*

WINDFARM NEWS - RENEWABLES

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VBMS EXTENDS SERVICES WITH ADDITIONAL CABLE STORAGE AND HANDLING

VBMS has expanded its subsea cable storage and handling facilities in order to provide its clients with a one-stop shop for subsea power cable installation and repair solutions. By extending its services, VBMS can take full control and responsibility for the integrity of its clients' cable investment in order to increase overall performance and optimise operating costs during an offshore

wind farm's operational lifetime.

Cable storage and spare parts management VBMS has opened a new ISPC-certified cable storage facility at the port of Vlissingen in the Netherlands with a 2,300-meter-long quay for on- and offloading and direct access to the North Sea. Both onshore and offshore access is unrestricted and the area can be increased when required. This is VBMS' third cable



storage facility besides the ones in the Port of Rotterdam area (Dordrecht and Moerdijk, the Netherlands). Rick van Bruggen, Repairs Manager, adds: "Our key drivers for reducing costs for our clients are our flexibility, fast response time and our in-house capabilities. This new facility enables us to meet the growing demand for strategic spare parts management and rapid deployment when, for example, a cable has failed and minimising downtime is critical." *Cable splicing* Additionally, VBMS has completed the construction of a subsea cable storage and splicing facility at the port of Rotterdam, in collaboration with Blue Offshore. This new facility comprises of two turntables, a jointing habitat and a range of equipment through which cables can be offloaded from and transferred and loaded onto floating barges or vessels. *(Press Release)*

VOLVO PENTA GEARS UP FOR U.S. WIND FARM SUPPORT VESSEL SECTOR



As a leading supplier of propulsion systems for support boats in Europe's booming offshore wind farm industry, Volvo Penta is poised to capture a significant share of the market as new wind farms come into service in North America. "Wind farm support vessels operate under some of the world's most difficult conditions," said Jens Bering, vice president of marine sales for Volvo Penta of the Americas. "They must be able to work 24/7 in high winds and

heavy seas delivering crew and materials quickly and safely to the offshore towers without wasting time and fuel. On station, it's a big challenge for the operator to nose up to the turbine towers and hold position in turbulent waters when transferring technicians and supplies." Volvo Penta's IPS is the ideal solution for these vessels, according to Bering. "When compared to standard shaft drives, IPS consistently produces 30-40 percent longer cruising range, 15-20 percent higher top speed, 20-35 percent reduction in fuel consumption, 20-35 percent less CO2 emissions and 50 percent lower perceived noise levels. In addition, IPS provides safe and predictable boat handling, especially with

its standard joystick controls. IPS is also easier to install, taking about 50 percent less time than inboard shafts, and is easier to service. The pods also provide higher torque and faster acceleration, as well as higher bollard pull of approximately four tons per pod unit, so it will not lose grip in high seas." Bering cited a study conducted by BMT Nigel Gee in June 2015, comparing propulsion options for a 26 m vessel. IPS scored higher than fixed pitch, controllable pitch, waterjet and linear jet systems, in terms of bollard pull, efficiency, maneuverability and redundancy. The slightly higher initial cost of IPS is more than offset by the dramatic improvement in life-cycle costs. U.K. based Njord Offshore operates a fleet of 15 crew transfer vessels (CTVs) of 21 m and 26 m. Six of its 26 m CTVs are powered by Volvo Penta IPS900 Quad installations. "We've been using Volvo Penta's IPS900 Quad system in our 26 m CTVs for over a year now and all expectations have been fulfilled," said Tom Mehew, director at Njord Offshore, in 2016. "We, and our customers, require speed, maneuverability and efficiency combined with high static bollard push. In addition, we also look for reliability and redundancy to maximize the uptime for our clients. The advantages of the IPS have been fully proven. The joystick controls are intuitive, the control response times are fast and accurate, which ultimately makes docking on a boat landing in rough weather easier and safer – we also have a dynamic fender system to reduce the load on the boat landings during these conditions." The U.S. Department of Energy (DOE) predicts rapid growth of offshore wind energy developments in U.S. coastal waters. The first American wind farm at Block Island is now operational, and DOE reports that there are 28 U.S. wind farm projects with a total capacity of over 23,000 megawatts now in the works. Many of them will be further offshore – 30 miles or more. These projects will require a fleet of specialized support vessels, and Volvo Penta plans to be ready to answer the call, according to Bering. "We have a strong market share in the European wind farm support vessel segment," he says. "We have a great deal of real-world experience in this sector and excellent relationships with the naval architects, shipyards and operators, and we are well positioned to meet the demand for these highly specialized vessels as the North American market opens over the next few years."

(Source: MarineLog)

DREDGING NEWS

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NIBULON PUTS NEW DREDGER TO THE TEST

The Ukrainian company NIBULON recently carried out experimental work to deepen the rocky bottom of the Dnipro River in Kamianske town (Dnipropetrovsk region). The works on the Dniprodzerzhynsk sluice gates were carried out with the help of dredger **MYKOLAIVETS**, built by

NIBULON at its own shipbuilding and repair yard. According to General Director of NIBULON, Oleksiy Vadaturskyy, the navigable pass in the area of Kamianske is one of the most difficult and dangerous passes for navigation through its rocks at the river bottom. During the Soviet period they were blown up with dynamite. “Ukraine has committed itself to the European Union to maintain the depth of the E-40 navigable waterway from the mouth of the Dnipro River to Kyiv at 3.65 m. At present, the depth is 3.2 m, in particular through the



rocky bottom in the area from Kremenchuk to Zaporizhzhia; there are about 14 such gates,” noted Yevhen Bachev, deputy head of Ukrvodshliakh SE. According to Yevhen Bachev, Ukrvodshliakh hasn’t financing to perform dredging, neither has it its own equipment for this. Therefore, NIBULON was involved in order to perform experimental dredging of rocks and to calculate its real cost. Oleksiy Vadaturskyy noted that at first, it was planned to find the necessary dredger in Europe or in the CIS. But the company decided to build a vessel at its own shipbuilding and repair yard. The cost of the project (a dredger plus to self-propelled pontoons) was \$14 million, and it was financed by the International Finance Corporation. The experiment in Kamianske will allow NIBULON to check the technical capabilities of the new vessel and to determine the real cost of crushing 1 cubic meter of rocks, so that Ukrvodshliakh could announce a tender to deepen all the problematic areas of the Dnipro River. According to Ukrvodshliakh and NIBULON’s specialists, the length of the problematic areas, where it is necessary to crush rocks, is about 47 km. It is necessary to remove 20 thousand cubic meters of rocks from the bottom. The company has already dredged the Southern Buh River at its own expense. In 2018, it plans to bring the working depth of the waterway to 2.4 m, resulting in a possibility to load vessels operating on the river to their full load. After the cost of dredging is determined and if the funding is available, Ukrvodshliakh plans to announce tender for dredging operations in the rocky area with NIBULON to participate in this tender. *(Source: Dredging Today)*

YARD NEWS

DAMEN WINS 2017 DUTCH LOGISTICS AWARD

Damen Shipyards Group has won the 2017 Dutch Logistics Award. This prestigious prize was presented by the Netherlands Association of Logistics Management (vLm) in recognition of Damen’s high standards of logistical management and efficiency. Damen representatives received the award during an award ceremony and gala dinner hosted by vLm on 29th November. In following its 10-step criteria for nominees, in which parameters such as innovation, customer focus, implementation and cost effectiveness are assessed, vLm’s jury first approached Damen regarding its operations for two separate projects. “These involved the production of four Platform Supply Vessels (PSV), for which we used an innovative modular solution, as well as the multiple vessel shipments that we execute regularly from our Asian yards,” explains Jason Bronscheer, Damen’s Director Operations



Support. For the multiple vessel shipments from its yards in China and Vietnam, Damen charters a single heavy-lift vessel to transport several vessels at once. “We have transported up to 22 vessels in one go with this strategy – it is highly efficient,” he continues. “These vessels are secured in place by ship cradles, and to make the process even more efficient, we have developed reusable ship cradles. Once the vessels are unloaded, the cradles can be disassembled and returned to the construction yard in containers, ready for the next shipment.” *Additional highlights* After Damen’s initial presentations to the jury, however, numerous additional aspects of the company’s working methods came to light. “Employee engagement is also part of

the jury’s criteria, and this is a matter that we take very seriously. For example, every two years we commission an independent survey that receives feedback from all of our 9,000 personnel across 33 shipyards around the world.” On the subject on innovation, Damen pays considerable attention to its Research and Development department. “We have a very future-proof way of thinking; we are utilising advances in the Internet of Things, and the fields of robot and sensor technology and automation,” he says. “In fact, we do everything to make our work processes as efficient and safe as possible.” Furthermore, Damen has developed a ‘vessel configurator’ as a tool for sales managers and their clients to configure a vessel with all the various options available. *A team effort* Established in 1984, the Dutch Logistics Award is organised by the Netherlands Association of Logistics Management (Vereniging Logistiek Management). Previous winners include renowned industry names such as DAF Trucks, TomTom WORK, Nike, Heineken, and Philips Lighting. “We are extremely proud to have been presented with this prominent award for our work,” Mr Bronscheer adds. “It is recognition of our strong track record that has been accomplished by a concerted effort from all our employees.” *(Press Release)*

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WORLD’S FIRST CLASS APPROVED 3D PRINTED SHIP’S PROPELLER UNVEILED

Following a rigorous testing process, verified by Bureau Veritas, the world’s first Class approved 3D

printed ship's propeller, the WAAMPeller, has been unveiled at Damen Shipyards Group's headquarters in the Netherlands. This ground-breaking success is the result of a close collaboration between RAMLAB, Promarin, Autodesk, Bureau Veritas and Damen. The five-company partnership started pooling their collective resources and knowledge to develop the world's first 3D printed ship's propeller seven months ago. Promarin provided the



design of the triple-blade propeller. The Port of Rotterdam's RAMLAB (Rotterdam Additive Manufacturing LAB) carried out fabrication using Wire Arc Additive Manufacturing (WAAM) techniques, supported by Autodesk's expertise in software, robotics and additive manufacturing. Damen provided Research and Development resources in addition to one of its Stan Tug 1606 vessels for operational testing purposes. Bureau Veritas' role was to verify the entire development, production and testing process. *298 layers of 3D printing* The consortium reached its first milestone in August with the completion of the first WAAMPeller prototype. With valuable experience gained, production of the second version, with the aim of achieving class certification, started immediately. "Production of the second WAAMPeller was greatly improved because we had learned a lot from producing the prototype," says Vincent Wegener, Managing Director RAMLAB. "This mainly concerned the hardware/software interaction because, when laying down 298 layers of Nickel Aluminium Bronze alloy, it is important to have a tight control on all process parameters." *Testing in Dordrecht* With the second WAAMPeller complete, the project then progressed to the testing stage, the first phase of which saw the WAAMPeller installed on a Damen Stan Tug 1606. "This particular vessel is of extra interest in that it is equipped with a Tier III compliant engine, making it future proof for the ever stricter environmental rules and regulations in harbours around the world", comments Martin de Bruijn, Managing Director Workboats at Damen. Damen's testing engineers performed operational testing of the WAAMPeller on 20 November, with representatives from all of the consortium partners present. Furthermore, the day's procedures were overseen by Bureau Veritas surveyors throughout. Martijn Nieuwenhuijs, Chief Executive of Bureau Veritas Marine & Offshore Netherlands comments: "Bureau Veritas has witnessed every step of the making and testing of the WAAMPeller. Some challenges needed to be tackled along the way, but the final product is technically sound and ready for commercial application." *Heavy loads* The testing programme included bollard pull and crash stop testing in addition to speed trials. "Of course, we were all a bit nervous beforehand – after all, innovation always comes with a certain amount of unknowns – but the testing was a success," says Kees Custers, Damen Project Engineer R&D enthusiastically. "We are pleased to report that the WAAMPeller displayed the same behaviour as a conventional casted propeller in all of the tests. This includes the same level of performance in the crash stop scenario, which – going from full throttle ahead to full throttle reverse – is the heaviest loading that a propeller can experience. "From day one, this project has been characterised by a good working atmosphere and team dynamics, so there were quite a few high-fives on board when we had successfully completed the tests!" *Future thinking* Talking before the WAAMPeller unveiling event, which took place on 30 November, Allard Castelein, CEO Port of Rotterdam took the time to highlight the efforts of the collaborating partners: "The WAAMPeller project is special for many



least, the production process at RAMLAB continued 24/7, with their experts permanently on hand.” Looking at the bigger picture, Mr Castelein went on to identify the implications of the WAAMPeller project on the maritime industry. “This project has shown the shipbuilding industry the potential of 3D printing techniques for the production of vessel components. We continue our intensive research into this very exciting area.” A short video is available at youtube click [HERE](#) (*Press Release*)

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W&D TO BUILD TWO CAT-POWERED HYBRID TUGS FOR HARBOR DOCKING

The Maine builder also will design the new vessels for the Texas operator. Caterpillar Marine has announced a contract to supply an integrated hybrid propulsion solution on two new vessels for Harbor Docking and Towing based in Houston, Texas. The vessels will be designed and built by Washburn & Doughty in East Boothbay, Maine. This sales contract is a culmination of joint efforts between Milton Cat and Louisiana Cat who supports Harbor Docking and Towing's vessels operating in Lake Charles, La. Caterpillar will be providing a "stem-to-stern" Cat content hybrid propulsion system scope including 3512E main engines, C18 generator sets, a C7.1 generator set, shaft lines, MTA 628 azimuth drives, booster motors, VFD's, switchgear, and a fully integrated and simple to use control system. Utilizing actual engine load history data from Harbor Docking and Towing's existing vessels, Louisiana Cat used the new Caterpillar Engine Value Analysis (EVA) tool to provide an accurate life cycle cost analysis. A Cat Select study (Caterpillar tool to compare propulsion system options) was presented to Harbor Docking and Towing revealing that a hybrid propulsion system facilitated improved vessel performance while using smaller main engines (3512E's instead of 3516E's) and slightly larger generator sets. The hybrid propulsion system yields substantial

maintenance cost savings, reduced fuel consumption, reduced emissions, and a smaller DEF tank size. The EVA and Cat Select reports helped Harbor Docking and Towing make an educated buying decision. Washburn & Doughty proved to be a great partner for this project due to their design capabilities and excellent Technical and Sales support from Milton Cat. "We are excited to further bolster our long-standing relationship with Washburn & Doughty, said Kevin Hampson, marine sales manager for Milton Cat. "We really appreciate the cooperation and support we have received from Louisiana CAT in helping this contract become a reality." Harbor Docking and Towing emphasized a high value on the integration synergies Washburn & Doughty offered by having full responsibility for both design and construction. Choosing Washburn & Doughty, combined with Caterpillar supplying the entire propulsion scope, provided Harbor Docking and Towing with a truly integrated solution. *(Source: Professional Mariner)*

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Last week there have been new updates posted:

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

- FOSS and Damen to Build Ten Tugs for U.S. Ship Assist and Escort Market
- New Sanmar/Robert Allan design delivered to Safeen
- Sanmar delivered tug Marechiaro to Rimochitori Napolitani
- A strong team – FAIRPLAY and BUGSIER join forces
- Damen signs order with Multirship subsidiaries for two Stan Launch 804s for terminal operations

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

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