

## TUGS & TOWING NEWS

### PORT OF CAPE TOWN TAKES DELIVERY OF NEW TUG



The Port of Cape Town has taken delivery of its powerful new tug USIBA, which is the seventh tug to be delivered in Transnet National Ports Authority’s (TNPA) R1.4 billion, nine-tug construction contract. The tug is set to boost marine efficiency and aid the port as it continues to service bigger commercial vessels more frequently according to TNPA Port Manager at the Port of Cape

Town, Mpumi Dweba. USIBA was originally intended for the Port of Richards Bay however, adjustments in TNPA’s planning have seen the tug deployed to Cape Town instead. “We’re delighted as her presence in the port will better equip us to improve operational efficiency, speed up vessel turnaround times and assist the much larger commercial vessels now calling at our port. These ships require powerful tugs to push or tow them into port, and Cape Town cannot be left wanting with other tugs in our fleet having only 30 to 40 ton bollard pull.” *World class technology* Transnet’s new fleet of tugs features the latest global technology such as Voith Schneider Propellers and each is 31 metres long with a 70 ton bollard pull. The nine tugs are being built for TNPA, by Southern African Shipyards, over three years, with five under construction at any given time, as part of a wider fleet replacement programme that also includes new dredging vessels and new helicopters. To date new tugs in this order have been delivered on time, within budget and to specification, to the Ports of Port Elizabeth, Saldanha, Richards Bay, Durban and now Cape Town. The eight tug, UMKHOMAZI, was officially named and launched in Durban on 17 November and would be delivered to the Port of Durban in February 2018. The ninth tug is expected to be delivered to the Port of Saldanha by April 2018. *(Source: Infrastructure News)*

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## *ALAN BRUNTON-REED PASSED AWAY*

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We regret to announce the death of Allan Brunton-Reed, founder chairman of The ABR Company Ltd which organises the industry-leading ITS conventions and Tugology conferences, at the age of 71 following a battle with cancer. Born into a family who ran a major printing, publishing and packaging business, Allan's career took him from being an apprentice compositor and machine minder in Newcastle upon Tyne in the north east of England, to being at the helm of a company at the heart of the international tug, salvage and OSV sectors of the maritime industry. He is survived by his wife Elizabeth and daughters Nicola and Sally. In 1968, the family company acquired a technical magazine called Ship & Boat International and Allan



was put in charge. Editor Ken Troup, a qualified naval architect and marine engineer, came with the magazine and he and Allan came up with the idea of holding a conference about tugs. The first of these took place in London in October 1969. The second conference was also held in London, however due to the large numbers attending from North America, particularly the West Coast, it was decided to hold the third in Vancouver, Canada. Since then the biennial conventions have been held in port cities around the globe. ITS remains the world's largest gathering of tug, salvage and OSV experts and will celebrate its 50th year in 2018 when it is held at the Parc Chanot Convention Centre in Marseille, France, from 25-29 June. Allan launched his own magazine 22 years ago to report on and promote the conferences, first as a sophisticated newsletter called ITS Report, which evolved into International Tug & Salvage and then International Tug & OSV incorporating Salvage News (IT&O). Allan was diagnosed with pancreatic cancer back in May this year and from the start knew he had limited time left. However, his dearest wish was to be well enough to attend ITS 2018 Marseille next year and, when his health deteriorated and it became clear this would not be possible he hoped to at least make it to Christmas. Unfortunately, this was not to be either. Although the cancer spread quickly and Allan was in a great deal of discomfort during his final few weeks, his indomitable spirit helped his loved ones and everyone around him to deal with what was happening. If any comfort can be gained from his passing, it is that he died peacefully at home with his loved ones around him. As per Allan's wishes, there will be a private cremation attended by immediate family prior to Christmas. A thanksgiving service and celebration of his life will take place in the New Year, details of which will be announced in due course. I wish his wife Elizabeth and daughters Nicola and Sally all the strength needed with this loss.

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## *OSPREY SCOOPS LIBYA TRANSPORTATION DEAL FROM TECHNIPFMC*

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Offshore vessel owner Osprey has begun transportation work in the Mediterranean for oilfield services provider Technip FMC. Osprey said that the Osprey Intrepid and Osprey Trader barges, supported by the chartered Vos Hestia anchor handling tug, began operations in November in Ravenna, Italy. The barges, contracted with Technip FMC until late summer 2018, are transporting subsea manifolds, pipes, and spools out of Ravenna and Valletta to the Bahr Essalam field, some 110km offshore Tripoli, Libya, Osprey told Offshore Energy Today. The company added that the scope of the work includes full engineering support and offshore personnel. Earlier this week,

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offshore accommodation specialist Prosafe won a contract from TechnipFMC for the provision of the Axis Offshore-owned accommodation vessel Safe Swift. The vessel will also work on the Bahr Essalam field, during the Phase II project development. The Safe Swift, commercially managed by Prosafe, will operate gangway connected to the Sabratha platform, situated off the Libyan coast in a water depth of approximately 190 meters. Also, TechnipFMC hired two platform

supply vessels (PSVs) from Vroon to support it in supplying pipelines and subsea materials in the Mediterranean. The Bahr Essalam field is operated by Mellitah Oil & Gas B.V. Libyan Branch, a consortium between National Oil Corporation and Eni North Africa. Bahr Essalam will be tied back to the Sabratha platform. Technip was hired in May 2016 to perform the overall design, detailed engineering and deliver the project management, as well as procurement, installation, tie-ins, pre-commissioning, and commissioning. *(Source: Offshore Energy Today)*

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## *VOLVO PENTA SEES GROWING INTEREST IN REPOWERS*

Volvo Penta is winning an increasing number of repower orders as vessel operators look at their return on investment in terms of total lifetime costs for purchasing and operating their new engines. "The word is spreading around the waterfront that Volvo Penta is the best buy for repowering. Our lineup of modern marine diesels provide a combination of faster speeds to station, better fuel economy, longer service intervals and fewer service calls, as well as industry-leading low-RPM torque performance," says Jens Bering, vice president of marine sales, Volvo Penta of the Americas. "What this means for vessel operators is more productivity and less downtime." The lobster industry is being buoyed by increased exports to Asia, and many lobster fishermen are taking advantage of the opportunity to repower their vessels. Justin Bruland, owner of Daddy's Princess, out of Marathon, FL, is one of them. He recently installed a pair of Volvo Penta D13 700 hp engines to replace the existing 780 hp diesels from another manufacturer. The repower was performed by FDDA, a Volvo Penta Power Center. Bruland has since put over 300 hours on the new engines, and

he sees a big difference in productivity. "In the past I've used about 140 gallons to take 400 traps out. Now I have 1,000 traps on the boat and I'm able to get out to our fishing spot using about 200 gallons. I'm hauling more than double the traps and using only slightly more fuel." Commercial vessel operators in California are taking advantage of grants available from the state to repower with cleaner-burning engines. Phil Havlicek, owner of Reel Time Charters, used grant



money from the Bay Area Air Quality Management District to repower his 2000 Cabo Express with twin Volvo Penta D6 300 hp engines. "Previously I had mechanical 350 hp turbocharged engines. They were good for their time but lacked low-end torque and were not clean burning," said Havlicek. "With the Volvo Penta engines I have picked up fuel efficiency. I'm not seeing smoke, and they are quiet. I'm getting extra knots on the top end and most importantly a lot of low-end torque. I have a state-of-the-art boat that should last me well into my next stage of life." Havlicek uses the boat for salmon fishing, eco tours, sightseeing and memorials at sea. Reel Time has over 500 hours on its engines since being put back into service in July 2017. Since repowering its 1950s-era tug [Miss Anne](#) with a Volvo Penta D16C-MH keel-cooled engine last year, W.F. Magann Corp. is pleased with the result. The engine is approaching 1,000 hours, and so far there have been no service calls. The boat is much more fuel efficient, according to Magann, and the crew especially likes the low noise level onboard. The repower was performed by Western Branch Diesel, a Volvo Penta Power Center. "We repowered with the 650 hp 1800-RPM Volvo Penta D16C-MH," said Tim Walters, marine sales manager of Western Branch Diesel. "The keel-cooled engine was chosen for its fuel efficiency, weight-to-power ratio and a complementary size to the available space in the engine room." ***Boosting Performance*** When the U.S. Forest Service (USFS) acquired a 1980s-vintage Zodiac RIB, the decision was made to repower with a Volvo Penta D4 225 hp Aquamatic engine. The installation on the 28-ft. RIB, overseen by Helmut's Marine, includes a Volvo Penta Glass Cockpit System, which gives the operator a full overview of engine data and control of navigation with touchscreen displays. On Lake Tahoe the boat has been used for training USFS staff, and was taken to the Oroville dam disaster in early 2017. "The new Volvo Penta engine, combined with the drivetrain, weight and torque allow us to get up to speed and cross wakes easily with stability," reported Joe Cook, patrol captain for the USS Tahoe National Forest and Lake Tahoe Basin Management Unit. "It has performed excellently. This was the boat everyone wanted to be on during training. We all really noticed how stable the boat was and the power we were getting from the engine." ***Local Service is Critical*** "Without doubt, a key driver of our surging repower business is our extraordinary network of Power Centers and servicing dealers backed by our factory service engineers," says Bering. "A common denominator in all these repower stories is that local service and technical support is absolutely critical." Bruland, Daddy's Princess' owner, says that the customer service and support from FDDA has been great. He only experienced one minor issue,

which was resolved right away – on a Sunday. Havlicek agrees. He says the team at Helmut's Marine made the whole process of securing the Air District grant and installing the new engine easy and seamless. "We're investing heavily in ongoing training for technicians to strengthen our worldwide service network," says Bering. "We're continually expanding our training courses, both at our in-house training center and at strategic remote locations. In the last year alone, more than 1,000 technicians attended our schools." (*Source: MarineLog*)

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### BOUCHARD'S FLEET EXPANSION CONTINUES



Bouchard Transportation Co., Inc. announced the new construction of ATB unit M/V **Evening Breeze** and Barge **B. No. 252**, which adds to the company's fleet expansion plan that began in 2012. The M/V **Evening Breeze** is being constructed in Pascagoula, Miss. by VT Halter Marine, Inc., and is the sister vessel to ATB tugs M/V **Denise A.**

**Bouchard** and M/V **Evening Star**. The **Evening Breeze** will be 4,000hp meeting U.S. EPA-Tier 4 requirements, measuring 112 feet by 35 feet by 17 feet, and equipped with an Intercon Coupler System. The **B. No. 252** is being constructed by Bollinger Shipyards, is the sister vessel to the **B. No. 250**, measuring 317'6 feet by 70 feet by 28 feet. The **B. No. 252** will have a 55,000 barrel capacity, and be utilized to transport liquid petroleum products throughout the Jones Act Market. Hank Stewart has been awarded the responsibility to oversee the construction project through vessel completion as Bouchard's Manager of New Construction, and will report directly to President and CEO Morton S. Bouchard III. Prior to joining Bouchard, Stewart worked as a VP of Production at a shipyard specializing in small to medium sized ocean going vessels in the United States. Expected delivery for both vessels is first quarter of 2019. Over the past five years, Bouchard's fleet expansion has included the delivery of ATB units M/V **Kim M. Bouchard** & **B. No. 270** and M/V **Donna J. Bouchard** & **B. No. 272**, and ATB Tugs M/V **Evening Star**, M/V **Denise A. Bouchard**, M/V **Morton S. Bouchard Jr.** and M/V **Frederick E. Bouchard**. These Jones Act vessels include the newest modifications to the Intercon and pin system, as well as the most technologically advanced

equipment in various spaces that are designed to reduce total emissions, thus ensuring a more eco-friendly fleet, Bouchard said. *(Source: Marinelink)*

## *ISA TOWAGE B.V. CELEBRATES NAMING OF NEW SHOALBUSTER 3209 'ISA' AT DAMEN SHIPYARDS HARDINXVELD*

At a ceremony held on Friday 17 November at Damen Shipyards Hardinxveld (DSHa), the naming of ISA Towage BV's new Damen Shoalbuster 3209 'ISA' took place. The godmother of the ISA was Mrs. Miranda Mastenbroek, wife of Willem-Harm Mastenbroek, owner and managing director of ISA Towage B.V. The Shoalbuster 3209 is the second vessel to be



purchased from Damen by ISA Towage B.V. A smaller Shoalbuster 2709, also called ISA, was delivered at the close of 2016, and it has now been replaced by the 3209. The decision to make the upgrade is the result of an offer made to Willem-Harm Mastenbroek by Jos van Woerkum, managing director of DSHa. "When he offered us the opportunity to upgrade to a Shoalbuster 3209 that had just been just completed, it was just too good to miss," says Willem-Harm Mastenbroek. ISA Towage's current client at the time had recently informed them that their existing vessel did not have sufficient bollard pull for their next contract and that 50 tonnes of bollard pull would be needed. So the decision to make the step up to a bigger vessel with more capabilities was easily made and later in the summer the new 3209 replaced its predecessor in the Baltic Sea. In addition to allowing the company to fulfil its current contract, the new acquisition allows them to explore new and better opportunities, and to take on a wider range of contracts. Shoalbusters are among the most versatile vessels in Damen's unrivalled range of workboats. The name references their ability to operate in shallow waters, but the 32-metre long, 9-metre wide ISA is also ready for a broad spectrum of operations including towing, mooring, pushing, anchor handling and dredging support. To achieve this, ISA Towage specified an equipment package that includes twin Caterpillar engines delivering 3500 bhp for 52 tonnes of bollard pull and a top speed of 11 knots, an HS Marine deck crane giving 8 tonnes of lift at 16-metres, and a 50-tonne towing and a 12-tonne tugger winch. The fully air-conditioned interior has comfortable accommodation for up to seven crew. All the necessary modifications were carried out within a four-week period. We planned the christening for the 17th of November back in the summer, although that was a wild guess as we didn't know then if the ISA would be available," said ISA Towage's Willem-Harm Mastenbroek. "She started in service with us at the end of July, so we knew there was a very good chance that the vessel would not be there but on some contract far away. Fortunately that was not the case and on the day the ISA was moored at the Damen yard in Hardinxveld. It was a beautiful, cold autumn day with lots of sunshine, which made it extra special! After the bottle broke - in one go - we had a great party. All in all it was a beautiful day for my wife and me!" Jos van Woerkum, managing director of DSHa, added: "This was the result of a fortuitous concurrence of circumstances in which a customer



well as to a successful naming ceremony and party for the Shoalbuster 3209 **ISA**, and we wish her and her crew safe voyaging.” (*Press Release*) see the ISA special on the towingline website [HERE](#) also

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## *A NEW BREED OF TUG (PART TWO FINAL)*

**LNG Aspects** A Wärtsilä LNG bunkering system completes the company’s LNG Pac offering of fuel storage and supply “designed with the smallest onboard footprint” for a tank, connection and process kit (in cold-box). Robert Allen documents confirms the surprisingly small space adjustments required to use Wärtsilä LNG storage tanks for some LNG tug models designed by the Vancouver-based outfit: “The aft deck space on many tugs is thus often just a large empty area. We considered it prime real estate (on the Robert Allen Rangler design) for locating the accommodation facilities displaced by the LNG tanks.” On a RAstar 4000 DF built for an escort speed of 15 knots to chase 300 fast-moving LNG carriers a year in arctic waters, there is still 313 cubic meters of diesel fuel oil storage; 33 m<sup>3</sup> of LNG capacity; 46 m<sup>3</sup> of fresh water storage; space for 254 m<sup>3</sup> of oil slick; 20 m<sup>3</sup> of fire-fighting foam and 20 m<sup>3</sup> of dispersant. “The new RAstar 4000-DF class tugs are indeed first of class in many respects and truly have no equal in the world of tugboats,” Mr. Fitzpatrick asserts. Along with the speed and storage are some peculiarities of LNG engines. Each tank-connection space contains LNG liquid and vapor passageways; a pressure build-up evaporator; a main gas evaporator and the gas valve unit for each engine. “The tank hold is designated a non-hazardous space accessed from the engine room by means of an A-60 rated watertight door, (and) all gas supply piping is double wall.” On top of this novel complexity, there’s the LNG bunker station on the main

deck for bunkering from a tank truck or barge. “We are working on a number of new projects at the moment utilizing the unique RANGLer design which we expect will proceed to construction in the not too distant future,” Fitzpatrick said. “The main factor driving these RANGLer projects is the need for greater endurance when running on LNG. In our more conventional RAstar and RAmports designs we are realistically limited to a LNG



capacity of about 30-40 m<sup>3</sup> whereas we can accommodate tanks of up to about 100 m<sup>3</sup>.” Until tanks are that large, tanker-supply, fuel-sharing and bunkering — including via a new Wärtsilä bunkering barge just released for use in Europe — will be the order of the day. *Warm-water Tugs* At Statoil’s Melkoya LNG terminal off Hammerfest, there’s the need to tackle high sea states for serving as emergency response backup. The Ostensjo hull forms are “optimized for excellent sea-keeping” in rough, cold sea states. Fore and aft winches are enclosed in insulated and heated winch rooms. Exposed working decks have heat tracing to reduce ice build-up. The wheelhouse is fitted with heated windows, and an efficient combination of electric- or oil-fired boiler provides hot water for “domestic use”, the “pre-heating of engines” or to heat recovered oil tanks. Tropical tug operations have the opposite requirement, and designer Piriou recently recorded an order for an OST 30 30 m vessel at Pointe-a-Pitre harbour in French Guadeloupe, an island in the Carribean. Caribes Remorquage will operate the 30.3 meter tug with 55 t BP and two 1,678 kW azimuth stern-drive propellers. The buyers wanted Piriou’s indirect refrigeration system for all vessel equipment and box coolers adapted to tropical conditions without seawater circulation. The tug was shown at Tugology in Rotterdam in May 2017 and will be built in Vietnam. Robert Allan, too, has had something for warmer waters, including a dual-fuel RAstar 4200-DF for Ningbo Port Co. A pair of Niigata 8L28AHX-DF dual-fuel engines driving two Rolls-Royce US 255 CP Z-drives and delivering 80 t BP will carry up to 60 m<sup>3</sup> of LNG fuel on this RAstar 4200. It’ll be classed with China Classification Society. That’s not the only warm-climate work the company’s designs have found, and assisting Shell’s giant Prelude FLNG vessel — the largest vessel in the world — are a team of dual-fuel Robert Allan ROTORTUGS “infield support vessels” for owner’s KT Maritime Services Australia. So, to a tug designer, is gas the new oil? Not yet. “That statement is perhaps a bit of a stretch if we are talking about LNG as a fuel for tugboats,” Fitzpatrick said. “I do not realistically see a time when a large portion of the tugs we design are LNG-fueled unless fuel prices rise significantly.” A typical tug operating 1,500 to 2,000 hours per year at an average load factor of 30 percent “simply does not burn enough fuel to offset the significantly increased capital costs to build an LNG-fueled tug. “That said, I am certain we will continue to build a number of LNG fueled tugs every year for operations where the (other factors) of burning gas outweigh the economic issues. Ultimately, the range and endurance of a tug with LNG is severely compromised in comparison to a diesel-powered tug of the same dimensions.” *(As published in the November 2017 edition of Maritime Reporter & Engineering News) By William Stoichevski*



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## RASCAL 1600 MOORING LAUNCH EIMEO BUILT BY CHEOY LEE SHIPYARDS



The Robert Allan Ltd. designed *Rascal 1600* mooring launch **Eimeo** has been completed by Cheoy Lee Shipyards in Hong Kong and is on its way to the east coast of Australia on a heavy lift ship. The launch was built for Half-Tide Marine Pty. Ltd. of Mackay in Queensland, Australia who will employ it at the Dalrymple Bay Coal Terminal, south of Mackay. The terminal, one of the largest coal terminals the world, has a ship

loading facility some three kilometres off the east coast suitable for up to four 200,000 dwt bulk carriers. Although protected by the Great Barrier Reef, the fetch to the reef is enough that a considerable chop can develop which is not a problem for the bulk carriers but presents an operating challenge for a small line boat trying to pick up and deliver heavy ship's hawsers. The **Eimeo** is designed to provide improved efficiency, comfort, and safety for this task. Although having the outward appearance of a tug, the **Eimeo** is a launch with lighter construction and slimmer, more streamlined hull. The hull and deckhouse are steel, constructed to Lloyd's rules, and outfitted to Australian regulatory standards. It is powered by a single Caterpillar C18 engine rated 447 kW (600 hp) driving a one metre diameter four-bladed propeller in a steering nozzle via a Twin Disc MGX-5146SC, 2.5:1 "Quick Shift" reduction gear and a stainless steel shaft. The steering nozzle provides good efficiency and manoeuvrability ahead as well as excellent stopping and reverse performance and control. The dimensions of the **Eimeo** are: LOA: 15.6 m; Beam: 6.0 m; Depth: 2.7 m; Draft: 1.7 m. Although expected to be operated as a day boat with a crew of three, comfortable overnight accommodations are provided in the foc'sle. Fit out includes two cabins, a pantry, mess, and washroom with shower. There is also a crew rest area in the spacious wheelhouse. Half-Tide Marine had specific requirements for the wheelhouse layout including a compact free standing control console slightly aft of the wheelhouse centre to improve visibility to the aft deck where most of the crew work is done. Visibility to the sides, forward, and overhead is also excellent. For the choppy conditions at the Dalrymple Bay Coal Terminal the boat has ample freeboard, regulation height bulwarks all around, good stability, and oversized bilge keels to reduce rolling. A protective pipe cage is fitted over the house to prevent the ship's mooring lines snagging on the house. On trials the **Eimeo** achieved 10.2 knots and proved to be exceptionally manoeuvrable ahead and astern as expected. *(Press Release)*

## NEVSKY SHIPYARD LAUNCHED FOURTH MPSV12 TUG-SALVAGE VESSEL

Nevsky Shipyard says it has launched the **Piltun**, fourth multipurpose shallow-draft tug-salvage vessel (Project MPSV12) today, 30 November 2017. The construction of vessel is provided by the order of FGI “Directorate of State Contracting Authority for Marine Transport Development Programmes”. The project is developed by CJSC “Marine engineering Bureau-design-SPb. Multipurpose shallow-draft tug-salvage vessel



of the MPSV12 project is unique by its equipment and available technology. Functions of the vessel are: patrolling, search-and-rescue at the navigation districts, in-shore fishing, sea oil and gas field in compliance with class, search and aiding for distressing vessels; search-and-rescue, ship repairing works, diving to the depth up to 60 meters, and also underwater-technical works with underwater welding and cutting, tugging breakdown vessels and objects to the refuge; and also sea tugging of vessels, floating objects and constructions in the ice conditions and in the open water, extinguishing of the burning fuel on the water, liquidation of the oil spill and oil products, search and inspection of the potential dangerous objects, search and aiding, evacuation and accommodation of people, providing medical assistance, extinguishing of fire on the in-shore objects and floating objects with accessible approach from the sea, delivery of general and bulk cargo, delivery of stuff, transportation



of 12 passengers in ice conditions at small depths. Vessels of the MPSV12 project are named after the names of the rivers located in the areas of the registration ports and operation of these vessels. Multifunctional salvage tug, building number 1204, was named after **Piltun**. **Piltun** is a river on the island of Sakhalin. It flows into the Gulf of Piltun of the Sea of Okhotsk. The total length of the river is 77 km. The area of its catchment area is 633 km<sup>2</sup>. Large tributaries: the right - Putakku (23 km); the left -

Sugdu (14 km), Kogdoy (22 km). Nevsky Shipyard, LLC is located 40 km away from Saint-Petersburg in the town of Schliesselburg on the left bank of the river Neva. The Shipyard is one of the oldest enterprises of water transport in the northwest of Russia which started its shipbuilding activity since 1952. Nowadays the Shipyard builds sea and river vessels of various types and purposes and carries out all kinds of ship repair works. The slipway for vessels rising allows to launch and lift for repairs the vessels up to 150 meters long and dock weight up to 3,800 tons. *(Source: PortNews)*

## ACCIDENTS – SALVAGE NEWS

### *TUG BOAT SINKS IN LAKE WASHINGTON*

A tug boat sunk near the Ballard Oil Company pier in Lake Washington on Thursday. The 80-foot noncommercial tug boat was reported to have 620 gallons of diesel onboard. The Coast Guard Puget Sound Incident Management Division placed a boom and sorbent pads around the sunken vessel in order to reduce contamination. Due to the amount of fuel onboard, the Coast Guard also asked Global Diving and Salvage to assist in removing fuel from the boat. The owner of the tug boat will be responsible for removing the vessel. *(Source: USCG)*



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### *SALVAGE MASTERS OF THE WORLD (PART TWO)*



*Focus on Salvage* Tsavliris cited several examples of major salvage jobs the group has undertaken over the last few years. One was the Panamax bulk carrier **Los Llanitos**, which grounded on rocks off Mexico's west coast in 2015 during Hurricane Patricia – the strongest hurricane ever recorded in the Western Hemisphere at the time. The company provided salvage

assistance in cooperation with U.S.-based partner Resolve Marine Group. The operation to remove bunkers and pollutants lasted a month. All the necessary vessels and equipment were mobilized from the U.S. and Panama. As weather conditions did not allow any approach by sea, portable equipment and salvage personnel were transferred on board the casualty by local helicopter. Over the course of the operation, about 500 tons of hydrocarbons were pumped out and transferred safely ashore. When the container ship [Yusuf Cepnioglu](#), laden with 200 containers, grounded and wrecked on the northwestern coast of Mykonos Island, Greece, in 2014, Tsavlis provided salvage and anti-pollution services and, together with Greek partner EPE, initiated major cleanup efforts. Over 500 cubic meters of debris were collected in the following weeks, and oil booms were positioned near the local power and desalination plants to prevent the intakes from clogging up. The environmental ramifications to both marine life and the shorelines of Mykonos, Delos, and Rhenia were highly significant, Tsavlis noted, not least because the incident coincided with the Easter holidays and the start of the tourist season for one of the most-visited islands in Greece. A third example involved the geared bulk carrier [Katherine](#), laden with 26,400 metric tons of hot briquetted iron, which collided and interlocked with the bulk carrier *Baru Satu*, laden with sugar, in Greece's Kafirea Strait in 2013. The Tsavlis salvage tug [Megas Alexandros](#) towed the casualty to Neorion Shipyards on Syros Island, and the two-month salvage operation was completed safely and successfully. As other salvors begin to diversify their operations in the tight salvage market – taking up decommissioning work, for example – the Tsavlis brothers chose to concentrate on contingency response salvage. “This is our specialization,” says George A. Tsavlis, “and we consider that this is our competitive advantage in the market. We want to remain the experts in this demanding industry. We want to remain focused on salvage rather than being distracted with other activities.”

[Reliance on LOF](#) Tsavlis Salvage is the most frequent user of the Lloyd's Open Form (LOF) contract, earning over 95 percent of its revenue from this “no cure, no pay” contract. “We are ardent supporters of LOF,” says George Tsavlis. “Encouraging the use of the LOF contract, which is undergoing a disappointing decline in use, is very important in promoting investment in salvage equipment, tugs, salvage training and expertise, and in financing the idle time between jobs.” He adds that “Salvage is a highly capital-intensive business. It cannot be undertaken without large, powerful tugs, an array of expensive equipment and well-trained personnel. Adequate reward is essential for continued investment in this costly and complex business, and the arrival of mega-sized ships means that salvors have to invest in bigger, modern and more powerful tugs.” The LOF contract is designed to encourage instant action by avoiding delays that might otherwise arise from protracted commercial negotiations. After the job is done, the salvage award, a proportion of the salvaged value, is fixed by an experienced arbitrator appointed from a panel of Lloyd's salvage arbitrators. “Unfortunately, there is increasing use of ‘commercial terms’ involving, for example, daily hire and lump sum agreements, which over time may affect the efficiency and quality of the salvage services,” says Tsavlis. “This practice offers temporary market share to those who choose it but is very harmful to the salvage industry in general. It could be perceived as ‘Winning the battle but losing the war.’ We at Tsavlis Salvage are determined to support the LOF for the sake of the environment and our seas.” As an example, he cites the 1978 [Amoco Cadiz](#) accident, one of the first modern supertanker spills, which “served as the poster-child for LOF in our more environmentally sensitive times. Carrying 69 million gallons of oil, the tanker broke up off the coast of Brittany in France, polluting the shoreline for 300 miles and generating the very first television footage of oil-soaked wildlife in the wake of a tanker accident.” He adds that “The tragedy was partly blamed on the owners' refusal to engage a nearby German salvage tug under an LOF contract – because of cost concerns. According to sources close to the incident, the LOF signed by the owners was subject to a private side-agreement that had the effect of restricting salvage remuneration to about \$4 million. At that rate, the salvors may have made little or no profit at all from the job.” [Challenges Ahead](#)

Tsavliris sees challenges ahead for the industry globally as ships become more complex. He notes the grounding of a two-year-old ship in South America. The vessel was going upriver when she suddenly started veering to starboard. The crew couldn't do anything to correct it, and it turned out there was an electrical motor in the steering gear apparatus that had malfunctioned. "Over the last five to seven years, the majority of the more modern ships we've seen in trouble has been from electrical faults," he explains. "The electronics involved mean you can't just open up the engine and fix it. There's no engine to fix. It's all electronics. So you've got highly sophisticated ships run by a crew that literally hasn't got the ability or the knowledge or the experience to handle these situations." He fears that "This may well be the cause of more accidents and is worrying for the future. Most ships, 15 or 20 years ago, would break down because they were inadequate. They were overaged, and the regulations were perhaps a bit more flexible, not as stringent as they are now. So there were a lot of accidents that were literally caused by lack of regulation. One can say that, 50 years ago, the market was underregulated. Now, the market perhaps is overregulated. And with the sophistication and the technology, I think things are going to come to the point where there won't be adequate control anymore." The industry has much to contemplate, he says. However, salvors are problem-solvers and will not hide from the challenges. "They will continue to stand ready to assist casualties all around the world," Tsavliris concludes. "Salvors will always respond to a casualty no matter the circumstances or the challenges they face." *(Source: MarEx; by Wendy Laursen)*

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### THIRTEEN DEAD, TWO MISSING IN CHARTERED FISHING BOAT ACCIDENT

A South Korean chartered fishing boat capsized off the country's western coast Sunday after colliding with a bigger tanker, leaving 13 people dead and two missing, the Korea Coast Guard said, according to South Korea's Yonhap News Agency. The 9.77-tonne recreational fishing vessel, **Seonchang-1**, was carrying two crew members and 20



passengers when it hit the 336-tonne **Myeongjin-15** tanker in the Yellow Sea waters near Yeongheung Island, Yonhap News Agency wrote. The accident happened at around 6:09 a.m. about one mile southwest of Jindu port on Yeongheung, nine minutes after leaving land, according to Coast Guard officials. The death toll was relatively high apparently due to the strong current and

low temperature, they said. It's the worst tragedy involving a South Korean recreational fishing boat since a similar accident in waters near Jeju Island in September 2015. Fifteen people were killed and three went missing at that time. President Moon Jae-in received a briefing on the accident in less than an hour and ordered all-out search and rescue operations, his office Cheong Wa Dae announced. The Korea Coast Guard are continuing to search for the missing in cooperation with the military, mobilizing dozens of ships, including the 2,500-tonne **Chungbuk** frigate and some naval choppers. The Navy's specially trained divers also joined the operation. The Ministry of Oceans and Fisheries launched a task force to handle the accident. The authorities are looking into the exact cause behind the collision. "There's no specific problem related to weather conditions, sailing reports or other (pre-departure) preparations," a Coast Guard official told reporters. "We are investigating how the accident happened, considering the possibility that the two ships collided with each other while passing through a narrow waterway under Yeongheung Bridge." The victims were reportedly aged between 30 and 70. The survivors received medical checks and treatment at two hospitals, in Incheon and Siheung, Gyeonggi Province. *(Source: Unian)*

### MICOPERI TERMINATED RESTORATION OF SINKING SITE



The "**Micoperi 30**" has interrupted the cleaning and restoration of the seabed of Giglio on Dec 1, 2017. Micoperi, a company from Ravenna, was tasked with restoring the sea bottom of Punta Gabbianara after the "**Costa Concordia**" shipwreck. The work should have been completed towards the end of the year. Micoperi, reports the newspaper again, began to dismantle the building site.

Following the sinking of the ship and subsequent recovery, there were anchorages, sacks of cement used to create a false backdrop, steel cables and other stuff. The Micoperi company has ordered the transfer of the platform to the port of Santo Stefano, without stating the causes of a suspension that has no technical reasons but would appear to be due only to a specific company decision. There were two possible scenarios that may have led to the decision. The first hypothesis was that a negotiation is under way between Micoperi and Costa Crociere in order to obtain a contractual rescheduling. In this case the choice of the Ravenna company would be aimed at strengthening its position. The second hypothesis was that Micoperi, having overcome by a serious financial crisis, has assessed that it was no longer able to complete the operations and has decided to terminate the contract. In this case Costa Crociere, with the penalties provided, should task a new company able to complete the last remaining cleaning month. *(Source: Vesseltracker; Photo: Micoperi)*

## OFFSHORE NEWS

### GLOBAL MARINE GROUP COMPLETES ACQUISITION OF FUGRO'S TRENCHING AND CABLE LAY BUSINESS

Acquisition Further Positions Global Marine Group for Significant Offshore Power Market

Opportunities Global Marine Group (“GMG”), a market leader in offshore engineering services to the telecommunications, renewables and oil & gas industries, announced today that it has completed its previously announced acquisition of Fugro N.V.’s (“Fugro”) trenching and cable lay services business. The Fugro acquisition significantly enhances GMG’s portfolio of service offerings to the market, with a comprehensive range of integrated services that enable GMG to complete additional packages of work in direct response to market



demands. The transaction also provides GMG with highly capable, proven assets, including 23 employees located in Aberdeen, that have a successful track record of delivering complex subsea engineering projects to offshore customers globally. For example, the M/V Symphony, a multi-purpose vessel built in 2011 with an extensive 1,400m<sup>2</sup> deck space, has recently joined GMG’s cable installation and maintenance fleet. In addition, GMG has added two powerful Q1400 trenchers and two work class remotely operated vehicles to its offering. As part of this transaction, Fugro will become the preferred provider of marine site characterisation and asset integrity services to GMG. “We believe this acquisition has two key benefits, meeting the needs of our customers, while at the same time strengthening GMG’s market position in offshore power,” said Ian Douglas, Chief Executive Officer of GMG. “I’m delighted to welcome on board such a well-respected group of people led by Mike Daniel, and I look forward to seeing the contribution they will make to the Global Marine Group over the coming months.” Mike Daniel, manager of the trenching and cable lay services business, added, “We have an excellent track record in the offshore renewables and oil & gas sectors. As a team, we have been involved in the installation of more than 470 power cables, recently completing the installation of 122 cables at the Rampion Offshore Wind Farm. We have also successfully completed the trenching of the export cable and inter array cables on the world’s first floating wind farm, Hywind Scotland, off the coast of Aberdeenshire, demonstrating our innovative industry leading approach. Moving forward, we will continue to support existing and new customers alike, utilising our skill set to support the wider business goals of Global Marine Group.” *(Press Release)*

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## LEWEK CONNECTOR GETS HORNSEA PROJECT ONE CABLE LAY GIG

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Norway-based offshore vessels owner Ocean Yield has entered into a time charter contract for the vessel **Lewek Connector**. The charter is scheduled to start about March 1, 2018 with a firm period of 130 days, plus up to 130 days extensions in the charterer's option. The vessel will conduct cable lay operations for Ørsted's Hornsea Project One offshore wind farm project, Ocean Yield noted. Financial details surrounding the deal have not been disclosed. *(Source: Subsea World News)*

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## FUGRO TO SURVEY ØRSTED'S TWO U.S. OFFSHORE WIND PROSPECTS

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Fugro has been awarded contracts by Ørsted to undertake geotechnical investigations at Bay State Wind, located 15 miles off the coast of Martha's Vineyard, Massachusetts and Ocean Wind, 10 miles off the New Jersey coast. The marine site characterisation at both sites involves specialised



sampling and in situ testing which Fugro will perform from its dedicated DP2 geotechnical drillship, **Fugro Explorer**. For laboratory testing and reporting services Fugro will draw on its expertise from Norfolk, VA and Houston, TX in the USA as well as Wallingford (UK) and Nootdorp (Netherlands). Prior to the contract awards Fugro carried out geoconsulting desktop studies and geotechnical ground truthing for Ørsted. Ed Saade, president of Fugro USA, said: "We strongly support the growing offshore wind development activity here in the USA. It fits directly with our overall strategy for coastal zone management activity and coordination between industry, government and academia." Site investigations have begun at the end of November and are expected to continue for three months. *(Source: Subsea World News)*

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## NKT RESTORES NORWAY – DENMARK SUBSEA POWER LINK

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NKT has repaired the Skagerrak 2 cable system between Norway and Denmark. The interconnector Skagerrak 2 between Kristiansand in Norway and Tjele in Denmark was damaged in end-July due to external impact. NKT was awarded the turnkey service repair order of the 250 kV mass impregnated high-voltage direct current (HVDC) offshore cable from the Norwegian system operator Statnett. NKT's scope of work comprised the complete repair operation following deburial of the cable carried

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out by Statnett's vessel Elektron. Espen Kiær, project manager for the repair at Statnett, said: "NKT has carried out this repair project in a professional and efficient manner. Both the vessel **NKT Victoria** and the NKT team have proved to be well capable of handling offshore cable repairs. We have enjoyed working with NKT during this project." Oliver Schlodder, Executive Vice President and Head of Service and Accessories at NKT says: – Time and operational excellence are crucial in a service operation and we clearly start to see how

Statnett and other customers benefit from a turnkey service operation. When handling all from planning to execution we can ensure maximum efficiency, smooth interfaces and lower risk. The cable vessel **NKT Victoria** executed the project. *(Source: Subsea World News)*

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## SOLSTAD FARSTAD REELS IN NEW DEALS OFF AUSTRALIA

Norwegian offshore shipping company Solstad Farstad has been awarded several new contracts for the provision of vessels in Australia. Solstad Farstad said on Friday that the McDermott International Inc. affiliated company, MAPL, hired the company's general purpose support vessel Far Stream vessel and pipe-haul performing services for work offshore Western Australia. The contract is due to begin during the first or second



quarter of 2018, and the combined vessels utilization is approximately 200 days. Also, Cooper Energy supplemented the contract award for the Far Saracen and Far Senator, set to work on the upcoming Bass Strait drilling campaign, by awarding a deal for a third anchor handler, the Far Statesman. The firm period contract will last for 100 days and begin during the first quarter of 2018. Farstad Offshore, a subsidiary of Solstad Farstad, was awarded a contract for the provision of two PSVs, Far Seeker and Far Skimmer, by Woodside Energy for the Greater Enfield project drilling support campaign. The Far Seeker will be mobilized with a work class ROV, to provide efficiencies to the overall drilling campaign. The contract is firm for twelve months with fourteen months of options. Start of the contracts is January 2018. *(Source: Offshore Energy Today)*

## SUBSEA 7 BECOMES AIRBORNE OIL & GAS SHAREHOLDER



Offshore installation and construction company Subsea 7 has become a shareholder of Airborne Oil & Gas (AOG), a manufacturer of Thermoplastic Composite Pipe (TCP) for oil & gas applications. Marnix Boorsma, CEO Airborne Oil & Gas “We are proud of our shareholder base, which already included Shell, Chevron, Saudi Aramco and Evonik. We are delighted to be able to work with Subsea

7. They will contribute importantly to our overall value proposition, especially given the role that installation contractors nowadays are increasingly taking in the industry. Subsea 7 is optimally positioned to advise energy companies at an early stage on the best pipe structure and set-up. He said that Subsea 7’s significant presence in Brazil supported AOG’s business – especially regarding deepwater opportunities. According to AOG, thermoplastic Composite Pipe (TCP) offers a “radical reduction in cost and improvement in asset integrity,” both for greenfield and brownfield developments in all regions and water depths. *(Source: Offshore Energy Today)*

## COURT GIVES NOD TO CGG’S SAFEGUARD PLAN


A court in Paris, France has approved the safeguard plan of CGG, a marine seismic acquisition and processing company. The French company on Friday said that the Commercial Court of Paris had approved the plan, after finding the claims filed by certain holders of CGG’s convertible bonds against this draft plan inadmissible. Following shareholders’ approval of all resolutions required to implement CGG’s financial restructuring plan earlier in November, the next step in the process was the sanctioning of the safeguard plan by the Paris Commercial Court, which has now been fulfilled. The next procedural step of CGG’s financial restructuring is the hearing scheduled on December 21, 2017 to consider the motion for the recognition of the ruling approving the safeguard plan by the competent US Bankruptcy Court within the context of the Chapter 15 proceedings, CGG said. Subject to in particular a favorable decision by the US Bankruptcy Court, the rights issue with

preferential subscription rights and allocation of free warrants to shareholders are expected to be launched in mid-January, with the settlement and delivery of the various securities issuances provided for under the restructuring plan expected to occur by the end of February 2018. CGG noted that convertible bonds due 2019 and the convertible bonds due 2020 may now only give right to CGG shares according to the terms of the



approved safeguard plan. The company in November posted a net loss of \$124.4 million for 3Q 2017 on revenues of \$320 million. This compares to \$88 million net loss and revenues of \$264 million in the prior-year third quarter. *(Source: Offshore Energy Today)*


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## GARDLINE GEOSURVEY BECOMES GARDLINE



Marine survey company Gardline Geosurvey, a wholly owned subsidiary of Boskalis, has changed its name to 'Gardline Limited', effective December 1, 2017. In August this year, Boskalis said it had acquired all shares of the Great Yarmouth-based Gardline. The consideration paid including assumed debt amounted to approximately GBP 40 million. Gardline

operates 15 survey related vessels in addition to 25 smaller vessels including crew transfer vessels and survey catamarans. At the time of acquisition, Gardline employed about 750 members of staff globally. *(Source: Subsea World News)*

## WINDFARM NEWS - RENEWABLES

### *SEAFOX, ARDENT DECOMMISSION DOGGER BANK MET MASTS*

Seafox and its main subcontractor Ardent have completed decommissioning of the two Forewind's Dogger Bank meteorological masts. The two suction bucket monopile foundation and lattice tower structures were installed four years ago to gather climate data to assess the feasibility of one of the UK's largest potential offshore wind farm developments. In light of minimising the environmental impact of the now



decommissioned offshore structures, Forewind opted for the installation and removal operation due to the suction bucket concept. In preparation of the removal operations, executed at the end of September 2017, Seafox and Ardent performed a pre-removal survey to reduce any uncertainties and to confirm the proposed removal procedure of the weather data measuring equipment, lattice towers, platforms and suction bucket monopiles. All project engineering, fabrication and execution were carried out by Seafox and Ardent. The offshore operations were executed more quickly than originally planned. The engineering, fabrication, testing and deploying together with SPT Offshore contributed to the successful removal. Project preparation and assurance was carried out by the project team, including Seafox, Ardent, SSE, Global Maritime, Universal Foundations and Searoc, ensuring that the removal of the structures were as successful as possible. The meteorological masts are composed of an 80-meter lattice tower on a 16 m<sup>2</sup> platform, which was mounted on a single pile, secured by a 15-meter diameter wide and 7-meter tall suction bucket. Forewind is a joint venture of SSE, Statoil and previously Innogy and Statkraft. Ollie Flattery, SSE project manager said, "The successful and safe removal of the structures is a great accolade for all parties involved in the project and a clear sign of the one team ethos, professionalism and diligence of the entire project team."

*(Source: Subsea World News)*

### *MHI VESTAS AND ESVAGT OFFICIALLY NAME HI-TECH SERVICE VESSEL FOR BELGIAN OFFSHORE WIND FARMS*

Company executives gather today at Port of Oostende to christen the '[Esvagt Mercator](#)'; as the ship readies to support more than 100 offshore wind turbines in Belgian waters. Offshore wind continues its growing industrialisation in Belgium as MHI Vestas Offshore Wind and ESVAGT today will announce the inauguration of the market's newest state-of-the-art service operation vessel. The vessel, christened as '[Esvagt Mercator](#)', will support 50 turbines at Nobelwind, Belgium's newest offshore wind farm, and 55 turbines at Belwind 1. MHI Vestas Chief Operations Officer, Flemming Ougaard, said, "With the inauguration of Esvagt Mercator, we are deepening our commitment to the Belgian offshore wind market and our expertise in the operations and maintenance business. The



collaboration with  
ESVAGT in the design of  
such an advanced service  
operations vessel has been  
outstanding. We look  
forward to utilising all this  
ship has to offer in  
maintaining the turbines at  
Nobelwind and Belwind  
1.” The 10-year lease  
agreement deepens the  
relationship between the  
two companies in the

region and will provide the latest in service operation vessel technology. A vessel such as **‘Esvagt Mercator’** is a key driver in increasing service efficiency and turbine availability – essential issues for the burgeoning offshore wind industry. “ESVAGT is proud to continue our partnership with MHI Vestas in developing the most efficient and safe solutions in the offshore wind industry. As two market leaders, we are joined in our commitment to being innovative and bringing efficient service solutions to offshore wind farms”, said Søren Karas, Chief Commercial Officer at ESVAGT. The brand new, 58 metre ship, designed for highest efficiency including low fuel consumption, will operate from the Port of Oostende. It will be a home for 36 people for up to two weeks at sea. The ship is equipped with three safe transfer boats designed for safe and efficient transfer of personnel from the **‘Esvagt Mercator’** to the turbine. MHI Vestas has an operations and maintenance base in Oostende with 65 people in permanent employment. *About the ‘Esvagt Mercator’* The **‘Esvagt Mercator’** is the latest development of ESVAGT’s pioneering SOV concept. “Each ESVAGT SOV is designed according to the customer’s needs and specifications. ESVAGT has serviced MHI Vestas Offshore Wind in the Belwind 1 offshore wind turbine farm with the ‘Esvagt Supporter’ for six years. The new **‘Esvagt Mercator’** has been optimised to suit the exact requirements in this specific park”, says Kristian Ole Jakobsen, Chief Operating Officer at ESVAGT. “The **‘Esvagt Mercator’** shows the versatility of the SOV concept. This SOV is significantly smaller than the other SOVs already in operation, and it is equipped differently too. For example, transfers to the offshore wind turbines will be solely performed using Safe Transfer Boats; STBs. The vessel is equipped with two STB 7 and one larger STB 12”. *(Press Release)*

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## *MHI VESTAS BOOKS VOS START FOR BORKUM RIFFGRUND 2*

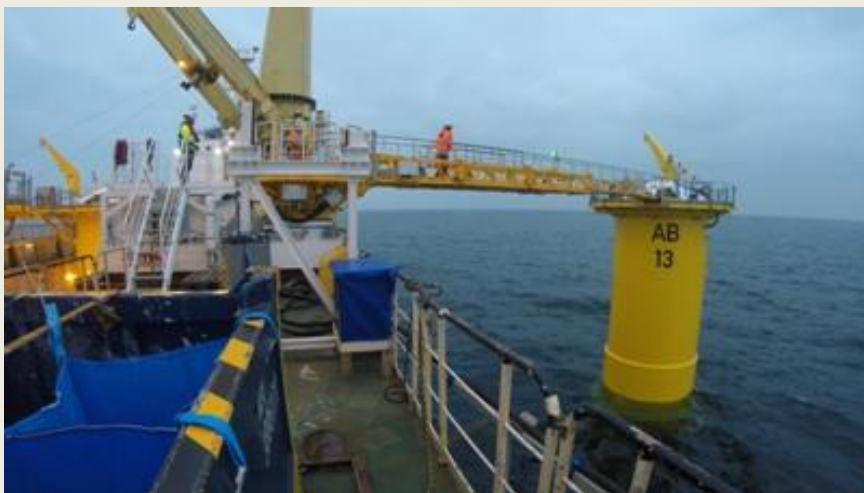
MHI Vestas Offshore Wind has awarded Vroon’s **VOS Start** with a contract to support the

commissioning phase of the Borkum Riffgrund 2 offshore wind farm from spring 2018. Located approximately 57 kilometres off the north-west coast of Germany, Ørsted's Borkum Riffgrund 2 wind farm will consist of 56 MHI Vestas 8MW turbines scheduled to be fully commissioned in 2019. **VOS Start** has been assisting MHI Vestas with the commissioning of the Walney Extension offshore wind farm in the UK since August 2017. Vroon's first walk-to-work



vessel purpose built to support offshore operations in renewable energy industry, **VOS Start** is fitted with a 50t active-heave-compensated crane, a Barge Master motion-compensated gangway for offshore personnel transfers and hotel-standard accommodation and office facilities for 60 passengers. Her sister, **VOS Stone**, was delivered to the company during the summer and will enter the market during the coming weeks. *(Source: Offshore Wind)*

### SAFE TRANSFER OF JUMBO PERSONNEL VIA SMST GANGWAY



Recently SMST's gangway was installed on board Jumbo's DP2 Heavy Lift Crane Vessel (HLCV), **Fairplayer**. The gangway, the SMST Telescopic Access Bridge M Series, makes sure that the Jumbo personnel walks safely from vessel to windfarm structure during the installation of the 60 transition pieces in the

Arkona offshore wind farm. The first landing of the modular gangway took place early November, after a short installation period in the port of Rotterdam, where the **Fairplayer** was outfitted for the job in the Baltic Sea. Since all of the transition pieces will be installed floating in DP2 mode, the use of a compensated gangway is necessary. Continuous access provided by the telescopic access bridge supports the project's efficiency for walk to work operations. The modular Telescopic Access Bridge M Series, which SMST has immediately available for purchase or rent, is suitable for a variety of vessels and operational situations. It has a small footprint, is transportable by normal container truck, can be mobilized quickly in one lift and has a large operational window. The system is remotely controlled by vessel's crew, doesn't need large generators and is inexpensive to operate. The modular setup of the gangway enables working on variable heights. SMST's Telescopic Access Bridge M series is part of the offshore systems that SMST develops and builds for the wind industry.

The complete offshore wind portfolio includes a range of gangways adjustable for various heights, access & cargo towers (with integrated elevator), modular offshore cranes with 3D motion compensation, special handling equipment, seafastening frames and engineering studies. (*Press Release*)

## DREDGING NEWS

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### *DAMEN SHIPYARDS CAPE TOWN OPENS ITS DOORS FOR A DREDGING SEMINAR AND DEMONSTRATION*

On Thursday, 23 November 2017, Damen Shipyards Cape Town (DSCT) welcomed over 50 invitees from across the Southern African dredging sector to its yard in the Port of Cape Town for a one-day seminar on dredging. The guest list included representatives from a wide range of companies with an interest in dredging; encompassing those that supply dredging services, those that



employ dredging services, and various government agencies. The Damen Shipyards Group is a leader in the design and build of both dredging vessels and the equipment they use to extract and relocate sediment. Damen dredgers can be found in operation all over the world, and the group has particular expertise is the design of modular dredgers that can be delivered in a series of containers and transported by road to remote inland locations, where they can then be assembled and put to work. The programme ran from 9am to 4pm and included a presentation, lunch and a demonstration of a DOP dredge pump. There were also Q&A sessions at various intervals to ensure that any queries were swiftly answered. The opening address was delivered by Sefale Montsi, a Non-Executive Director and board member of DSCT, and Benny Bhali, Sales and Marketing Executive at DSCT. Andrew Mukandila from the Department of Trade and Industry, Ms Bonnie Horbach, Consul General, Kingdom of the Netherlands, and Riyaadh Kara from the Department of Public Works, then each spoke to the assembled delegates. Also present at the event was a delegation from the Lesotho Highlands Development Authority (LHDA). The agency is responsible for the implementation of the Lesotho Highlands Water Project, which involves the construction of a

number of dams and reservoirs, and its representatives welcomed the opportunity to meet with participants in the dredging industry and discuss its future requirements. These were then followed by a series of presentations covering techniques, technology and current issues involving maintenance dredging (Arthro Petersen, TNPA Dredging) and capital dredging (Selvan Pillay, TNPA Dredging), dredging equipment (Olivier Marcus, Damen Dredging Equipment) and dredging services (Tom Steenman, Damen Services). After lunch, the guests had the opportunity to see a Damen DOP 150 Submersible Dredge Pump in action from a mounting on the quay wall. This was made possible by the cooperation of James Tucker and his team from T&T Marine, Southern Africa's leading dredging and marine contractor. "It was a great success," commented Sefale Montsi, "and we were delighted by the large number of guests who accepted our invitations. The South African Government through the Department of Trade and Industry has been very supportive of the event, sharing our goal of developing a sustainable dredging industry in the region by raising awareness of the value that it can deliver to our maritime sector and promoting dialogue among all the relevant stakeholders. Our event gave invitees the opportunity to listen to expert guest speakers discussing the future of the dredging industry in the region. "We also received much positive feedback from our guests, who appreciated this chance to expand their knowledge of the current status of dredging in Southern Africa, and of the challenges and opportunities that are available to them. It also allowed us at DSCT to demonstrate how we can assist and support this growing industry." Andrew Mukandila, Deputy Director of Industrial Policy at the Department of Trade & Industry, added: "The seminar on the dredging industry in Southern Africa was an eye opener on the potential that the industry has in terms of growth, job creation and skills development mainly for young people. We are of the view that, if given an opportunity on the local market, the industry will greatly develop, attract investments in equipment manufacturing, and build market confidence and competitiveness in the Sub-Saharan Africa region." Due to the positive response to the seminar from the industry, DSCT is now considering making the seminar an annual event. (*Press Release*)

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## YARD NEWS

### CATERPILLAR MARINE TO DEVELOP INNOVATIVE HYBRID TUG WITH SANMAR SHIPYARDS



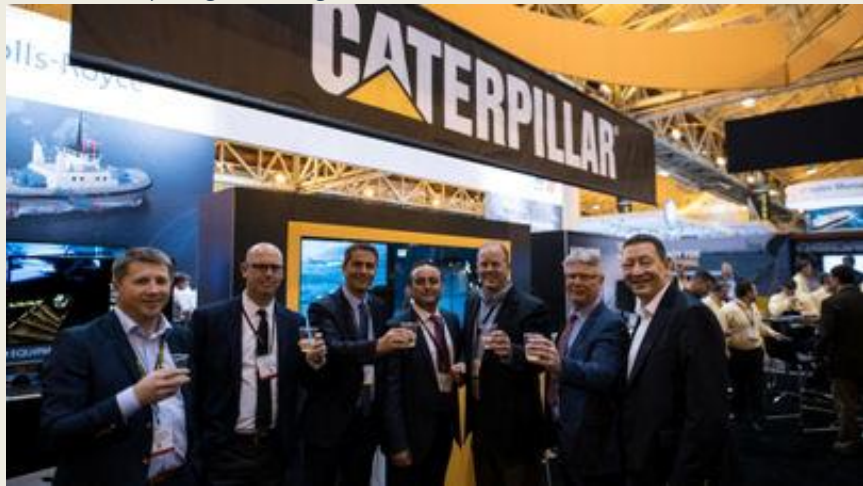
Sanmar has pleasure in drawing to your attention the following press release issued by Caterpillar following a signing ceremony which took place at the New Orleans Workboat Show. Sanmar's Design Manager, Özer İlhan attended the event. Caterpillar Marine is pleased to announce collaboration with Sanmar Shipyards in Istanbul, Turkey to build an innovative tugboat with a hydraulic hybrid

propulsion system. The Cat Marine Advanced Variable Drive™ (AVD™) is a patented system leveraging Caterpillar's extensive experience with integrated power systems technology. Sanmar is the largest tug builder in Turkey with over 40 years of experience and known as a market leader at



the forefront of the tug building industry. The Sanmar hydraulic hybrid tug will be a Robert Allan Ltd. designed RAmports 2400SX harbour tug [Sanmar's popular Bogacay series] incorporating an integrated Caterpillar AVD™ system. The AVD™ system provides significant improvements in both fuel efficiency and vessel performance through a fully integrated hydro-mechanical propulsion system. "Different from a typical Power Take In (PTI) solution, the AVD™ incorporates a planetary gear set allowing seamless clutch engagement of main engines, auxiliary engines, or both to provide a scalable power installation to meet any customer need in terms of maximum vessel speed, power, or bollard pull," said Nathan Kelly, Caterpillar Marine Product Definition Engineer. "This also allows propeller speed independent of engine speed so optimal engine efficiency can be achieved leading to fuel savings of fifteen to twenty percent. Basically, all the benefits of a variable speed Diesel Electric Propulsion (DEP) system at a fraction of the cost and size," said Kelly. The AVD™ system is also flexible and can accommodate multiple configurations. Auxiliary engines can be utilized to accommodate low load or transit operations greatly extending time to overhaul and reducing service costs on main engines. Electric motors can be used instead of hydraulics if required. Diesel engines can be substituted by natural gas engines as the AVD™ system provides superior vessel performance regardless of engine load acceptance. Main engines can also be downsized with supplemental power provided via auxiliary engines or generators if electric motors are used. "This

strategic development between Sanmar and Caterpillar will provide a highly optimized, lower cost alternative to conventional electric hybrid systems with similar benefits regarding improved performance, lower noise, and lower emissions," said Ali Gürün, Director of Projects, Sanmar Shipyards. The Sanmar hydraulic hybrid tug will



incorporate an integrated Caterpillar AVD™ system of 3512 main engines, a C32 auxiliary engine, Caterpillar MTA 627 fixed pitch tug thrusters, and bridge controls. It will carry Fifi 1 designation with 70 tonnes bollard pull and will be supported by Turkish Caterpillar dealer Borusan Makina. The AVD™ system will also include a fully integrated controls system with customizable operating modes and display panels at the bridge. Compared to a conventional tug with equivalent bollard pull, the Return on Investment (ROI) is estimated at three years or less based on projected fuel and operating cost savings. *(Press Release)*

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## THE ULTIMATE PROTECTION SHIELD AGAINST UV PROBLEMS FOR LIFEBOATS



UC International Marine, based in Werkendam, the Netherlands is the exclusive global representative of the Unicoatings International Marine UC2K HD two-components paint. The UC2K HD 2 coating is a protective coating that provides protection to treated and untreated surfaces, both above and below water. By applying UC2K HD Coating prevents dirt, rust and accretion from attaching to the original surface. Color pigments remain

stable and do not fade and stainless steel and aluminum remain as new. UC International Marine is the only offshore company in the Netherlands to apply this protective coating. UC2K HD coating is transparent and can be directly applied to almost all surfaces such as aluminum, fiberglass, steel, GRP, stainless steel, glass, concrete, stone, masonry and even solar panels. The product consists of two components and can be applied both below and above water for protection. The coating has no effect on the initial color and composition of the subsurface. Indeed, applying the coating to a weathered painted surface even restored to the original color scheme. The UC2K HD coating is applied by our specially certified professionals. Our mobile team can handle the protection at any location where the surface need to be treated, although it is recommended to treat the products in our specially designed painting room. The heavy duty ultimate shield lens coating has been tested by TNO / Endures in Den Helder. The product complies with EU legislation biocides as mentioned in the EU Biocidal Product Regulation. Additionally UC2K HD meets the qualifications of the Australian Water Quality Centre. This allows the UC2K HD Coating to even be used in the food sector. UC2K HD meets the current and even upcoming ISO Standards. Preventing fouling on the hull saves maintenance and therefore the associated costs. The vessel can remain longer in the water, but the biggest benefit of a clean hull is the reduction of water resistance. The ship will carry its way longer with a clean hull. This allows fuel savings, with the added result CO<sub>2</sub> and carbon monoxide reduction. *The advantages* •

• Continuous and maximum protection of material: they always looks groomed and presentable. • Savings on use and maintenance: 10 years warranty when applied to the topsides. • Durable, thus better for the environment: reducing CO<sub>2</sub> emissions and less use of harsh cleaners. • Because of the powerful UV filter in UC2K HD coating material retains its color and resisted chalking and fading. Already discolored areas after applying UC2K HD come back as new. • Excellent de-fouling properties with 5 year warranty on the hull, minimal



adhesion of seaweed and marine life. UC2K HD last longer than anti-fouling, does not require frequent re-coatings and very easy to clean after a long cruising period. Watch the video [HERE](#) (*Press Release*)

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### *YAROSLAVSKY SHIPBUILDING PLANT LAYS DOWN TWO BOOM-LAYING BOATS OF PROJECT A40-2Б-ЯР FOR TRANSNEFT KAMA REGION JSC*



Ceremonial launching of two boom-laying boats of Project A40-2Б-ЯР was held yesterday, 30 November 2017, at Yaroslavl Shipbuilding Plant, says press center of the Yaroslavl Region Government. The boats ordered by Transneft Kama Region JSC will operate in emergency situations for oil spill recovery. The boats are intended for transportation and installation of boom guards in sea coastal search and rescue areas, to contain the spread of spilled oil products, to

liquidate oil spills, to collect the spilled oil products into floating containers and their further towing to the reception points of shore or floating stations and also for the construction of oil-gathering orders. When speaking at the ceremony, Svetlana Chekalova emphasized that Transneft Kama Region JSC is the shipyard's new customer. "The company has an experience of building such boats, four vessels have been built and delivered to the Far East region", she said. According to the statement, shipbuilding plays an important role for the industry development in the Yaroslavl Region. Annual production of the Region's shipbuilding companies is valued at RUB 10 bln. In 2016, shipyards of the Yaroslavl Region launched 36 vessels, in the first half of 2017 – 16 vessels with 23 vessels planned for H1'17. Shipbuilding industry of the region numbers about 2,500 employees. On 15 December 2017, the shipyard will host a meeting dedicated to local manufacturing of components for the shipbuilding industry of Russia. The meeting will gather heads of the region's shipyards and representatives of the United Shipbuilding Corporation. (*Source: PortNews*)

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Last week there have been new updates posted:

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

- [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 Multraship subsidiaries for two Stan Launch 804s for terminal operations](#)
- [Smit Lamnalco orders four Damen ASD 3212 Tugs](#)

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

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