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

Distribution twice a week 11,500+

MIDWEEK-EDITION

TUGS & TOWING NEWS

GOUWE- / SCHELDESTROOM IN TOWAGE WITH BHD ‘RAZENDE BOL’



Last week was seen the float off (o/b HLC Rolldock Sun) of the BhD Razende Bol and the transport from the Britanniahaven (Rotterdam) to the Van Oord premisse at Moerdijk. Due to block of the Hartelbridge with in combination of the lenght of the spuds, the transport has to taken the alternative (longer) way, via Calandkanaal - Brediep and Nieuwe Waterweg. Leading tug was the **Gouwestroom** (Imo 8943569 / 200 NM out of coast), the tug has

two GM Detroit 16V92 TA diesels with a total output of 1.072 kW (1.460 HP), which result to a Bollard Pull of 20 tons. Assisting tug was the **Scheldestroom** (Imo 8434180 / 30 NM out of coast), this tug has also two GM Detroit 12V71 N diesels with a total output of 536 kW (730 HP), which result to a Bollard Pull of 10 tons. Both seagoing tugs/workboats are normally operating ‘all over the world’ to support dredging / construction works with: Towing, Mooring, Pushing, Anchor Handling, Supplying, Surveying, Ploughing, Crew Transfer. But in a quiet period they are a welcome addition to our ‘inland fleet’. For more details about our family-owned company, visit our website: www.wijngaarden.com *(Source: VWMS; Photo: Hans Lingbeek)*

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R&F van der Hoek

TWO 3676 kW ASD TUGBOATS WERE LAUNCHED SUCCESSFULLY



On 8th December 2017, two 3676kW ASD Tugboats which were fully independent design and building by Zhenjiang Shipyard for one domestic ship owner were lifting launched successfully. *(Source: Zhenjiang Shipyard)*

VAN WIJNGAARDEN MARINE SERVICES, RECEIVED THE ISM INTERIM DOC.

After a period of preparation and implementation, Van Wijngaarden Marine Services B.V. (VWMS) is pleased to announce that the Company received the ISM Interim DOC (Document of Compliance) in November 2017. The Survey has been carried out by Mr. W.K. Middelbeek (Surveyor, Bureau Veritas). This entire ISM Process has been entered on a voluntary basis, due to the fact that all workboats / tugs in question are smaller than 500 grt. The SMS (Safety Management System) has been set up and implemented within VWMS in close cooperation with “Rood Boven Groen”, a leading maritime consultant in the field of safety & security management and training based in Harlingen, The Netherlands. Within a couple of weeks the whole ‘VWMS Shoalbuster’ fleet, with a bollard pull range between 30 to 62 tons, will be audited by Bureau Veritas to receive their interim ISM DOC. VWMS aims to receive the Company ISM Initial DOC in the first quarter of 2018. *(Press Release VWMS)*



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Océan Delta Sold and Other Deployments



Another of Groupe Océan's veteran tugs has been sold. **Océan Delta** has apparently gone to the same buyers that acquired **Océan Hercule**. **Océan Delta** is still in Quebec City, but its Canadian registry was closed November 30 and it now flies the Jamaican flag. Dating from 1973 when it was built by Ulstein Mek. Verksted AS in Ulsteinvik, Norway as **Sistella**. One of a three of similar tugs for International Transport

Contractors (ITC), Tschudi and Eitzen, managers. They were ocean salvage tugs intended also for long tows associated with the oil industry. Fitted with two 16 cylinder Polar engines geared to a single controllable pitch screw, they were rated at 7,000 bhp and 65 tonne bollard pull. Renamed **Sandy Cape** in 1978 and transferred to Liberian flag, by the same Norwegian/Dutch owners, it worked worldwide until 1980 when it was acquired by the Power Corporation of Canada and assigned through the CSL Group to their Quebec Tugs Ltd (QUETUG) subsidiary. It was renamed **Capt. Ioannis S.** for Captain Ioannis "John" Styliadiadis operator of the Quebec City tug fleet once under the direction of the Davie Shipyards. Their fleet had always been involved in salvage work but this was the first big tug they had owned for many years. In 1987 Océan Construction Inc acquired QUETUG and the company has since gone on to become Groupe Océan, 45 years after it was originally founded. In 1999 Océan renamed the tug **Océan Delta** as part of a naming scheme that has reached "Lima" in the international signals alphabet, but has since been displaced by a new scheme recognizing individuals. Over the years Océan has invested a lot of money in this tug with at least one major rebuild and in 2000 re-engining the vessel with a pair of 8 cylinder MaKs giving 6464 bhp. In the intervening years the tug has provided ship docking and escort services in Quebec, made many long tows to the arctic and worked around the lower St. Lawrence River and Gulf. In December 2012 it was lead tug in the aborted tow of **HMCS Athabaskan** from the Port Weller DryDock for Halifax with **André H.** (ex Point Valiant, Foundation Valiant). The tow went wrong off Sydney and there was damage to the tugs and several perforations in the warship's hull. The tow to Halifax was later completed by Atlantic Towing Ltd. **Océan Delta** has been listed for sale for several years and has not been active in the last two or three years. With both **Océan Hercule** and **Océan Delta** sold to the same Jamaican owners it is possible that one will be towing the other. Let us hope this is not a repeat of another unwise late season tow out from the St. Lawrence. Too many of these

have gone wrong recently to allow another foolhardy or unprepared attempt. Meanwhile there have been some interesting deployments in the Océan fleet. The former pilot boat, converted to tug, **Océan Côte-Nord**, which was stationed in Goderich, ON has left that port, returning down through the St. Lawrence Seaway to Quebec. Whether this is to accommodate a winter refit or an end to the Lake Huron service has not been revealed. Océan's recent acquisition of the two Port-Cartier tugs from ArcelorMittal Steel has resulted in two renamings. **Brochu** has been renamed **Océan Brochu** and **Vachon** is now **Océan A. Gauthier**. It was upbound in the Seaway on December 6 for its new home port of Hamilton, ON. There it joins another Voith-Schneider tug **Océan A. Simard** transferred this fall after working in Bull Arm, NL for a few years. The latter has also been doing ship assist at the entrance to the nearby Welland Canal. *(Source: Mac Mackay-Tugfax)*



Greta Brondijk – Joop Bartels

BUGSIER 12 RENAMED FAIRPLAY XVII



The "**Bugsier 12**" arrived in Szczecin on Dec 2, 2017. The tug was put into operation this year and was recently acquired by the Fairplay group. The tug will soon be re-flagged for the Polish flag and will be renamed "**Fairplay XVIII**", strengthening the fleet of Fairplay Towage Polska. She will work, among others, at the LNG terminal in Świnoujście. The 2017 built Cintraval-Defcar designed tug was built by Bogazici Denizcilik A.S.,

Turkey as the Bogazici 24. She has a length o.a. of 32.00 mtrs and bp 27.00 mtrs. a moulded beam of 12.50 mtrs a depth of 5.60 mtrs and a draft of 4.15 mtrs. She has a grt of 497 tons. The two ABC 12 DZC 1000-168-A diesel engines develops a total output of 5,000 kW at 1,000 rpm with a free sailing speed of 12.5 knots and a bollard pull of 85 tons. The tug is classed ABS with notations +A1, Towing Vessel, FFV Class 1, +AMS, +ACCU, UWILD, ENVIRO, BP (xx). *(Source: SeaNews)*

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JOOP MARECHAL COMPLETES MODEL OF ISKES TUG ARGUS

Modelboat builder and Tugs Towing & Offshore News reader and contributor *Joop Marechal* from Velzen Zuid; Netherlands completed the model of the Damen Shipyards group built tug **Argus**, the model is made of carton in the scale 1:250 which is



small, as indication how small see the two other models of Iskes tugs the **Arion** and **Telstar** compared to an 1 Euro coin.

KABANBAY BATYR LAUNCHED

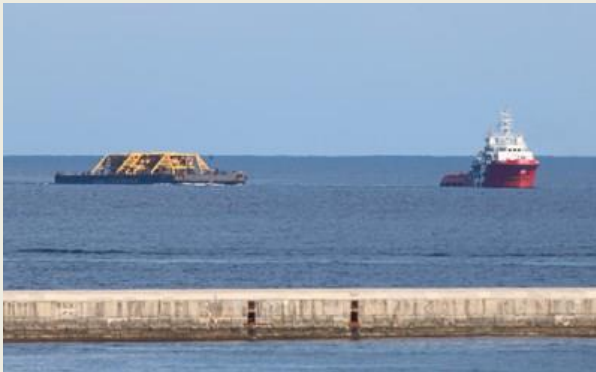
Last week the **Kabanbay Batyr** (Imo: 9841031) was launched by the sheerleg Matador 2 at the C.S.R Casco and Sectiebouw Rotterdam. She is the first, in a series of four, ASD pusher tug for the Caspian Offshore Constructions. Under yard number 481 she will be fitted out by De Hoop Shipyard – Lobith; Netherlands. The tug will have a grt of 332 tons a engine output of 3,306 bhp and a bollard pull of 39 tons. It is expected that she will be delivered in the



first quarter of 2018. On the picture she is seen on transport by the tugs Broedertrouw XIV and Broedertrouw XV from Koninklijke Van der Wees Watertransporten B.V. – Dordrecht; Netherlands
(Photo: Ruud Zegwaard)



PREY INTREPID AT MALTA FOR BAHR ESSALAM FIELD, LIBYA



The 2013 built Brish flag and owned deck cargo pontoon **Osprey Intrepid** towed by **VOS Hestia** and taken over by local tugs **Leni**, **Mari** and **Sea Salvor** was seen entering Valletta, Malta on



Friday 8th December sheltering due to rough weather around Central Mediterranean. Cargo Pontoon is bound to Bahr Essalam Field offshore Tripoli, Libya and built by Damen Shipyard at Gorinchem, Netherlands as Damen Stan Pontoon 9127. *(Photo's: Capt. Lawrence Dalli - www.maltashipphotos.com)*

MULTRATUG 4 ON THE BLOCKS



The Multraship tug **Multratug 4** (Imo: 9360582) was seen on the blocks of the synchro lift of De Haas Rotterdam B.V. – Rotterdam. The 2006 built **Multratug 4** is registered under the Dutch Flag with call sign PDBV. She has a length of 34.50 mtrs a beam of 11.60 mtrs and a max draft of 6.50 mtrs. The two MAK type 8M25 diesel engines develops a total output of 5,279 kW which results in a free sailing speed of 13.9 knots and a

bollard pull of 75 tons. She is classed Bureau Veritas tug; firefighting ship 1; oil recovery ship-water spraying, unrestricted navigation. The Voith Schneider tug is on the yard's lift to carried out survey and maintenance work. *(Photo: Willem Holtkamp)*

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A WELL-KNOWN TUG ENTERS ROTTERDAM

Last week enter one of the former famous Rotterdam Europort tugs the New Waterway named **Pallas** (Imo 7422324). We recognize her as the Nieuwe Rotterdamse Sleepdienst tug **Varnebank**. It is the intension to give her back her original name and the NRS-outfit according to tugboat lovers/spotters. She was built in 1975 by Scheepswerven v/h H.H. Bodewes" at Millingen;



Netherlands under yard number 729 for the Nieuwe Rotterdamse Sleepdienst NV. N 1988 transferred to Smit Havensleepdiensten BV. In 1998 she left for Hamburg for Smit International Deutschland GmbH – Hamburg and returned in 2001. In 2004 sold to Alfons Hakans & Co O/Y – Turku; Finland and renamed **Pallas**. The Voith Schneider tug has a length of 34.29 mtrs a beam of 9.56 mtrs and a depth of 5.20 mtrs. The two Stork-Werkspoor diesel engine develops a total output of 2,207 kW (3,000 bhp) with a free sailing speed of 12.5 knots and a bollard pull of 35 tons. *(Photo: Ruud Zegwaard)*

VITTORIA SHIPYARD LAUNCHES ASD TUG FOR ALGERIAN CUSTOMER

Italy's Vittoria Shipyard has marked its return to the Italian and international harbor and offshore tugboat market with the launch of the **C869**, a 26 m towing and escort tug designed and constructed for the harbor authority in Skikda, Algeria. In recent years, Vittoria has specialized in building military and paramilitary vessels, work vessels and passenger transport vessels. For the Adria-based yard, the **C869**, together with another vessel to be built for Russia, mark a significant breakthrough



into the construction of ASD-type tugs with azimuth thrusters. "The ability to innovate and keep high the quality of our products, which is the product of R&D investment, has allowed us to return to the important tug market," said Luigi Duò, president of Vittoria Shipyard. "With the launch of this vessel we want to earn a chance to become a reference manufacturer in this sector too." Final works, sea trials, and delivery, which is scheduled for spring 2018, will follow the

launch of the **C869**. Mr. Duò says that Vittoria won the Algerian order by beating tough international competition from nine other shipyards, including, he says, "the best-known producers of tugs." "That makes us especially proud and confident that other sector operators, especially the Italian ones who often go to foreign firms, will feel they can look at Vittoria as a favorable potential option," he says. Ordered by the Algerian Ministry of Transport in December 2016, for a total value of around 7 million euros, the **C869** is designed to carry out towing and escort operations, both in harbor and coastal environments. The vessel has an overall length of 26 m, beam of 10 m and a draft of 3.80 m for around 500 tonnes of full load displacement. The tug will have more than 30-tonnes bollard pull capacity, will be able to work as an escort and is equipped with a pair of azimuth ASD thrusters driven by two medium speed diesel engines producing a total of over 3,300 horsepower. The unit has accommodations and services to house a seven-person crew and the vessel is being built to Bureau Veritas class. *(Source: MarineLog)*

ACCIDENTS – SALVAGE NEWS


TWO PEOPLE MISSING AFTER TUG SINKS ON MISSISSIPPI RIVER NEAR MEMPHIS

The U.S. Coast Guard and local agencies are searching for two people after their vessel sank at mile marker 733 on the Mississippi River near Memphis, Tennessee on Friday. Coast Guard Sector Lower Mississippi River watchstanders received a notification of a mayday broadcast at 11:42 a.m. of the 66-foot pusher tug **Ricky Robinson** sinking with two people aboard. The uninspected towing vessel is owned by Memphis-based Wepfer Marine Inc. Participating in the




search are 29-foot Response Boat-Small crew from sector Lower Mississippi River, the Memphis Police Department, and the Shelby County Sheriff's Office. The Coast Guard is urging anyone with information to contact Sector Lower Mississippi River. *(Source: gCaptain)*

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GROUNDING AVERTED IN ENGLISH CHANNEL



On Thursday afternoon, the rescue tug **Abeille Bourbon** helped avert a grounding near the Portsall Rocks, a cluster of shoals off the northwestern tip of Brittany. At 1114 hours Thursday, the Dutch freighter **EEMS Traveler** reported a propulsion failure to the French regional search and rescue center (CROSS) at Corsen,

Finistère. She was drifting towards shore about 15 nm off Portsall Rocks, an area best known as the site of the grounding of the tanker **Amoco Cadiz** in 1978. The crew of the **Traveler** continued their efforts to repair their main propulsion, and the rescue center dispatched the **Abeille Bourbon** from the port of Camaret to prepare for a response effort. At 1250 hours, as the **Traveler's** crew were still not able to make repairs, the shipowner contracted with Bourbon subsidiary Les Abeilles (Abeilles International) for a rescue tow into Brest. The **Abeille Bourbon** took the **Traveler** in tow at 1542 hours and brought her back to port for repairs. Les Abeilles has been involved in protecting the French coastline from marine casualties since 1976, and it has participated in 850 interventions over the years. Its missions include many “preventive” tows intended to avert harm, like the rescue tow for the **Traveler**, as well as post-accident response. *(Source: Marex)*

DOVER-BOUND P&O FERRY RUNS AGROUND IN CALAIS

A P&O ferry with more than 200 passengers on board has run aground in stormy weather in Calais harbour in northern France, but there are no injuries, the Pas-de-Calais prefecture said on Sunday. The “**Pride of Kent**” of P&O Ferries tried to leave the Calais harbour bound for Dover, Britain

around midday, but ran aground in the harbour, probably on a sand bank, the prefecture said. "Nobody is hurt and the ship is stable," a prefecture spokesman said, adding that two tug boats were trying to free the ship. All cross-channel traffic has been interrupted, the prefecture said. A spokesman for P&O Ferries confirmed that one of its vessels had run aground in Calais while leaving the port. "There are no reported injuries, the ship is



now afloat and we hope to transfer our passengers to an alternative ship as soon as possible," he said. UK-based P&O operates 20 ferries which carry nine million passengers per year between France, Belgium, The Netherlands and across the Irish Sea. (Source: [gCaptain-Reporting by Geert De Clercq and Pierre Savary](#); Editing by Toby Chopra and Peter Graff) (c) Copyright Thomson Reuters 2017.)

TWO DIE IN PILOT BOAT SINKING



A pilot boat is set to be salvaged in Finland after sinking with two fatalities on 9 December. Two employees of Finnpilot Pilotage died when pilot boat [L 242](#) was lost south west of the Porvoo lighthouse, in the Gulf of Finland, shortly after midnight. The vessel was tasked with collecting a pilot off tanker [Stern Nordic](#). During a search and rescue operation, Finland's

coastguard called vessels [Borgå](#), [Sveaborg](#) and [Turva](#) and rescue helicopters from Helsinki and Turku to assist. But two crew from [L 242](#) died at the scene and the bodies were recovered by divers. Operations have turned to salvaging the pilot boat during a weather window on 11 December and investigating the accident. This incident came a day after a tug sank on Mississippi River in the US, with the loss of two seafarers. According to Vesseltracker, [Ricky Robinson](#) sank near Memphis, Tennessee. The Wepfer Marine-owned tug had two crew members on board when it sank on 8 December. (Source: [Tug Technology and Business](#))

FREIGHTER SANK, BEING PUNCTURED BY WRECK

In the afternoon of Dec 8, 2017, at 5 p.m. the "[Keneukai](#)" sank at its mooring on the Bandjarmasin anchorage amidst the Barito river in southern Kalimantan. The superstructure and forecastle remained above water. The crew of 14 was saved and taken to the Trisakti port clinic. The foreship,

which was still afloat, was moving around with the currents and tides. At the time of sinking the ship was loading cement close to the port of Trisakti Banjarmasin, and 52,000 sacks with 2,500 tons of PT Conch which were bound to Java had already been loaded. A diesel oil spill was observed. The salvage work was hampered by another wreck near ship's sunk



stern. The ship's hull, initially, was punctured by this wreck, when the cargo ship started moving backwards around 3 p.m. with the tide, being not properly anchored. The collision could not be avoided as the crew did not get the engine running in time, and caused engine room water ingress and subsequent flooding. *(Source: Vesseltracker; Photo: Pro Kalsel)*

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KEA TRADER CLEAN UP EFFORTS CONTINUE, NO POLLUTION AT SITE



After the grounded containership **Kea Trader** broke in two, relevant authorities have amended the pollution control plan to address each section separately. Necessary measures to prevent further pollution from the vessel were undertaken and evaluation works were conducted. The new pollution control plan has seen the salvage teams fully recover the unpumpable ballast water from the cargo hold number two at the front part of

the vessel. Skimming operations are being conducted on the starboard sides, while the debris cleaning in the cargo hold number three is expected to be finished by the end of the week, according to New Caledonia's government. Salvage teams are also pumping out oily waters from the machine room in the rear part of the ship. Although the wreck is still being affected by the sea, overflights have found no traces of pollution. The 2017-built **Kea Trader**, which ran aground on the Durand Reef in July 2017, developed a crack and split four months later on November 12 due to heavy seas. The boxship's owner Lomar Shipping earlier said that the constant, heavy movement of the sea, even in good weather, affected Kea Trader causing further damage, weakening the ship's hull, and frustrating the salvage operations on site. In late November a marine pollution alert was issued after globules of oil washed ashore along some of the beaches of Lifou Island, New Caledonia, including Lifou, Ouvea and both Yate and Houailou. *(Source: World Maritime News; Photo: Lomar Shipping)*

SKIPPER, 59, GROUNDED HIS FISHING TRAWLER ON HARBOUR PIER AFTER DRINKING BEER ON AN EMPTY STOMACH FOLLOWING A BOUT OF FOOD POISONING

The captain of a fishing trawler, who left passers-by gobsmacked when he crashed it into a pier, had been drinking on an empty stomach after a bout of food poisoning. Michael Kinnaird, 59, stunned locals when the vessel went crashing into the railings of Mount Batten Pier in Plymouth. He had alcohol in his system when breathalysed two hours after the crash - but was not over



the legal limit, Plymouth Magistrates Court heard. Kinnaird, of Newlyn, Cornwall, told magistrates he had suffered food poisoning beforehand, but was quizzed on the fact he had been drinking beer. They told him at the hearing: 'You made a grave mistake, but the risk of harm is the reason why the case is going to crown court, together with the fact that some alcohol had been consumed. 'You say you suffered from food poisoning, but you had some beer.' He admitted failing to prevent his 121-tonne ship, **Algrie**, from causing serious damage to the pier and was bailed for sentencing at Plymouth Crown Court on December 13. The coastguard and ambulance service rushed to the pier at 9.45pm on October 7 after reports came flooding in of a ship stranded on the rocks at the pier. Onlookers could not believe their eyes, posting pictures and video online, with one even streaming it live on Facebook. Kinnaird has been a skipper for 28 years, with the past 15 and a half spent at sea, the court heard. Tristan Harwood, defending, told the court the 'tide was fully up', which meant the dramatic pictures of the crash were 'misleading'. He said: 'As the tide went out these images make the incident look considerably worse, he didn't really hit the breakwater, he bumped it.' The court heard that Kinnaird had missed the navigational light near the pier before crashing into it and becoming stranded. The coastguard insisted the boat had not hit the pier, but just crashed into the rocks blow. *(Source: Mail Online; Photo: John Baldry-SWNS.com)*

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TUG HIT BY A SNAG SOUTHWEST OF ATTU



The U.S. Coast Guard escorted the "**Resolve Pioneer**" back to Unalaska after it lost use of an engine last week. She had sailed from Busan on Nov 30, 2017, when hitting a snag in the western Pacific Ocean, somewhere southwest of Attu. There might be some fishing line or a net wrapped around one of the propellers. The ship has been slowed down and was running only on one main engine instead of two as a

precaution. The tug is expected to reach the island around next week, along with the Coast Guard Cutter "**Sherman**". Back in port a dive team will cut away the snagged line and the "**Resolve Pioneer**" will resume its place in response, salvage, and towing operations after months of maintenance in Asia. (Source: *Vesseltracker*; Photo: *tugdirk*)

OFFSHORE NEWS

EMAS OFFSHORE AGREES FRESH INVESTMENT DEAL

Singapore's offshore services provider Emas Offshore has entered into a new agreement related to a proposed investment in the company as part of its restructuring process. To remind, Emas in late August entered into a binding term sheet with unrelated third-party investors BT Investment Pte. Ltd. (BTI), a subsidiary of Baker Technology Limited, and Point Hope related to the proposed cash investment for a total amount of \$50 million. As part of the agreement, the parties had the right to terminate the term sheet and abandon the restructuring exercise if Emas' restructuring exercise was not under way or the scheme application was not filed by October 30. On December 9, 2017, Emas exercised its right to terminate the term sheet and, on the same day, entered into a new binding term sheet with BTI in relation to the proposed cash investment by BTI into the company as part of the restructuring exercise of the group. According to Emas' statement on Monday, the term sheet will allow the group to continue with its restructuring exercise to substantially deleverage the group's balance sheet by way of, inter alia, schemes of arrangement to be proposed by the company

and certain of its subsidiaries and to strengthen its working capital position by way of the subscription of new shares by BTI and co-investors, if any, to be issued out of the share capital of the company. The completion of the restructuring exercise and the investment will enable the group to continue as a going concern. The terms



of the agreement include the investment amount of \$50 million for the whole restructuring exercise. The investment may be structured at BTI's option as a stand-alone investment, as a cornerstone investment for a traditional capital market equity raise and/or an investment alongside a co-investor, and any other viable structure, subject to a minimum investment by BTI of \$25 million. If there is no other co-investor, BTI will invest the entire investment amount. Just like the previous one, the term sheet may be terminated, and the restructuring exercise contemplated may be abandoned, at any time prior to closing of the investment. *Restructuring* Emas Offshore, together with its subsidiaries, has filed an application with the High Court of Singapore, seeking the court's leave for each of the Singapore filing entities to convene their respective creditors' meeting within four months from the date of the order, for the purposes of considering and, if thought fit, approving with or without modification the respective scheme proposed to be made between the Singapore filing entities and their creditors. (Source: *Offshore Energy Today*)

SOLSTAD FARSTAD SELLS 24-YEAR-OLD ANCHOR HANDLER



Norwegian offshore shipping company Solstad Farstad has sold one of its anchor handling tug and supply (AHTS) vessels. Solstad Farstad said on Tuesday in an Oslo Bors filing that the sale was made by Farstad Supply AS, the company's wholly-owned subsidiary. The company added that it sold its AHTS **Far Grip** to an undisclosed buyer and that the delivery of the vessel to the new owner took place on Tuesday,

December 12. The **Far Grip** was built in 1993 at the Ulsteinvik yard in Norway. It is 75 meters long, 18 meters wide, and can accommodate 22 people. Norway's newly-formed OSV provider said the sale of the vessel would result in an immaterial accounting effect for the fourth quarter of 2017. According to available AIS data, the vessel is currently offshore Galang Island, Indonesia. With this latest sale, the number of vessels sold by Solstad Farstad since July has risen to seven. Apart from the **Far Grip** sale, the OSV provider sold the **Far Service** PSV, the **Far Shogun** and **Nor Star** AHTS

vessels, and three anchor handlers to the Brazilian Navy. *(Source: Offshore Energy Today)*

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VOS STONE NAMING CEREMONY

We are delighted to announce that the newest addition to our fleet, **VOS Stone**, was Christened yesterday, Friday 8 December. In a ceremony conducted in Rotterdam, the vessel was named by Mrs Ingrid van Driel, Vroon Group Controller. **VOS Stone** is a state-of-the-art subsea-support walk-to-work vessel and sister vessel to **VOS Start**, currently employed at the Walney Extension Offshore Wind Farm in the Irish Sea. Both vessels have



been purpose built to support offshore operations in the Renewable industry and walk-to-work projects in the Oil & Gas industry. **VOS Stone** was delivered to Vroon by Fujian Southeast Shipbuilding, China in July 2017. After undergoing final outfitting works in the Netherlands, she is now ready to commence operations in the North Sea. **VOS Stone**, like her sister vessel, is equipped



with a motion-compensated offshore gangway and a 50T active-heave-compensated crane. A covered warehouse on the main-deck level enhances the vessel's versatility to perform cargo handling and passenger transfers to and from offshore assets, such as wind turbines, offshore platforms or CTVs (crew-transfer vessels), as well as engage in subsea-support operations. With clients often spending more than 14 days on board, today's

onshore internet, multimedia and hotel standards have become the norm for offshore operations. **VOS Stone** exceeds all requirements, providing hotel-type accommodation for up to 60 client personnel, with comfortable cabins, fully equipped office space, excellent WI-FI connection and recreation facilities that include both a cinema and a gym. **VOS Stone** has already been awarded a contract by VBMS to support inter-array cabling operations at the Arkona Offshore Windfarm during the first half of next year. In summer 2018, the vessel will undertake similar operations for E.ON, working on commissioning operations at the same Windfarm. We wish **VOS Stone** and all crew members safe and successful operations. Watch the youtube video [HERE](#)

PUTFORD GUARDIAN TO THE SCRAPYARDS

Stand/By Vessel **Putford Guardian** (Imo 6800012) was seen swinging in the river at Lowestoft this afternoon for the last time bound for Grenaa to be recycled. The British registered with call sign GXVR was built in 1967 and is owned and managed by Boston Putford Offshore Safety – Lowestoft; United Kingdom. She has a grt of 638 tons and a dwt of 807 tons. She is classed Lloyd's Register of Shipping. *(Source & Photo: Paul Gowen)*



VOS PARTNER LOADED LEAVING MALTA FOR BAHR ESSALAM FIELD, LIBYA



The 2016 built Dutch registered with call sign PDBU platform supply ship **VOS Partner** (Imo 9709128) was seen leaving Valletta, Malta on Monday 11th December, 2017 for the Bahr Essalam Field offshore Tripoli, Libya. The PSV is owned by PSV Express V BV – Den Helder; Netherlands and managed by Vroon Offshore Services BV – Den Helder; Netherlands. She has a grt

of 3,638 tons and a dwt of 4,122 tons and is classed American Bureau of Shipping. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

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BOSKALIS COMPLETES SUCCESSFUL AASTA HANSTEEN FLOAT-OVER INSTALLATION

Early yesterday morning Boskalis successfully completed an impressive dual vessel float-over operation of the Aasta Hansteen topside. Over the last number of years Boskalis through its subsidiary Dockwise, has played a critical role in the transportation of the Aasta Hansteen SPAR from South



Korea to Norway and the topside installation. With this achievement, Boskalis has broken many engineering records with the transport of the largest and heaviest SPAR ever, the largest catamaran topside float-over and more than 100,000 worked hours with zero lost time injuries. The Aasta Hansteen FPSO SPAR is a gas production and storage platform that will be operated by Statoil on the Aasta Hansteen field approximately 300 kilometers off the coast of Norway. The SPAR consists of a lower part, referred to as the hull or substructure, and the topsides on top of the SPAR hull. The SPAR hull was transported horizontally by Boskalis from the yard in South Korea to a fjord near



Stavanger in Norway. This enormous cylindrical buoy with a diameter of 50 meters, 198 meters length and weight of 46,000 tons was transported by the **Dockwise Vanguard** earlier this year. Subsequently, Boskalis transported the 24,300 tons topside which was also built in Korea. This operation was carried out with the **White Marlin**, the newest and second largest vessel in the Dockwise

fleet. The third and final phase was the installation of the topside on top of the SPAR hull. Once the **White Marlin** arrived in Norway, the topside was transferred onto two S-class vessels, the smallest in the Dockwise fleet. After accurately positioning these two vessels on either side of the **White Marlin**, they started un-ballasting whilst the **White Marlin** ballasted down and maneuvered out from underneath. The result was a sort of catamaran structure with the topside linking the two hulls. Over the weekend, the catamaran structure with the topside was towed out to the vertical SPAR hull. Once everything was in position above the substructure, the mating operation between the hull and topside was successfully completed. Click [HERE](#) for a time-lapse of the float-over installation. Alternately for an animated version of the operation, please click [HERE](#). More high-resolution footage and an exclusive interview will



be included in the next feature of the Boskalis Horizons magazine due out next month. (*Press Release*)

GLOMAR OFFSHORE SCOOPS VESSEL WORK OFF GABON



Dutch offshore support vessel operator Glomar Offshore has been awarded a deal for one of its vessels for work offshore Gabon. Glomar said on Monday that the standby vessel **Glomar 4-Winds** was hired by the company's partner Rederij Groen B.V. for a seasonal term contract in Gabon. The **Glomar 4-Winds** will perform seismic guard and chase duties for Rederij Groen's clients for

the next five months. According to the company, this is Glomar's first deployment in Sub-Saharan Africa. This is the second contract in under a week for Glomar. In both cases, Rederij Groen hired a vessel for work outside the North Sea market. Namely, Glomar's 2012-built standby vessel **Glomar Linde** was awarded a deal for 12 to 24 months outside Europe with Rederij Groen last week. "Together with our current contract outside of Europe, this marks our second deployment outside our familiar field of action and offers us seasonal coverage on the usually subdued winter market in the North Sea," the company said. As for the vessel, the **Glomar 4-Winds** was built in 1986 and rebuilt in 2012. The offshore and support vessel is 45.7 meters long and 9 meters wide. The Panama-flagged vessel can hit a maximum speed of 10.6 knots and accommodate 19 people. (*Source: Offshore Energy Today*)

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WALK TO WORK VESSEL ON HER WAY TO HOMEPORT DELFZIJL

Today the PX121 platform supply vessel **Blue Queen** left the Norwegian shipyard on her way to Delfzijl in the Netherlands. Upon arrival the vessel will be converted into a walk to Work Emergency Response and Rescue Vessel (W2W ERRV). Wagenborg Offshore has been awarded a 6-year contract by Nederlandse Aardolie Maatschappij (NAM) and



SHELL UK Exploration & Production (Shell UK)) for the provision of a second walk-to-work vessel. NAM and Shell UK work together in combined business unit on the gas production on the Southern Northsea. The vessel will support its offshore operations. This long-term contract was signed November 13 th by the directors of the companies. The so-called 'Walk-to-Work Emergency Response and Rescue Vessel' (W2W ERRV) will operate as a standby and support vessel for inspection and maintenance of the unmanned platforms in both Dutch and British waters. Watch the youtube video [HERE](#) (*Press Release*)

WINDFARM NEWS - RENEWABLES

OLEG STRASHNOV TO CONTINUE INSTALLATION OF BEATRICE JACKET FOUNDATIONS



Seaway Heavy Lifting's (SHL) vessel **Oleg Strashnov** is due to arrive at the Beatrice offshore wind farm to recommence foundation installation. The vessel installed the first wave of 24 jackets in August and September for the SWT-7.0-154 turbines and offshore substations. Originally it was anticipated that SHL's **Stanislav Yudin** would

remobilize and install the next wave of jackets after the prepiling work was finished but this has over ran. The 86 1,000t jacket foundations have been fabricated by Bladt Industries, Smulders and Burntisland Fabrications Ltd (BiFab). There is some uncertainty regarding the completion of BiFab's jackets as the company faces administration. BiFab was originally scheduled to deliver the last 16 of its 26 jackets by April 2018 with the second phase of jacket installation taking place in May 2018 by SHL. *(Source: GRS)*

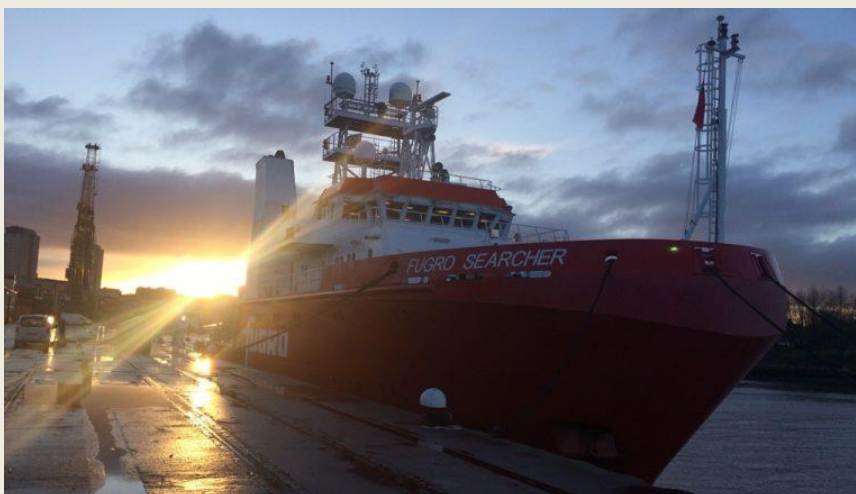
ESVAGT MERCATOR KEEPS NOBELWIND AND BELWIND SPINNING

ESVAGT's latest new build the 'Esvagt Mercator' has begun her 10-year contract servicing more than 100 offshore wind turbines in Belgian waters. Servicing the 50 turbines at Nobelwind, Belgium's newest offshore wind farm and the 55 turbines at Belwind 1, the Service Operation Vessel (SOV) 'Esvagt Mercator' continues the fine collaboration between MHI Vestas Offshore



Wind and ESVAGT. Chief Commercial Officer, Søren Karas, looks forward to a continued partnership: "The 'Esvagt Mercator' is the latest development in our proven SOV concept and an example of the innovation made in fruitful cooperation with MHI Vestas. Collaborating and partnering in finding new, innovative solutions helps us on the road to a lower cost of renewable energy", Søren Karas says. Prior to commencing the contract, godmother Stine Würtz Jepsen christened the 'Esvagt Mercator' at the Port of Oostende on 1 December. ESVAGT crew and MHI Vestas technicians elaborated on seven years of shared operational experience with 'Esvagt Supporter' at Belwind 1 and on looking forward to continue that partnership. *(Press Release)*

FUGRO TO BEGIN SEABED SURVEYS AT TRITON KNOLL



Fugro is set to start seabed and sub-seafloor investigations at the Triton Knoll site in the UK. Under a GBP 3 million contract, Fugro will operate three vessels out of the Humber, supported by technical teams from the company's Wallingford headquarters. The geophysical and geotechnical investigations will involve the mapping

and testing of the seafloor and sub-seafloor conditions and borehole testing to a depth of up to 50 metres, at the locations of all 90 turbines and two offshore substations. Conditions around the export and inter-array cable locations will also be investigated. For the duration of the works, the local firm

PMSL will provide guard vessel services. “This programme of site investigations will aid our detailed design work, and marks a critical stage in our preparations for offshore construction, currently expected to begin in 2020,” said Andy Barwise, Triton Knoll Principal Geotechnical Engineer. “These site investigations will be key to the production and installation of the 90 monopile foundations, currently being designed by UK firm Atkins on behalf of main contractor Smulders Sif Steel Foundations JV , and which will support the most powerful and efficient wind turbines currently on the market.” According to innogy, this is the first major offshore activity for the Triton Knoll project since winning at the UK Government’s latest Contract for Difference (CfD) auction in September and after innogy acquired former partner Statkraft’s shares in the 860MW wind farm to become sole owner. *(Source: Offshore Wind)*

DREDGING NEWS

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DREDGING GIVES DECOM SHIPS 24-HOUR ACCESS TO EXPANDING ABLE FACILITY

Able Group in the UK has strengthened its position as an offshore decommissioning and recycling facility with a £6M (US\$8M) investment at its Able Seaton Port facility on the River Tees. A recently completed upgrade and dredging programme means it can offer enhanced



facilities for a range of activities, including marine decommissioning, offshore wind installations and handling large-scale project cargo. This latest phase of the investment at Able Seaton Port included extensive dredging work that, with a depth of -9.5 m CD, will provide 24-hour sea access for the majority of vessels. Able’s executive chairman Peter Stephenson stressed that the company was committed to continued investment in facilities at Able Seaton Port to ensure that it remained at the forefront of the growing offshore decommissioning industry, as well as exploiting other developing sectors. “We have always taken a longer-term view in respect of our investments and these latest works will assist us to continue and deliver an even wider range of projects on time and on budget,” said Mr Stephenson. “The group is committed to meeting new challenges and embracing new opportunities and the increased depths at Able Seaton Port will mean that we can now

accommodate some of the largest vessels operating across a range of different business sectors.” Able won the contract for the decommissioning the 24,000-tonne Brent Delta platform, which was moved to Able Seaton Port in May 2017. Decommissioning work will be completed next year, after which the next two platform topsides from the Brent field are expected in 2019 and 2020. “The very fact that we were successful in being awarded the contract from Shell for the largest ever single-lift load in on our newly constructed Quay 6 demonstrates the capabilities of the company in this growing market. There will be more to come and we are also confident of winning new work linked to the renewable energy sector.” The dredging work provided an absolute minimum 9.5 m of water in the Seaton Channel and the Holding Basin. Given the tidal range of the River Tees this figure increases, depending on the tide cycle, to between 10.4 m and 15.0 m. Quays 10 and 11 are currently dredged to similar levels and have the capacity to be increased to a minimum level of 15.0 m providing between 15.9 m and 20.5 m of water depth. *(Source: Offshore Support Journal)*

YARD NEWS

CANADA’S FIRST ARCTIC AND OFFSHORE PATROL SHIP ASSEMBLED



The Royal Canadian Navy's first Arctic and offshore patrol ship, the future **HMCS Harry DeWolf**, is now assembled at Irving Shipbuilding's Halifax Shipyard. On Friday, the bow section of the vessel was transported on heavy lift transporters from inside the Halifax Shipyard's indoor shipbuilding facility outside to land level. With all three sections of the vessel

joined, further outfitting of the ship will continue. There are currently two vessels, the future **HMCS Harry DeWolf** and the future **HMCS Margaret Brooke**, under construction at Halifax Shipyard, with steel cutting for a third, the future **HMCS Max Bernays**, scheduled for later this month. The project will deliver five ice-capable ships, with an option for a sixth, designated as the Harry DeWolf Class, after Canadian wartime naval hero Vice-Admiral Harry DeWolf. The vessels will be capable of armed sea-borne surveillance of Canada's waters, including the Arctic, cooperating with other partners in the Canadian Armed Forces to assert Canadian sovereignty, when and where necessary. The announced names of the Harry DeWolf-class ships to date are: **HMCS Harry DeWolf**; **HMCS Margaret Brooke**; **HMCS Max Bernays**; **HMCS William Hall**; **HMCS Frédéric Rolette**. The future **HMCS Harry DeWolf** is scheduled to be launched in summer 2018. To date, Halifax Shipyard and its major subcontractors have more than \$1.9 billion in spending commitments with over 250 organizations across Canada as part of the Halifax Shipyard's facility modernization and patrol ship program. The commitments span from Newfoundland and Labrador to British Columbia, including most provinces and territories in between such as Nunavut, Ontario and Quebec. The company forecasts more than \$3.17 billion of economic activity across Canada between 2013-2022. *Specifications* Length: 103 meters (338 feet); Beam: 19 meters (62 feet); Complement: 65 *Features* • Modern integrated bridge. • BAE Mk 38 remote controlled 25 mm gun. • Enclosed focsle/cable deck to protect foredeck machinery and work space from harsh Arctic environment. • Helicopter capability: depending on the mission, the embarked helicopter could

range from a small utility aircraft up to the new CH-148 maritime helicopter. • Multiple payload options such as shipping containers, underwater survey equipment or a landing craft. Ship has a 20-ton crane to self-load/unload. • Vehicle bay for rapid mobility over land or ice, the ship can carry vehicles such as pickup trucks, ATVs and snowmobiles. • Diesel-electric propulsion will consist of two 4.5 propulsion MW (induction) motors and four 3.6 MVA generators. • Retractable active fin stabilizers deployed to reduce ship roll for open ocean operations, retracted for operations in ice. • Multi-role rescue boats with a top speed of 35+ knots, 8.5 meters (28 feet) long will support rescues, personnel transfers or boarding operations. • Bow thrusters to enable maneuvering or berthing without tug assistance. *(Source: Marex)*

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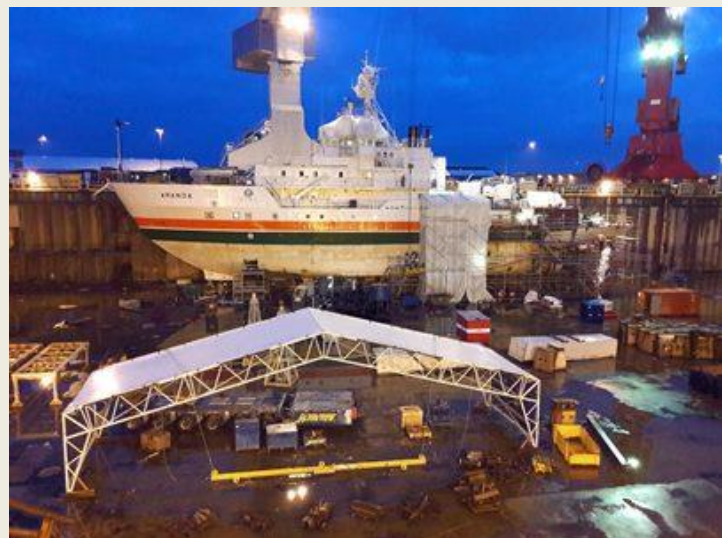


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RESEARCH VESSEL MODERNIZED WITH SCHOTTEL PUMP JET

The 28-year-old **Aranda** is the first Finnish vessel to be modernized with a diesel-electric hybrid propulsion system. The 59.2 m long and 13.8 m wide ice-going research vessel is to be fitted with a 3 MW generator. While the conventional shafting is being



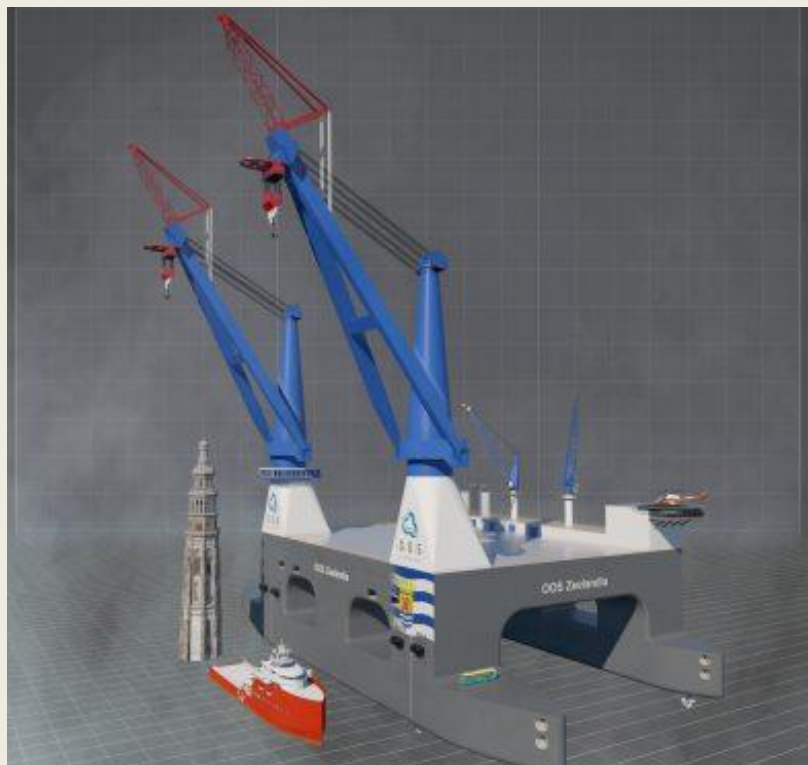
retained, an electrically powered SCHOTTEL Pump Jet (SPJ) of type SPJ 132 RD will be installed as a new auxiliary propulsion unit. It features an input power of 400 kW, is installed flush with the bottom of the research vessel and provides maximum thrust over the full 360° range, with no resistance, even in shallow water. *Just in time on customer request* After a very short project planning phase, the customer requested delivery of the equipment in three monthly partial shipments of well, steering system and

propulsion unit. As the last item, the Pump Jet has now been shipped to the Finnish shipyard Rauma Marine Constructions. *Design and low noise levels facilitate research* The **Aranda** is owned by the Finnish Environmental Institute and is intended for year-round research and surveying missions. Besides the propulsion assistance provided by the auxiliary drive, the SPJ is also used for dynamic positioning with an accuracy of half a meter. The resilient mounting means that the steel and cast-iron structure of the Pump Jet is completely isolated from the vessel's hull, thus eliminating high-frequency excitations. In addition to extremely quiet operation, this property is a prerequisite for undisturbed seismic measurements, which will be one of the many tasks of the research vessel.

(Press Release)

OOS ORDERS NEW CRANE VESSEL FROM CMIH

OOS International has signed a memorandum of understanding (MoU) with China Merchants Industry Holdings (CMIH) for the design and construction of the new Semi-Submersible Crane Vessel (SSCV), the **OOS Zeelandia**. OOS has revealed the **OOS Zeelandia** during the EU-China Blue Industry Cooperation Forum on Friday, and confirmed it has signed the MoU with CMIH back in July of this year. The new SSCV, which is according to OOS the largest SSCV in the world, will be suitable for platform removal and installation in deep water. It will be equipped with two cranes



per crane, the aft crane is fitted with a 360 degrees rotating DP work bridge where DPO's and crane drivers are located next to each other. Furthermore, the dynamically positioned ICE Class 1B LNG vessel can reach a high transit speed up to 15.4 knots and has a low fuel consumption due to its ship shaped asymmetric design, the company noted. Léon Overdulve, CEO and founder of OOS International, said: "These immense volumes that go beyond the capacity of our current fleet will be of great value to the decommissioning and subsea installation market based on client demands concerning the removal and installation of a high number of platforms. The new vessel which will be designed with the highest safety and ecological standards proves our dedication and persistence to provide the most significant benefits in terms of people, profit and planet to optimally serve the developing oil and gas industry." *(Source: Subsea World News)*

METAL SHARK OFFERS NEW DAMEN-DESIGNED CREW VESSEL

Louisiana-based shipbuilder Metal Shark has announced the availability of the new Damen **FCS 7011** for the U.S. market. Developed by Damen in response to feedback from leaders in the offshore oil and gas sector, the **FCS 7011** has been designed to reduce logistical cost and increase efficiencies



in an era of low oil prices. The all-aluminum monohull **FCS 7011** is a fast and comfortable crew supply vessel for offshore production facilities. Incorporating Damen's "Sea Axe" bow and a ride control system for roll and pitch reduction, the **FCS 7011** offers increased operability in offshore sea states. Steerable skegs allow for

highly accurate course corrections, while a gyroscope maintains stability during crew transfer. A motion-compensating gangway is an available feature. "The **FCS 7011** utilizes smart design and the latest technology to bring new levels of comfort, safety, and efficiency to the offshore sector," said Metal Shark CEO Chris Allard. "Metal Shark enjoys a great relationship with Damen and we're excited to offer this first-in-class vessel to U.S. operators." Designed for passenger comfort, the **FCS 7011** may be custom-configured to suit individual client requirements. With its size, range, 40-knot speed, and 150-passenger capacity, the vessel allows operators to efficiently service multiple platforms on a single trip for maximum cost savings and energy gains. The **FCS 7011** will be produced at Metal Shark's Franklin, Louisiana shipyard, which is also producing a fleet of 85' Damen-designed patrol boats under the U.S. Navy's Near Shore Patrol Vessel (NCPV) contract.

(Source: Marex)

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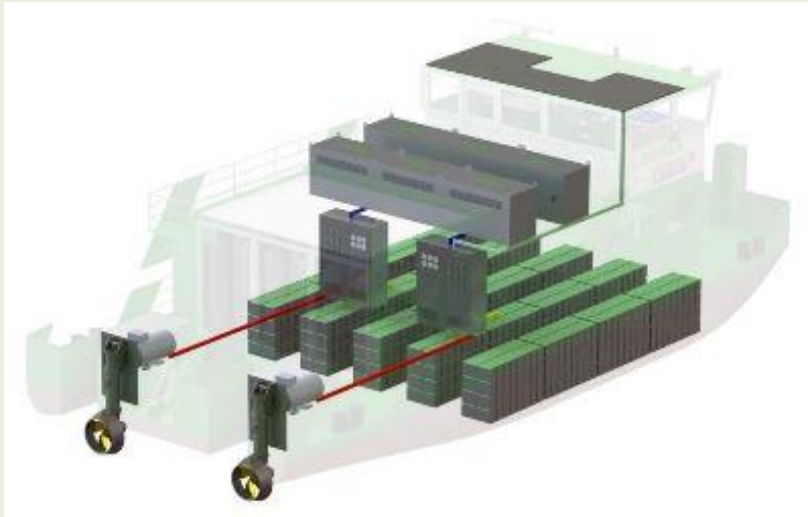
DUITSERS ONTWIKKELEN EMISSIELOZE DUWBOOT



Ook de zware vrachtaart gaat over op elektrisch. De Technische Universiteit Berlin ontwikkelt een elektrische duwboot, met batterijen en brandstofcellen als energiebronnen. De bouw van het prototype duurt nog wel even: die begint in 2019. **RiverCell/ELEKTRA** heet het project dat onder leiding staat van ingenieur Gerd Holbach,

hoogleraar aan deze technische universiteit in Berlijn. Het gebruikt een hybride aandrijfsysteem, een combinatie van oplaadbare batterijen en brandstofcellen. De ontwikkeling van de duwboot gebeurt in nauwe samenwerking met de gebruikers en sponsors, de logistieke dienstverleners BeHaLa en Imperial. De aandrijving is afgestemd op de maten en het gebruikersprofiel voor het vrachtvervoer in de regio Berlijn-Brandenburg. Met zijn 19 m kan hij met een duwbak door alle sluizen richting Hamburg of Oostzeehavens zonder te moeten afkoppelen, en de breedte van 8,20 m is nodig voor de duwbak van de 1400 ton zware gasturbines van de Siemensfabriek in Berlijn.

Batterij en Waterstof Het schip is uitgerust met twee elektromotoren van 200 kW elk. Op volgeladen batterijen (twee maal 1.250 kWh) is met een snelheid van 8 km/h een bereik van 65 km mogelijk. Verder varen tot de zeehavens van Hamburg en Stettin, dat wil zeggen een dagafstand van 130 km bij een snelheid van 8,5 km/h, haalt het schip dankzij de parallel geschakelde waterstof-brandstofcellen met een totaal vermogen van 192 kW. Het schip heeft een voorraad van 740 kg waterstof aan boord, die onder een druk van 500 bar is opgeslagen in een zestal tanks. Verder zitten er op het dak van het stuurhuis zonnepanelen met een piekvermogen van 2,5 kW voor het boordnet, dat ook over een eigen batterij van 230 kWh



beschikt. **De batterijen en brandstofcellen op de duwboot.** Vanwege de beperkte ruimte op het schip voor het aandrijfsysteem – er moet ook plaats zijn voor drie bemanningsleden bij meerdaagse vaartochten tussen de zeehavens en Berlijn – is gekozen voor een maximale snelheid van 10 km/h, nodig voor speciale manoeuvres. Het schip mag daarom niet op de Rijn varen waar een pieksnelheid van 13 km/h is voorgeschreven. **Emissievrij** Dankzij een financiële injectie van 4,7 miljoen euro van het Duitse verkeersministerie en van de betrokken partners gaat het concept in productie. Momenteel werft Holbach toeleveranciers. Hij voorziet dat de bouw van het prototype kan beginnen in het najaar van 2019, een jaar later is de tewaterlating gepland. De realisatie hangt verder af van ontwikkelingen in de waterstofinfrastructuur in Duitsland, waar momenteel wel aan wordt gewerkt. De **ELEKTRA**

vaart met zijn walstroom en waterstof volledig emissievrij. Zijn beide duurzaam opgewekt, dan veroorzaakt het varen geen enkele uitstoot. Dat is ook wat de partners van het project voor ogen staat.



De **ELEKTRA** speelt ook in op wens van de stad Berlijn die in 2050 al zijn transport emissievrij wil hebben. Omdat de havenbekkens direct naast woongebieden liggen is ook geluid een belangrijke eis: elektromotoren leveren 70% minder lawaai dan de huidige – 40 jaar oude – dieselmotoren. (*Source: De Ingenieur by Judith Stalpers*)

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ARCTECH HELSINKI SHIPYARD LOOKS FOR NEW INVESTOR AS SANCTIONS BITE

Russian state-owned United Shipbuilding Corporation (USC) is looking for a new owner for its Arctech Helsinki shipyard as sanctions against the holding company hamper business, the head of the shipyard said on Tuesday. The shipyard is the world's biggest builder of vessels that can navigate ice-covered waters, and it has expected more orders as melting sea ice opens the Arctic to more shipping,



mining and oil drilling. However, following the Ukraine crisis and back-to-back East-West sanctions, Russian ownership has complicated the shipyard's access to finance. Arctech Managing Director Esko Mustamaki told Reuters USC was looking to sell a majority stake in the shipyard to an industrial buyer from the West. "I don't want to comment on the reasons, that is up to the owner, but it is clear that sanctions are a big problem for us," he said by telephone. "All issues regarding finance and insurance have been challenging." Business daily Kauppalehti earlier on Tuesday quoted USC executive Evgeny Zagorodniy as saying the company was trying to find new partners due to sanctions and it had discussed the situation with the Finnish government. A USC spokeswoman declined immediate comment. The shipyard was once owned by Norway's Kvaerner and Aker Yards, and later by South Korea's STX, whose financial problems eventually prompted the deal with Russia, completed in 2014. *(Source: MarineLink)*

WEBSITE NEWS

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

- Muller strengthens fleet with ASD tug “En Avant 30”
- 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

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