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

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TUGS & TOWING NEWS

WAGENBORG TOWAGE ACQUIRED TUG BOAT BOA TYR



Recently Wagenborg Towage acquired the tug boat 'Boa Tyr'. Renamed 'Waterman' this tug will be added to the Wagenborg fleet. A bollard pull of 60 tonnes makes the vessel fitted for port and sea towage, salvage operations and anchor handling services. This makes **Waterman** a perfect fit in Wagenborg's existing fleet of tug boats. The general particulars of the Waterman are as follows: Length over all: 33,34 m; Beam:

10,0 m; Draught: 5,00 m; GT / NT: 429 / 128 t; BP: 60 t (*Press Release*)

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QUADRUPLE DELIVERIES FROM HONG KONG TO MEXICO

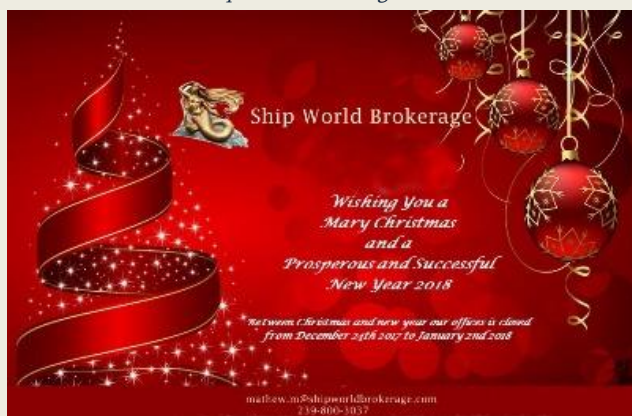
Following the award of several licenses in Mexico to Compañía Marítima Mexicana (CMM), part of the Boluda group, tugs were ordered from Cheoy Lee Shipyards in Hong Kong. The initial two tugs of the RA3200CL type named: **CMM Jarocho**, meaning a typical person or music style from Veracruz, and **CMM Maguey**, named after a species of the Agave plant used amongst others in distilling tequila, were transferred to the Mexican registry on delivery. Both vessels were handed over to Redwise Maritime Services BV for their maiden voyage to Manzanillo. The delivery under own power to Manzanillo was completed with a full Mexican crew supported by **Redwise's** Dutch Master joining the Mexican crew on one of the tugs and **Redwise's** Dutch Chief Engineer on the

other, together with the future Chief Engineers of CMM joining for familiarization in the capacity of 2nd Engineer. Following the successful transpacific voyage in winter/early spring 2017, two more sister vessels were taken over by **Redwise** at Cheoy Lee shipyards in Hong Kong, this time for an even longer voyage. The **CMM Cordobés** named after the citizens of Cordobes and the **CMM**

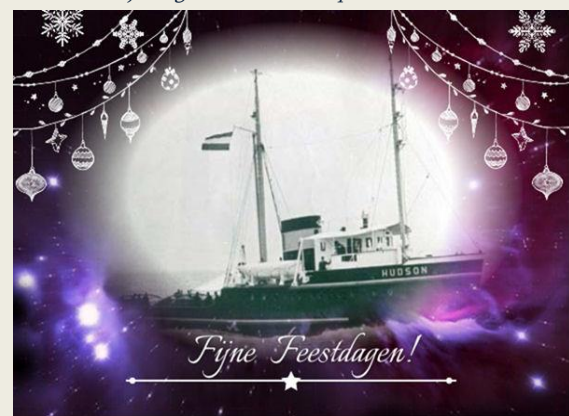


Chapulín, meaning grasshopper. The latter name is definitely suitable for the vessel. Both vessels needed to “jump” the Pacific and to continue via the Panama canal to Coatzacoalcos on the Caribbean side of Mexico. Although this is no guarantee for fine weather conditions both vessels set off late summer. In the initial week Typhoon Banyan tracked ahead of the tugs, while after the bunker call at Ensenada, the two tugs needed to deviate for Hurricane Norma. Both tugs are equipped with Satcom C’s and **Redwise**’s duplicate Iridium sets for the voyage allowing the vessels to receive proper weather forecasts and weather charts. This enabled them to plan the safest route to avoid any undue risks and potential weather damages. All four voyages, with the latter two well over 11.000 miles, ‘without frequent flyer points’ had the same crew setup. They were completed without any technical issues. All four vessels are equipped with CAT 3516C-(HD) main engines of 2.000 kW each, driving and Schottel SRP 1515 FP thrusters. The delivery voyages under own power and under **Redwise** management & responsibility ensured that CMM received 4 well run in RA3200CL ASD tugs, fully ready to commence their operation on arrival. *(Press Release)*

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SA AMANDLA ON CALL

It’s official! South Africa’s legendary ocean-going tug has a refreshed name – and was recently named ‘**SA Amandla**’ to ensure her continued relevance! But apart from her new name, it’s the same experienced, professional, skilled team of South Africans on board – ready to respond within 30 minutes to a maritime emergency on our coast from her home port of Cape Town. Utilising the tug as a platform for marine environmental protection, in partnership with the South African Department of Transport and the South African Maritime Safety Authority, AMSOL provides an



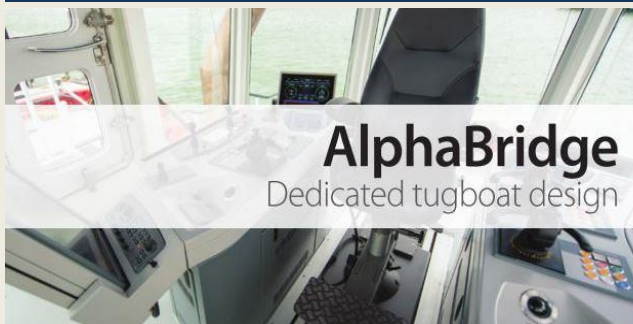
essential service to the maritime sector with the provision of emergency response along the Southern African coastline. Recent activities highlight the important role the tug and the team onboard, together with authorities, play in protecting the marine environment.

September: On the 20th of

September, the tug was mobilised from Cape Town to proceed to the last known location of the bulk carrier '**Nord Explorer**', which had experienced main engine problems in the South Atlantic Ocean. The '**SA Amandla**' arrived at the location of the casualty on the 22nd, and escorted the bulk carrier to Cape Town where she was safely delivered to her Owners. Shortly thereafter, on the 29th of September, the tug was mobilised to standby the immobilised bulk carrier '**Ocean Shine**' at Anchorage No.1 off of Cape Town, whilst the vessel carried out main engine repairs. *October:* On the 9th October, the '**SA Amandla**' proceeded to the bulk carrier '**Bene**', which was drifting off of port limits in Cape Town with propulsion concerns. The tug reached the casualty where a successful tow connection was made and the '**Bene**' was safely towed into Port and delivered on the 11th of October. *November:* In November, the tug, supported by the Anchor Handling Tug Supply Vessel '**Peridot**', provided towage and support to a disabled product tanker off of South Africa's west coast.

(Source: Amsol)

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GULF ISLAND TO BUILD TUG FOR SEAWAY DEVELOPMENT CORPORATION

Gulf Island Fabrication, Inc. (NASDAQ:GIFI) reports that, through its subsidiary Gulf Island Shipyards, LLC, it has been awarded a contract for the construction of an ice class, CPP Z-drive tug from the Saint Lawrence Seaway Development Corporation (SLSDC). The contract also includes optional items. The multi-purpose tug will be designed to provide icebreaking/ice-management services on the St. Lawrence Seaway, handle aids to navigation, and push SLSDC's two buoy and gate lifter barges. The tug will also be capable of secondary roles in ship assist, fire-fighting, and pollution response. Gulf Island Shipyards, LLC has contracted with Technology Associates, Inc. for completion of Functional and Production Design for the vessel. Delivery is expected in the spring to

summer of 2019. *Additional vessel specifications:* The 118 ft x 45 f., all-steel vessel will have an ice-breaking bow form, with a full load draft of approximately 14.5 feet. The vessel will be classed by ABS as an Ice Class 1A tug with Towing Service notation, and FiFi capable. Propulsion for the tug will be supplied by two controllable-pitch Z-drive propulsion units, each driven by a high-speed diesel engine and generating approximately 65 LT of bollard pull. The vessel is also designed for operation with an unmanned machinery space. Deck machinery will include a heavy-duty deck crane, a stern roller, and shark jaws to allow the tug to handle buoys on its aft working deck. The tug will also be designed to minimize noise and vibration throughout the vessel. "We are thrilled to work with St. Lawrence Seaway Development Corp. on this state-of-the-art vessel. This award confirms our position in the marketplace as a premier shipbuilder servicing a variety of markets," said Kirk J. Meche, President and CEO of Gulf Island. (*Source: MarineLog*)



Leon de Hoop



Thijs Zwart



CHESAPEAKE SIGNS DEAL TO BUILD FOUR MORE VANE TUGS



The 94-foot, 3,000-hp push tugs will have conventional shafts and rudders. Chesapeake Shipbuilding Corp. has signed another agreement with Vane Brothers of Baltimore, Md., to design and build four new Subchapter M-compliant push tugs, yet to be named. This new order will bring the total number of tugs to 20 that have been built by Chesapeake Shipbuilding for Vane Brothers since 2007. Design and

construction on the new tugs will begin immediately in Chesapeake Shipbuilding's hull fabrication buildings. The four new vessels will be sister ships. The new 3,000-horsepower tugs will be equipped with twin Caterpillar 3512 main engines, conventional shafts, rudders and flanking rudders. They will accommodate up to seven crewmembers and will have large, modern private and

semi-private quarters. The Chesapeake-designed tugs will be 94 feet long, with a 34-foot molded beam and a 10-foot 6-inch molded depth. *(Source. Professional Mariner)*

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2017: A YEAR OF TUG ADVANCEMENTS

Editor Martyn Wingrove reviews the main technology and issues that affected the global tug sector in 2017. It has been an exceptional year for innovations in tug technology and operations that in some cases will only come to fruition in 2018. The sector has been boosted by demand for higher power tugs to assist the giant-sized container ships that have entered service or been ordered for delivery over the rest of this decade. In reaction to these trends, designers have been innovative in their approach, testing different concepts and providing owners with varying levels of operating performance. There has also been a drive by the tug sector to adopt a growing tide of environmental regulations and concerns, resulting in an increase in the number of tugs operating on gas fuel or using hybrid propulsion systems. There have been challenges though



for tug operators, such as uncertain futures for unused units in their fleets and falling revenues in competitive markets, most notably in salvage. Below are the top five trends that I consider are impacting the tug sector for the better or for worse. Please feel free to contact me at martyn.wingrove@rivieramm.com if you agree or disagree. I look forward to your feedback.

Race for higher power With the delivery of container ships with capacities up to 22,000 TEU comes responsibility for manoeuvring them effectively and safely in terminals. The same goes for the growing requirements for escorting and handling liquefied natural gas (LNG) carriers at the rising number of import and export terminals. In reaction to these demands, tug operators have ordered more powerful tugs that can deliver bollard pulls of up to 90 tonnes, and in a few cases beyond 100 tonnes. Shipyards that build tugs on a speculative basis, with the expectation they can be sold on, have worked with naval architects, most notably Robert Allan, on semi-standard tugs with higher bollard pulls. They have been building them in the 60 to 70 tonnes bracket on speculation for several years, but in 2017 there were tugs achieving 80 tonnes bollard pull. Tugs were built to order with higher bollard pulls for specific

owner requirements, some at more than 100 tonnes. However, at least half of the tugs that entered service in 2017 were built on a speculative basis. In 2018, we will see shipyards building a few of these speculative newbuildings with bollard pulls of more than 80 tonnes, and perhaps up to 90 tonnes as they recognise the changing power trend. Engine manufacturers will also need to recognise this.

Innovative designs 2017 will be known as the year for innovative tug designs and technology, when naval architects took conceptual ideas for alternative towage operations and thruster configuration and made them reality. The prime example I have in mind is Multraship Towage and Salvage's Multratug 32 harbour tug, the first commercial Carrousel Rave tug. This combines



Voith propulsion in an inline configuration with a Robert Allan-designed low-drag hull and a carrousel towing system developed by Novatug. Multratug 32 was pictured undergoing sea testing in the North Sea during December and is expected to enter service in early January. Novatug managing director Julian Oggel discussed tug design innovations at our inaugural Asian Tug Technology & Salvage Conference in Singapore in September. In the latest issue of Tug Technology & Business, Robert Allan president and chief executive Mike Fitzpatrick explained that Multratug 32, as a Carrousel Rave tug design, was ideal for harbour and canal towage.



LNG versus hybrid Other innovations around tug design and construction came from owners turning to alternative fuels and energy storage devices. This was highlighted by Tug Technology & Business when it awarded its Tug of the Year honour to three LNG-fuelled escort tugs that were built in Spain for Østensjø Rederi. Dux, Pax and Audax

have been operating at Statoil's production terminal at Melkøya, near Hammerfest, Norway since their naming ceremony in August. They were designed to operate in extreme weather and sea conditions within the Arctic Circle in temperatures down to -20°C . They were built by Astilleros Gondán in Spain, classed by Bureau Veritas and designed by Robert Allan as RAsar 4000-DF class tugs. Tug owners have also been opting for hybrid propulsion systems for newbuildings. These incorporate diesel-electric engines and battery packs, which can be combined to provide enough power during towage operations. But, during general harbour operations and idle periods tugs can be powered just by the batteries. Hybrid propulsion technology can include electric drives, DC hubs and permanent magnet motors to drive highly efficient thrusters. Hybrid propulsion needs to be integrated with the tug design, which was one of the reasons why Wärtsilä launched a new portfolio of hybrid propulsion tug designs at our Tug Technology and Salvage Conference in Singapore in September. Wärtsilä produced three designs of hybrid tug with bollard pulls of 50 tonnes and 75 tonnes including one for escort operations. Others are following with tugs designed specifically with hybrid propulsion in mind.



Salvage revenues slump All this investment needs to be paid for by tug owners in the newbuilding cost and eventually by charterers. However, competition is keeping a lid on profitability in tug operations, especially in salvage. International Salvage Union (ISU) president Charo Coll highlighted the issue of decreasing profits in salvage at an event in December. She explained that there has been a slump in income ISU members have achieved from emergency response and wreck removal work from US\$717M in 2015 to US\$380M in 2016. There is no information available on 2017 income, which may not be published until mid-2018. Mrs Coll blamed the decline in the use of Lloyd's Open Form (LOF) for salvage project contracts for this sharp drop in income. An LOF enables salvors to



rapidly react to casualties and be paid at the end of the project, based on value of the salvaged assets. There have been calls this year for amendments to LOF in favour of insurance companies and shipowners. However, Mrs Coll said the effect of amendments might cap the salvaged values or recalculate financial awards based on tariff rates.

No let-up in tug accidents Shipping needs salvors, and so does the towage industry, as a number of accidents this year involving tugs and pilot vessels have demonstrated. The most recent incident occurred on 26 November this year when fuel barge Zidell Marine 277 broke away while being pushed by tugboat Jake Shearer in Queen Charlotte Sound close to Bella Bella, in British Columbia, Canada. The incident happened in deteriorating weather conditions, which hindered recovery operations by the Canadian Coast Guard and commercial tug Gulf Cajun. The area around Bella Bella is hazardous to articulated tug and barge units, as a year before the Jake Shearer incident, Kirby Corp tug Nathan E Stewart grounded and sank on a reef near Bella Bella. It was not the only accident to happen to a tug in North America. In the wake of Hurricane Harvey, Signet Maritime's 1999-built tug Signet Enterprise sank in the port of Corpus Christi. There were regular reports on tugtechnologyandbusiness.com of tugs sinking in the Mississippi. Accidents were not just confined to North America. The most recent incident in Europe was the loss of two seafarers when a Finn-pilot Pilotage boat sank in the Gulf of Finland in early December. All these accidents demonstrated that safety is still a key issue to be resolved by the towage and pilotage sectors. It is one that we hope is overcome in 2018. Tug design, construction and system technology has evolved dramatically in 2017 as demand for more powerful and better performing tugs drives innovation. But the industry needs to keep in mind safety and stability issues and consider ways to improve profitability, while shipping needs to recognise the importance of tugs in responding to emergencies and providing essential ship handling, escort and towage services. *(Source: Tug Technology and Business)*

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WAWA ADDS ATB TO EAST COAST FLEET

North American fuel transporter Wawa Inc has added another articulated tug-barge unit (ATB) to its fleet operating on the East Coast of the US. Fincantieri Bay Shipbuilding built tug **Millville** and barge 1964 at its shipyard in Sturgeon Bay, on the shores of Lake Michigan. Wawa will use the new tug and barge to supply its growing network of retail locations in Florida, USA, which will grow to 140 by the end of 2017. Wawa senior vice president Brian Schaller said the 8,000 hp tug and barge will operate as an integrated unit that is a cost-effective approach to fuel transportation. He added that Fincantieri was chosen to build this ATB unit due to its investment in the Sturgeon Bay shipyard in Wisconsin during this decade. *(Source: Tug Technology and Business)*



CHRISTMAS



The delightfully named **Point Vim** and **Point Vigour** were built in 1962 as **Foundation Vim** and **Foundation Vigour**, part of a series of six identical tugs. They served various ports in eastern Canada, but principally Halifax until the mid-1980s when larger and more agile tugs were needed to berth larger ships. Although kept as spares, their 1,000 bhp and single screw (in retrofitted Kort nozzle) was inadequate for most ship berthing. They were sold for further,

less demanding use. Both tugs are still operating - **Point Vigour** as **Molly M 1** for Nadro Marine, mostly on the Great Lakes. **Point Vim** was sold again in 2107 by Davis Shipping of Wesleyville, NL to Les Barges de Matane Inc of Matane, QC. The photo above, taken on a very cold day in Halifax, exactly thirty-four years ago. It was sub-zero (Fahrenheit) as the rising sea smoke and freezing spray

will confirm. The two tugs and fleet mates **Point Carroll** and **Point Valiant** (both also in existence but apparently retired) were returning from berthing the container ship Sea-Land Voyager. It was the first of Sea-Land's new D-9s to call in Halifax (June 26, 1983). With a capacity of 1782 TEU on 24,337 grt, 23,308 dwt, it was a big ship in its day. (*Source: Mac Mackay-Tugfax*)

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HAPPY HOLIDAYS

AND A SAFE VOYAGE THROUGHOUT 2018

REVOLUTIONARY INVENTION BY KOTUG - KOTUG FIRST COMPANY TO USE DRONE TECHNOLOGY FOR SAFER TUG OPERATIONS

KOTUG has applied for a patent to use drone technology in its tug operations, in its ambition to achieve safer and more efficient working conditions. This pioneering invention - using a drone to connect the towline to an assisted vessel - will drastically improve the safety margin of tug operations as this will avoid the need for manoeuvring in the so-called danger zone. KOTUG is the first



tugboat company that uses this technology: to deliver a messenger line to a predetermined location with object recognition software. Instead of picking up the heaving line of the assisted ship, the messenger line of the tug will be brought to the assisted ship in a more controlled manner. This will allow the tug to safely sail beside the assisted ship instead of in front of the assisted ship. Conventionally, tugboat and crew position themselves in front of and close to the assisted vessel in order to grab the heaving line by hand. By doing so, the tug and crew position themselves in the danger zone, close and even under the (flared) bow of a vessel. A minor flaw in the operation can result in major injuries of the deck crew and/or damage to the tug and the assisted vessel. A series of tests is scheduled to be performed by KOTUG for full operational use of this revolutionary technology for which standard operating procedures will be developed in conjunction with relevant authorities and stakeholders. Watch the video [HERE](#) (*Press Release*)

BUNDESKARTELLAMT IMPOSES FINES ON HARBOUR TOWAGE SERVICE PROVIDERS

The Bundeskartellamt has imposed fines amounting to approx. 13 million euros on three harbour



towage service providers. The companies concerned are Fairplay Schleppdampfschiffsreederei Richard Borchard GmbH, Hamburg, Bugsier-, Reederei- und Bergungs GmbH & Co. KG, Hamburg, and Petersen & Alpers GmbH & Co. KG, Hamburg. No fine was imposed on Unterweser Reederei GmbH, which had also participated in the cartel agreement and its subsidiary Lütgens & Reimers GmbH &

Co. KG because they had reported the cartel to the Bundeskartellamt. For discretionary reasons no fine was imposed on Neue Schleppdampfschiffsreederei Louis Meyer GmbH & Co. KG, which has since exited the market. Investigations into another company are still ongoing. Andreas Mundt, President of the Bundeskartellamt: "Our investigations have shown that at least between 2002 and 2013 the harbour towage companies divided orders and turnover earned from several German harbours among themselves. The companies set quotas based on turnover which they used to allocate orders between them." The quotas were set in 2000/2001 after Dutch harbour towage companies had started operating on the Elbe and Weser rivers. All the major towage companies in the respective harbours had participated in the quota allocation. As Dutch companies were also involved in the cartel, the Bundeskartellamt cooperated closely with the Netherlands Authority for Consumers and Markets in this case. Harbour tugs are relatively small, very manoeuvrable boats with powerful engines, which in a harbour tow larger vessels to their berth and out of the harbour again. The customers of these services are the shipping companies that use the respective harbours, in particular the liner shipping companies. Fines are generally calculated according to the gravity and duration of the infringement. In this particular case, in addition to the small geographical market, the powerful position of the opposite market side, in particular the liner shipping companies, was taken into consideration in the companies' favour. In setting the fine the Bundeskartellamt also took into account that the three companies fined had cooperated with the authority within the scope of its leniency programme and had each concluded a settlement with the authority. *(Source: Bundeskartellamt; Photo: Hafen Hamburg)*

Marcel Roelofs



Nico Galtay



ACCIDENTS – SALVAGE NEWS

PHILIPPINE FERRY CAPSIZES ON ANNIVERSARY OF HISTORY'S WORST FERRY DISASTER

A Philippine ferry carrying 251 people capsized on Thursday off an island south of Manila, the capital, a coast guard spokesman said, amid a storm bringing heavy downpours. By evening, 240 of the 251 people who were aboard the vessel, the **Mercraft 3**, were rescued, according to the Philippine Office of Civil Defense. Seven people were still unaccounted for. The ferry was underway in rough seas on a voyage from Ungos port in Real, a town east of Manila, to Polillo Island when it capsized at about 11:30 a.m. Coast guard boats and army helicopters rushed to the vicinity of Polilio island in the province of Quezon to rescue passengers, taking advantage of daylight, spokesman Armand Balilo said on television. “We heard about casualties, but we are still trying to get a complete picture,” Balilo said, adding that the ferry, which had the capacity to carry 280 people, had not been overloaded. “The vessel came to a halt and started taking in water in the front side.” A survivor, Donel Jade Mendiola, told DZMM radio. “The passengers dashed to one side and the ferry started to sink,” Mendiola also said the passengers were instructed to don life vests. This incident occurred on the day of the thirtieth anniversary of the MV **Doña Paz** tragedy. The **Doña Paz** was a Philippine-registered passenger ferry that sank after colliding with the oil tanker MT **Vector** on December 20, 1987. Traveling from Leyte island to the Philippine capital of Manila, the vessel was seriously overcrowded, with at least 2000 passengers not listed on the manifest. With an estimated death toll of 4,386 people and only 24 survivors, it remains the deadliest peacetime maritime disaster in history. Maritime incidents are common in the Philippines, which is frequently lashed by storms and typhoons. *(Source: gCaptain)*



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FERRIES GROUND IN EUROPE, ATTACKER KILLS ASIAN PASSENGERS

Three ferries laden with passengers ran aground or struck navigation obstructions in northern Europe, while passengers were killed in a knife attack on a ferry in the Indian Ocean. Investigators are reviewing how passenger ship **Harlingerland** ran aground in the Wadden Sea. It was en route to Wangerooge Island from Harlesiel in Germany with 42 passengers and six crew on board when it struck a sand bar on 20 December. A tug was sent to assist remove the ship from the sand.



Harlingerland was refloated and entered the port of Harlesiel again with all passengers on board after nine hours. In Brekstad, Norway, ferry **Frafjord** ran aground at the ferry terminal on 21 December. The Norled-operated ferry and shore facilities were damaged in the event, but passengers and vehicles were

unloaded undamaged. Another ferry was damaged on 20 December during an incident with a fairway buoy in the Wadden Sea. According to Vesseltracker.com, **Koegelwieck** was damaged when it struck the buoy during the crossing from Harlingen to Terschelling. There was a hole in the ferry's hull and ingress of water into one of its compartments, however, none of the 118 passengers were injured during the accident. **Koegelwick** returned to Harlingen for repairs. In Indonesia, a passenger knifed several passengers on ferry **Wira Glory** while it was en route from Sibolga Port, Western Sumatra, to Gunungsitoli port upon Nias Island in the Indian Ocean. Local reports said two passengers were killed and one was seriously wounded during the attack. A security officer on the ferry shot the attacker, fatally wounding him. *(Source: Tug Technology and Business)*

Bestuur en Vrijwilligers Tonijn



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ONE TUG SINKS, TWO VESSELS RAISED AFTER FATAL ACCIDENTS

A tug has sunk in South America, while another has been raised in the US and a pilot boat was raised in Europe. These incidents demonstrate the daily challenges and risks that tug and pilot boat crews face. According to local reports, Colombian Navy tug **Arc Pascual de Andagoya** sank between the Pacific Ocean waves on 19 December. Thankfully, the crew of six on this tug were able to get into liferafts and were rescued by a fishing vessel that was nearby. They were then transferred to hospital by a naval helicopter. They were more fortunate than the crew of Wepfer Marine-owned tugboat **Ricky Robinson** who lost their lives when this tug sank on Mississippi River



in the US. On 17 December, US Coast Guard and police teams raised this tug with two bodies on board with cranes near Memphis, Tennessee. In northern Europe, sunken pilot boat **L 242** was raised on 19 December. This salvage project was achieved using Finnish Coast Guard vessel **Turva**. The pilot boat was raised from water depths of 20 m and take to Tolkkisten in Porvoo for investigations. Two employees of Finn-pilot Pilotage died when pilot boat **L 242** was lost south west of the Porvoo lighthouse, in the Gulf of Finland. *(Source: Tug Technology and Business)*

OFFSHORE NEWS

EMGS NAMES NEW EMPLOYEE-ELECTED BOARD MEMBERS



Norwegian geophysical services company EMGS has elected new members of the company's board of directors. EMGS said on Tuesday that Ragnhild Gaupen Gåsø, Ellen Trolid, and Joseph Fletcher were elected by the employees of the company as new alternate employee-elected members of the board of directors of the EMGS. Following the appointments, the employee elected alternate board members will be Ragnhild Gaupen

Gåsø and Ellen Trolid (as alternates for employee-elected member of the board of directors, Marte Vist Karlsen), and Magne Andersen Drage and Joseph Fletcher (as alternates for employee-elected member of the board of directors, Adam James Skogrand Robinson). The company added that there were no other changes to the board of directors of EMGS. Also on Tuesday, EMGS received a contract on Tuesday for a prefunded multi-client acquisition offshore Indonesia. *(Source: Offshore Energy Today)*

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GLOBAL MARINE LAUNCHES NEW UNIT FOR TRENCHING & CABLE LAYING SERVICES

The Global Marine Group (GMG), a provider of offshore engineering services to the renewables, oil

& gas, and telecommunications industries, has launched Global Offshore, a new business unit for trenching and power cable laying services to the oil & gas sector. GMG said on Wednesday that Global Offshore would focus the staff, vessels, and subsea equipment on projects that include pipeline, cable and umbilical installation and trenching, platform-to-platform



connectivity, and complete platform to subsea installation services. The new business unit will operate from Aberdeen where Mike Daniel will lead the Global Offshore team as managing director. The team has previously worked on a variety of seabed projects for major global companies such as Shell and BP, including the installation of more than 470 power cables. Global Offshore's assets include the M/V **Symphony**, a multi-purpose vessel with an extensive 1,400m² deck space, two powerful and flexible Q1400 jet trenchers, and two work class remotely operated vehicles. Global Marine acquired these assets from Fugro in a transaction announced in October. Depending on the needs of specific projects, Global Offshore will have access to GMG's full capabilities and diverse fleet, including four specialist cable installation and repair vessels, four maintenance vessels, and 16 crew transport vessels. Ian Douglas, CEO of Global Marine Group, said: "Offshore oil & gas customers, who often operate under demanding conditions, have always been important to the Global Marine Group. Adding industry leading and highly sought-after specialist trenching capabilities to our offering should create significant opportunities for our customers and the entire Global Marine Group for years to come." Global Offshore will exist alongside GMG business units Global Marine and CWind. Global Marine provides fiber-optic cable installation and maintenance solutions to global telecommunications providers. CWind delivers power cable and asset management services topside and subsea to the offshore renewables and utilities markets. *(Source: Offshore Energy Today)*

ROG



Kotug



EMGS FORMALIZES SECOND CONTRACT AWARD OFF INDONESIA

Norwegian geophysical services company Electromagnetic Geoservices (EMGS) has received another contract for a prefunded multi-client acquisition offshore Indonesia. EMGS received letters of intent for two contracts for prefunded multi-client acquisitions offshore Indonesia in mid-November. The



LOIs represented a combined minimum gross contract value of \$2.8 million. The company entered into a final contract under one of the letters of intent on Tuesday. The contract has a minimum gross contract value of \$1.8 million. On Wednesday, EMGS said it entered into a final contract under the second letter of intent. According to the company, the contract has a minimum gross contract value of \$1 million, giving a

combined minimum gross value for the two contracts of \$2.8 million. Both surveys will be executed using the vessel **BOA Thalassa**, with an expected start-up in December 2017 and completion in January 2018. (*Source: Offshore Energy Today*)

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CHANGES TO ESVAGT SENIOR LEADERSHIP TEAM

Current COO, Kristian Ole Jakobsen, to become Interim CEO and Jesper T. Lok to step down as Chairman. As previously announced, current ESVAGT CEO, Søren Nørgaard Thomsen, is leaving ESVAGT after 7 years of service to become CEO of Blue Water Shipping. Kristian Ole Jakobsen will take over as Interim CEO from today. Kristian joined ESVAGT in 2007, prior to which he



held a number of managerial positions within the A.P. Moller Maersk Group. Kristian started his career at ESVAGT as Chief Technical Officer and was promoted to Chief Operating Officer in 2013. In this role, he was responsible for the ship management, procurement, newbuilding, and workshop departments. “Kristian is the ideal person to lead the company through its transition period due to his in-depth knowledge and experience of ESVAGT over the last 10 years. He knows the

organisation extremely well and has played a key role in ESVAGT's continued development within the oil & gas industry as well as its successful entry into the offshore wind industry" said 3i Infrastructure plc and AMP Capital, ESVAGT's shareholders. "We are currently focussed on finding the right person for the permanent CEO role, and we are delighted to have Kristian Ole Jakobsen leading the company in the interim alongside a highly capable senior management team". Kristian Ole Jakobsen said "I am honoured to have the opportunity to lead ESVAGT during this transition period, and will focus on further developing and strengthening the company in line with our strategy. Despite the recent challenging oil & gas market conditions, ESVAGT still has many exciting opportunities in the pipeline. In all aspects, it will be business as usual". In addition, Jesper T. Lok will step down as Chairman at the end of December. During his time as Chairman, Jesper has led the company through a challenging period, which has encompassed one of the worst offshore oil & gas markets in recent history. Despite this, ESVAGT remains a leading player in the emergency rescue and response vessel sector, and is now also the largest player in the growing offshore wind service operation vessel market, with this segment expected to represent an increasing share of future revenues. "Over the past couple of years, we have navigated ESVAGT through a historical downturn in the oil and gas markets. It has been a pleasure to see how robust ESVAGT's business model and organisation has been in these turbulent times, and a particular privilege to work with the team on cementing our position in the rapidly growing offshore wind segment" says Jesper Lok and continues "It is always sad to say goodbye but I have concluded that the time is right for a new Chairman to appoint the new CEO and lead the next stage of the company's development" concludes Jesper Lok. ESVAGT's shareholders said: "We would like to thank Jesper for his commitment and effort in steering ESVAGT through a difficult time for the offshore oil & gas industry. In addition, he has successfully worked with senior management to position the company to take advantage of the growing pipeline of offshore wind opportunities. We are currently in the process of identifying a new Chairman to help lead the company through its next phase of growth."

(Press Release)

Ron Beekhuijzen



Compass Marine Services



TGS HIRES POLARCUS FOR GULF OF MEXICO SEISMIC WORK

Seismic acquisition player Polarcus has received a letter of award from TGS-NOPEC Geophysical for acquiring 6,172 square kilometers of 3D seismic data in the Gulf of Mexico. Polarcus said on Thursday that the survey would begin in the first quarter of 2018 and last three months. The company did not reveal any financial details nor the name of the vessel to be used for the project. According to Polarcus, the survey will be acquired utilizing Polarcus' XArray multiple source acquisition method to deliver efficient and high quality broadband data. XArray specs state that it improves both in-line shots by 100-250 percent and cross-line bin density by up to 400 percent on



any streamer separation and increase crossline sampling. The company added that, following this award, all active Polarcus vessels would be on contract in the first quarter of 2018. Polarcus noted that more than 70% of vessel capacity was booked for the first half of 2018. Earlier this week, Polarcus received an award for a 3D project in the Caribbean scheduled for the second quarter of 2018 with a scheduled duration of two months. In a separate statement on Thursday, TGS announced a new

multi-client acquisition project named Alonso 3D in the Gulf of Mexico. The multi-client survey covers 6,172 square kilometers located in the Atwater Valley and Lloyd Ridge protraction areas of the US GoM. Acquisition of this industry-funded survey is expected to begin in February 2018. Data processing will be performed by TGS using its Clari-Fi broadband technology. "This project allows TGS to extend coverage from a core area in Mississippi Canyon into a more frontier area that is experiencing renewed interest from E&P companies. TGS will acquire new 3D data to provide the higher spatial resolution required to delineate multiple plays at multiple levels," the company said. Kristian Johansen, CEO for TGS, said: "Alonso 3D will expand TGS' modern 3D coverage in the deep-water Gulf of Mexico. After a period of lower activity levels in the US GoM, this survey helps strengthen our position in an underexplored area that is of interest to our clients, ahead of upcoming lease turnover." Although TGS did not say it explicitly, it is highly likely that the 3D seismic project Polarcus was hired for is the Alonso 3D project. Both 3D projects cover an area of the same size and are set to start in the first quarter of 2018. Offshore Energy Today has contacted TGS and received confirmation from a company spokesperson that Polarcus was contracted to acquire Alonso 3D data.

(Source: Offshore Energy Today)

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KIM HENG FIXES AHTS TRIO IN EAST MALAYSIA

Kim Heng Offshore & Marine has been awarded spot charters in East Malaysia for its three anchor handling tug supply vessels. [Bridgewater 130](#), [Bridgewater 131](#) and [Bridgewater 132](#) have obtained a

60-day domestic shipping licence and on charter will perform rig towage and other offshore related activities. Thomas Tan, executive chairman and CEO of Kim Heng, commented: “The recent acquisition of the AHTS vessels has been enhanced our capabilities and strengthened the group’s long-term position as an oil & gas service provider to better capitalise on future market opportunities and growth prospects.” Kim Heng picked up the three anchor handlers in June from troubled OSV owner Swiber, currently under judicial management, for a bargain price of \$9.6m. Last month, the company formed a joint venture with Malaysia’s RUHM Marine to seek to utilize its fleet in the Malaysian market. (*Source: Splash24/7*)



Alan Haig Brown



Fluid Mechanics



Swets



HUTTON'S PICASSO HEADED FOR THE AMERICAS

Ultra Deep Solutions has entered into a four-year contract for the dive support/construction vessel **Picasso**. **Picasso** is a DNV-GL-classed, DP2, 18-man twin diving bell, twin 18-man self-propelled hyperbaric lifeboat vessel. The ship also has a 140-tonne active heave-compensated crane capable of working to 3,000 m. Picasso also has a large back deck (1,300 m²) and is to be fitted with two work-class remotely operated vehicles, which will be installed in Singapore prior to contract commencement in the Americas in Q1 2018. The vessel is a sister ship to Lichtenstein and has a length of 120 m and 25 m beam. Earlier this week the company announced that it had signed a letter of intent to build a well intervention/dive support vessel. Ultra Deep solutions also recently



confirmed that it has signed a five-year contract with Red Tech Offshore in Malaysia for the dive support/construction vessel **Van Gogh**, a DNV-GL classed vessel which comes with an 18-man, 300m saturation diving system, twin 18-man SPHLs, 120 POB and 150 tonne AHC crane. This vessel also has a DNV-GL air diving system, two work-class

ROVs in hangars that can work in 3,000m. **Van Gogh** will support Red Tech in decommissioning and subsea programmes around the region. “I would like to thank many people who were involved to bring this deal together. Once again it shows the industry if you produce a fantastic product at a good price the market will use it. Oil companies now are waking up to quality and efficiency. The market is truly changing very quickly and you have to be dynamic to adapt with technology,” said Shel Hutton the company’s founder. *(Source: Offshore Support Journal)*

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SOLSTAD FARSTAD FINDS VESSEL WORK IN BRAZIL AND NORWAY

Norwegian offshore support vessel provider Solstad Farstad has secured work for two of its vessels for work in Brazil and Norway. The vessel owner said on Thursday that the Brazilian giant Petrobras has extended the present contract for the construction support vessel (CSV) **Far Swift** with approximately one year. The contract, which is in direct continuation of present



contract, is now firm until the fourth quarter of 2018. The **Far Swift** vessel of of a UT 755 L design built by Aker Brevik in 2003. In addition, Solstad Farstad has entered into a contract for the platform supply vessel (PSV) **Normand Skipper** with Statoil for work on the Norwegian Continental Shelf. The contract is for a period of four months firm with further two months option. It is

scheduled to start in mid-April 2018. The **Normand Skipper** is of a VS 4420 design built by Flekkefjord Slipp & Maskinfabrikk in 2005. The contracts values remained confidential between the parties. (Source: *Offshore Energy Today*)

Damen



Wagenborg Towage



OFFSHORE OIL EXPLORATION RAMPS UP – JUST NOT IN ASIA



Surveying the ocean floor for oil and natural gas reserves is gradually emerging from a multi-year slump, everywhere apart from Asia. That's despite Asia being the world's biggest consumer of oil, having by far the strongest demand growth while seeing its production fall faster than anywhere else. The reasons for Asia's dearth in offshore exploration and production (E&P) include high costs in Australia's promising waters, declining reserves

in production hotspots Malaysia and Indonesia, as well as territorial disputes in the oil- and gas-rich waters of the South China Sea. "We only have two 3D vessels in Asia-Pacific, since there are fewer opportunities and less activity in that region," said Bard Stenberg, vice president at Norwegian offshore survey company PGS, adding that most of his company's vessels were in the Atlantic. *Missing out* A 2017 and 2018 activity map by geophysical surveillance firm TGS shows the most activity in the North Atlantic. A similar map by Bernstein Research showed the Asia-Pacific basin to have only four minor offshore developments of under 50,000 barrels per day (bpd). That compares to five major developments (above 50,000 bpd) and 11 minor ones in the Atlantic. On Canada's Atlantic coast, Newfoundland's offshore petroleum board recently issued record exploration licenses worth nearly C\$2 billion (\$1.6 billion). The next round, to be held in autumn 2018, has attracted an all-time-high of 38 nominations. On Africa's Atlantic coast, Ivory Coast's government this week said it awarded BP (BP.L) and Kosmos Energy (KOS.N) five new offshore oil blocks under an agreement with state oil company Petroci, after giving out several licenses to Tullow Oil (TLW.L) and Bouygues (BOUY.PA). Asia's dearth comes despite the region's huge oil deficit, resulting from booming demand and declining output. In one of the most promising regions, Australia, the main problem is cost, in part due to a requirement for rigs to pay for Australian crew once in Australian waters. "Once any foreign-flagged vessel is in Australian waters, the ship operator has to pick up

Australian workers ... They work 12 hours a day, 7 days a week for 4 weeks, then get 4 weeks off,” said Christy Cain of the Maritime Union of Australia. When oil prices were high, this was not a big problem, drillers said. But in times of cheaper oil and low profit margins, the added cost deters explorers, several said. In another promising area, the South China Sea, conflicting territorial claims, especially between China and Vietnam, have hindered E&P activity. Meanwhile, in Asia’s most established offshore oil and gas production basins of Malaysia and Indonesia, recoverable reserves are depleting. Malaysia’s state-owned Petronas, Southeast Asia’s biggest oil producer, is increasingly focusing on downstream projects like the Pengerang Integrated Complex (PIC) in the southern state of Johor. From 2019, PIC will refine crude oil into fuel and petrochemical products. Significant amounts of its crude will come from Saudi Arabia. With little E&P activity, Asia’s oil import bill – which has already more than doubled since 2000 to over \$420 billion a year – will rise further, likely above \$500 billion in 2017, leaving other regions to cash in on Asia’s oil thirst. *Counting Helicopters*

Gauging the health of the secretive offshore industry is difficult. But dozens of mothballed rigs and support vessels sit idle in southern Malaysia’s Johor river delta, waiting to be used or scrapped. Yet cautious optimism is emerging. “Activity to support new development projects may increase slightly (between 2018 and 2020), but is unlikely to approach historical high levels (2013/14),” Petronas said in an outlook this month. Douglas Westwood, which monitors helicopter activity to and from offshore vessels, has a similar view. “The offshore helicopter market has finally started to recover following three years of decline,” Westwood said, although it added that average annual growth between 2018 and 2022 will still only be 1 percent. “Global utilization will average 59 percent over the forecast,” it said, up from a paltry 54 percent in 2017. At the root of the industry malaise lies rampant overproduction in the years running up to 2014, which crashed crude prices LCOc1 from over \$100 per barrel in 2014 to below \$30 in 2016. E&P companies were among the first to feel the bite of aggressive industry cost slashing. Firms in the seismic oil surveillance sector, including Polarcus, PGS, and Electromagnetic Geoservices have seen their share prices crash since 2015, in some cases by over 90 percent. Only a production cut led by the Organization of the Petroleum Exporting Countries (OPEC) has stabilized Brent above \$50 a barrel since mid-2017. With oil demand healthy, the offshore industry hopes companies will start spending on future output again. “We’re hoping that it’s going to pick up next year,” said Cain of the Maritime Union of Australia. In a sign that even in Asia-Pacific there may be some more activity, the geophysical surveillance ship Polarcus Naila left Singapore in early December for a seismic mission in the Bonaparte Basin, off Australia’s northwest coast. Speaking to Reuters during a visit to Singapore by the ship, one of the Naila’s senior crew members said he hoped things would go from “worst to bad.” *(Source: gCaptain-Reporting by Henning Gloystein and Gavin Maguire; Additional reporting by Keith Wallis in SINGAPORE, and Sonali Paul in MELBOURNE; Writing by Henning Gloystein; Editing by Lincoln Feast)*

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tugs & Offshore



'NORTH SEA GIANT' TO BECOME WORLD'S FIRST DP3 HYBRID VESSEL

Finland's Wärtsilä has agreed to retrofit the world's first energy storage solution (ESS) on board a large offshore vessel. Wärtsilä said on Friday that the **North Sea Giant** subsea construction vessel would be fitted with an energy storage system that reduces the vessel's energy consumption and exhaust emissions. The company added that, once the **North Sea Giant** is retrofitted with the energy storage system, it would become the world's first DP3 large hybrid offshore vessel. The ESS will improve the operational



efficiency and environmental footprint of the vessel, responding to key requirements of Norwegian North Sea Shipping AS, the owner of the vessel. Typically, a vessel with dynamic positioning uses two or more engines simultaneously to secure backup power. This means that the engines' load runs low. By using a hybrid or battery system to provide the needed backup power, the operational engine can be used closer to its optimal load. In addition to the hybrid/battery solution, Wärtsilä will supply transformers, filters, a switchboard, shore connection equipment as well as upgrade existing components and perform commissioning. Hallvard Klepsvik, North Sea Shipping CEO, said: "For us, it is important to reduce environmental emissions and modernize the vessel to make it more competitive. Also, with a more efficient vessel, we will save fuel expenses. The estimated reduction in emissions is 5.5 million kg CO₂, 30 tons of NO_x and 1,200 kg SO_x per year. "After Wärtsilä had retrofitted our ship Atlantic Guardian in 2014, we really understood how much fuel could be saved by improving the vessel's efficiency. Efficiency also saves time, because you only need to refuel every second or third port visit." *Cooperation with DNV GL* Since the **North Sea Giant** is a DP3 vessel, it is listed in the most advanced category of vessels that apply dynamic positioning. Installation of an ESS into such a vessel has never been done before and required a redefinition of applicable classification rules. The company said that it was working with North Sea Shipping and classification body DNV GL on the matter. Cato Esperø, director of sales for Norway in Wärtsilä, said: "We are the first in the world to work with hybrid systems on bigger vessels such as the DP3 classified North Sea Giant, and the project will set a new standard for this type of vessels." (*Source: Offshore Energy Today*)

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MMT, REACH SCORE GIG WITH 'MAJOR OIL COMPANY'



MMT and Reach Subsea have been awarded a contract with a major oil company with start-up in February 2018. Work performed under the contract will include survey, light construction and engineering for one month with options. “More information about the contract will be released upon agreement on wording with the client,” Reach said in a statement. Reach Subsea, based in Norway, and MMT, based in Sweden, in 2015 entered into a Joint Venture agreement primarily for survey

services “to achieve more flexibility to the business model and strengthen the companies’ combined market reach.” Included in the Joint Venture agreement is the shared commitment of the two survey vessels, [Edda Fonn](#) on charter to Reach, and [Stril Explorer](#) on charter to MMT. The companies agreed to operate the vessels in a pool arrangement where risk and reward would be shared 50/50 between Reach and MMT. *(Source: Offshore Energy Today)*

WINDFARM NEWS - RENEWABLES

MPI CONTRACTORS SIGNS CONTRACT WITH ENECO FOR PRINSES AMALIAWINDPARK

MPI Contractors B.V. has today signed a contract with Eneco Windmolens Offshore B.V. to provide offshore transport and lifting services during main component replacements planned for wind turbines in the Prinses Amaliawindpark. This Agreement, which will take effect on 1 January 2018, is for a period of five years, with options to extend for a further three and two years. During this period, MPI will mobilise one of its wind turbine installation vessels (WTIVs) for two planned campaigns per year. Operations will involve the exchange of main components, such as gearbox, generator, transformer, blade and/or blade bearing. MPI competed in a European tender procedure

that commenced in April this year. Award of this contract was based on the MPI submission scoring best on price and quality. The services will be provided as an all-weather inclusive turnkey operation. The scope of the project includes initial design and provision of sea fastenings and grillages, plus all engineering and project management. These aspects will be handled by MPI Consultants Ltd, an in-house company possessing many years' know-how in delivering high-value solutions to the offshore-wind market. Over the past year,



MPI has further established itself as a reliable, effective and efficient partner in the operations and maintenance (O&M) market, successfully completing exchange of two gearboxes and two generators at E.ON's Amrumbank and Robin Rigg OWFs. Furthermore, MPI has marketed a viable offshore blade-repair concept which is explored by all wind turbine generator (WTG) manufacturers. Operating a modern fleet of four well-proven WTIVs, MPI can guarantee clients the flexibility and reliability they demand in today's market. Eneco is owner of the Prinses Amaliawindpark. The Wind Farm, which is situated 23 km off the coast north-west of IJmuiden, the Netherlands, entered



into production in July 2008. The Wind Farm consists of 60 Vestas V80 wind turbines, each with a capacity of 2 MW, and generates around 422 GWh of sustainable electricity per year. This is sufficient to cover the energy consumption of 125,000 households and results in a reduction of 225,000 tonnes in annual CO₂ emission. We thank Eneco for the faith in our ability at MPI. We look forward to a successful

project in the spirit of a collaborative team effort. *(Press Release)*

DREDGING NEWS

KEEL LAYING FOR WORLD'S MOST POWERFUL CUTTER SUCTION DREDGER

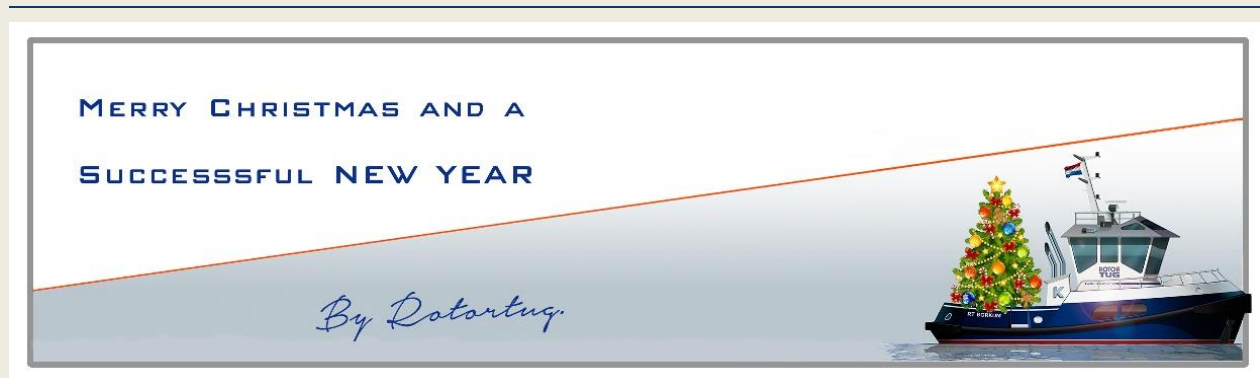
The keel laying ceremony for DEME's cutter suction dredger '**Spartacus**' took place today at the Royal IHC shipyard in Krimpen aan den IJssel in the Netherlands. The ceremony marks a milestone in the construction of the most powerful cutter suction dredger that has ever been built. "The combination of power, size and new innovations make mega cutter '**Spartacus**' a new benchmark in the dredging industry. With a total installed power of 44.180kW the vessel will be able to cut harder soils at speeds that have not been possible before. This means that works can be taken on by the cutter dredger rather than relying on the use of dynamite and blasting," said DEME. '**Spartacus**' will

be able to dredge in waters of up to 45m, compared to the 35m depth which is presently the upper limit in the market. The dredger is capable of operating in very remote locations with limited infrastructure, given the fuel autonomy and accommodation capacity. The environmentally friendly cutter suction dredger will also have other innovations on board, such as a waste heat recovery system that converts heat from the exhaust gasses to electrical energy. The 164m long



'Spartacus' will be the world's first dual fuel cutter suction dredger. It will have a Green Passport and Clean Design notation. DEME's newest additions to the fleet are all designed as green vessels equipped with next generation dual fuel engines, capable of running on LNG or diesel fuel, reducing carbon emissions, almost eliminating particulate matter, sulphur oxides (Sox) and nitrogen oxides (NOx). 'Spartacus' will join the DEME fleet in 2019. *(Source: Dredging Today)*

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YARD NEWS

CHINESE SHIPYARD LAYS KEEL FOR OOS INTERNATIONAL'S NEW SSCV

China Merchants Heavy Industry (Jiangsu) has held a keel laying ceremony for OOS International's new semi-submersible crane vessel (SSCV). The construction of OOS International's SSCV kicked off with a steel cutting ceremony in late June. The vessel is the first of two units OOS ordered from the Chinese back in August 2016. The Dutch provider of offshore heavy lift and accommodation solutions said on Wednesday that the keel laying ceremony for the vessel named **OOS Serooskerke** was held in Haimen on December 19. The **OOS Serooskerke** is expected to be delivered in the second quarter of 2019. The vessel will be able to perform heavy lifts up to 4,400 tonnes, equipped with active heave compensation and able to perform subsea lifts. The SSCV has accommodation for 750 people and is designed in accordance with the ABS Habitability notation for crew comfort. It



also complies with UK HSE standards and is designed to operate under stringent requirements. A total of 166 blocks are being constructed, and 38 blocks are waiting to start. The vessel is expected to stay in the dock for approximately nine months, and after that will complete the rest of its commissioning along the quayside. (Source: *Offshore Energy Today*)

DAMEN'S BALLAST WATER TREATMENT SERVICE AVAILABLE IN EIGHT NORTHERN EUROPEAN PORTS

Ship owners are now able to treat their unmanaged ballast water or load cleaned ballast water in eight different Northern European ports using Damen's unique IMO certified InvaSave ballast water management system. In a cooperation between Damen Green Solutions and Damen Shiprepair & Conversion (DSC), this ballast water reception/bunkering service will be available in Rotterdam, Amsterdam, Brest, Dunkerque, Vlissingen, Den Helder,



Stellendam and Harlingen. Damen's InvaSave is the world's first external ballast water treatment unit designed primarily to offer ship owners a port-based ballast water solution. With this cooperation, vessels coming into these eight ports will be able to take advantage of a one-stop-shop for their ballast water treatment requirements. *No more delays* "Our goal is to build up a reliable worldwide ballast water service network," says Philip Rabe from Damen Green Solutions. "Since the IMO Ballast Water Management Convention was enforced on the 8th of September this year, some ship owners are already facing delays in ports due to unmanaged ballast water. For example, unmanned barges do not have the capabilities to perform mandatory ballast water exchanges; the D1 Standard. "With our ballast water bunkering service we can both accept used ballast water for disposal, as well as fill up ballast-water tanks with certified clean water at the port of departure. As a result, this eliminates the need for ballast water exchange." *Offering D2 standard* This service will offer benefits to many more clients, Mr Rabe continues: "Vessels that use an on-board treatment systems and saltwater to make free chlorine will not always be able to function in freshwater ports such as Amsterdam. These vessels would need to load hundreds of tonnes of seawater to operate their on-board systems – and as a consequence, will lose precious cargo capacity. "Using the

InvaSave ballast water treatment service in the port, vessels can load clean, D2 standard, ballast water at the quay without the need to operate their own on-board treatment systems.” Showing its commitment to build up a worldwide ballast water reception/bunkering service, Damen Green Solutions is in talks with several other ports and harbour service providers around the world to offer the InvaSave service. *(Press Release)*

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METAL SHARK BAGS PILOT BOAT BUILD CONTRACTS



Metal Shark said it has its sights locked on the pilot boat market, with two new vessels from its range of custom-configurable pilot boat offering currently under construction. The Louisiana-based shipbuilder is building a 45-foot Defiant Pilot Boat for the Virgin Islands Port Authority at its Jeanerette, La. production facility. At its shipyard in nearby Franklin,

La., Metal Shark is building a 64-foot Defiant Pilot Boat for the Brazos Pilots Association of Freeport, Texas. Both vessels will be delivered in 2018. The next-generation pilot boats were designed by Metal Shark’s in-house design team and combine proven running surfaces with modern, crew-friendly, pilot-focused features including flush decks, pilot boarding platforms and multiple fendering options, the builder said. In addition to the 45-foot and 64-foot models now in production, a 55-foot Defiant Pilot Boat is also available. The vessels feature Metal Shark’s signature Pillarless Glass pilothouses, which offer greatly improved visibility by reducing blind spots. The forward-raked, automotive-style frameless glass allows for nearly unimpeded view from the vessels’ elevated helm stations. Metal Shark said its Defiant-class pilot boats can be completely custom configured, from the type and location of platforms and rails, to various propulsion types and fendering systems. “We looked at all of our options nationally and visited several boat builders along the Gulf Coast,” said Captain Daniel Blanton, President of the Brazos Pilots Association. “We chose Metal Shark because of their state of the art facilities and their ability to customize and built to our specifications at a competitive cost.” “Metal Shark has built and delivered over 500 boats in the past three years alone,” said the company’s Vice President of Commercial Sales, Carl Wegener. “We have an enviable track record of on-time, high quality deliveries to our military, government and

passenger vessel customers, with proven reliability in the harshest environments to be found. Today we're bringing Metal Shark's military-honed quality to pilots, too." (*Source: MarineLink*)

ABB MODERNIZATION ADDS 20 YEARS' SERVICE LIFE TO CANADIAN ICEBREAKERS

The modernization of CCGS **Pierre Radisson** has been successfully completed in an upgrade program that will ultimately cover 10 ships in the Canadian Coast Guard fleet. ABB has successfully concluded the first modernization on a Canadian Coast Guard (CCG) icebreaker, installing the latest hardware and software onboard the 38-year-old CCGS **Pierre Radisson** as part of the complete upgrade to the ship's propulsion power distribution system that entailed the



installation of twelve new DC-Drives and complete Propulsion Control System. The contract includes the option to amend the modernizations of two other ships in the CCG fleet, CCGS **Des Groseilliers** and CCGS **Amundsen**, both of which have clocked up more than 30 years of service. Ultimately the project also kicked off a fleet life extension program that will see ABB upgrading 10 of the CCG's 13 High Endurance Multi-Tasked Vessels as well as Heavy and Medium Icebreakers, which conduct major search and rescue operations and play a vital role in keeping the shipping lanes of northern Canada ice free. The upgrades will take place in succession between now and 2020 while the vessels are afloat and docked at their homeports, in partnership with a domestic specialist in electrical systems integration. Nathalie Pilon, President ABB in Canada, said: "We are delighted the Government of Canada selected ABB to support the Canadian Coast Guard in a project of this magnitude and importance for the nation's maritime infrastructure and we look forward to building upon and continuing a longstanding cooperative relationship that will safeguard the fleet for many years to come. Investment in the icebreaking segment has grown in recent times. Reflecting its long history of working with icebreakers, ABB stands at the forefront of this regeneration." Modernization of CCGS **Pierre Radisson** was needed because the original power system, installed 38 years ago, was approaching end of life. While the upgrade will see the vessel retain its existing control arrangement of six AC alternators with rectifiers to supply direct current to the motors through upgraded breakers and contactors, the installation of the new ABB Drives will improve availability and extend endurance, allowing the ship to spend more time at sea. Specifically, ABB fitted twin AC/DC Diesel-Electric propulsion systems for greater redundancy, with each featuring a DC electric motor connected directly to the vessel's propeller. ABB also took the opportunity to attach digital sensors to a variety of onboard equipment to provide its shore-based expert engineers with a virtual presence on board the ship to help diagnose problems at any time. ABB's Remote Diagnostic Service will significantly improve maintainability and contribute to reduced vessel down time. Juha Koskela, Managing Director of ABB's Marine and Ports business unit, said: "When CCGS **Pierre Radisson** was constructed in the late 1970s, ship to shore connectivity was mostly limited to

radio. The Internet as we know it today simply did not exist. Today ships are digitally tethered to shore by satellite, which enables greater shore-side involvement and flexibility in vessel operations. The pivot to digital promises innumerable opportunities for the CCG's icebreakers to operate safely and perform their missions more effectively. "We are proud to be working closely with the Canadian Coast Guard to help them maintain safe and reliable vessel operations for years to come. CCG vessels operate in harsh environments carrying out a variety of important missions year-round. By delivering improved vessel endurance together with round-the-clock Remote Diagnostic Service, we can support them in fulfilling those duties." *(Press Release)*

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MARCOPOLO SHIPYARD RESTRUCTURING APPROVED



PT Marcopolo Shipyard (PTMS) has secured the approval for its restructuring plan to place itself under a Penundaan Kewajiban Pembayaran Utang (PKPU) suspension of debt payment. It means, Batam-based unit of Marco Polo Marine has cleared the final hurdle to proceed with debt restructuring for the holding company and its key shipyard subsidiary under the two schemes of

arrangement filed with Singapore's High Court. "The Board is pleased to note that pursuant to the above-mentioned application, PTMS has obtained the requisite court declaration made in response to the PKPU Restructuring Proposal that has been submitted, namely, that a valid debt restructuring has been agreed to by PTMS and the relevant creditors, and accordingly, the Commercial Court of Medan has endorsed the agreed debt restructuring under the PKPU Restructuring Proposal and ordered PTMS and the relevant creditors to comply with the said proposal as declared," said a press release from the company. In the last month, the company secured the requisite majority approval from its scheme creditors for its restructuring plan, which calls for debt forgiveness towards \$258 million of liabilities to make way for \$60 million new equity to be injected into the listed group. According to media reports, Marco Polo wants to issue 2.1 billion shares at 2.8 cents each to nine investors, including founders of Singapore-listed Super Group and Soilbuild, as part of a capital injection into the company. *(Source: MarineLink)*



WEBSITE NEWS

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Last week there have been new updates posted:

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

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

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