Tugs Towing & Offshore Newsletter

LEKKO All about tugs

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

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TUGS & TOWING NEWS

ISKES TUGS STRIJKT MET TWEE SLEEPBOTEN NEER IN EEMSHAVEN/DELFZIJL

De Nederlandse sleepbootrederij Iskes Tugs uit IJmuiden is met twee sleepboten neer gestreken in de Eemshaven en de haven van Delfzijl. Het bedrijf zal vanaf maandag starten met uitvoeren van sleepwerkzaamheden in de beide havens. Iskes Tugs is op dit moment vooral nog actief in de havens van IJmuiden en Amsterdam, maar zet nu in op een uitbreiding van de activiteiten in de Groninger zeehavens. De sleepboten **Mars**, met een capaciteit van 82,5 ton, en de **Lynx** zijn vanmorgen al aangekomen in de haven van Delfzijl. De sleepboot Mars is tijdelijk maar de **Lynx**, een Damen ASD 2810 tug, is nieuw gebouwd om de activiteiten in de Eemshaven en Delfzijl te gaan uitvoeren. De **Lynx** heeft dan ook de thuishaven Delfzijl gekregen. Met de Groninger vlag in top vertrokken de **Mars** en **Lynx** zondag tegen het eind van de middag uit IJmuiden. De tweede nieuw sleepboot van Iskes Tugs **Phoenix**, van het zelfde type dan de **Lynx**, heeft ook als thuishaven Delfzijl maar zal nog in IJmuiden/Amsterdam blijven. *(Source: Eemshavenonline.nl Photo: Marcel Coster)*

PILOT BOATS NC-5L & NC-6L CHRISTENED IN WILLEMSTAD - CURACAO

Lovely Ladies christened the new pilot boats NC-5L and NC-6L from KTK (Curacao Towing

Company). The boats are built by Schlieker & Zn in The Netherlands. The multipurpose vessels have been designed with a round bilge hull for superior rigidity. Both designed Multiworkers MW41 and MW47 are outfitted with the same main equipment. The vessels are outfitted with a single Caterpillar C12 engine with 287 KW, a Twindisc clutch and a 4-bladed propeller in a nozzle. The specially designed double fishtail rudder makes them very maneuverable. The Multiworkers have a free running speed of close to 10 knots and a bollard pull of 5.6 tons ahead and 4.6 tons astern. Principal specifications: **NC-5L**; Length o.a. 12.5 mtrs, beam o.a. 4 mtrs and depth at amidships 1.70 mtrs. **NC-6L**; Length o.a. 14.5 mtrs, beam 4.30 mtrs and depth at amidships 1.85 mtrs. Both vessels have a Hydraulic foldable mast on wheelhouse. *(Photo : John Smit (c))*

TWO TUGS ARRIVED IN ROTTERDAM

The *Palmerton* arrived in Rotterdam loaded with 2 Damen Shipyards Group Vietnam built ATD 2412 newbuilding's including the **Buffalo** (YN 545019 IMO 9816347) for Kotug Smit Smit Towage. The standard tug has length of 24.74 mtrs a beam of 12.63 mtrs. The engines rated a rotal output of 4,200 bkW with a free sailing speed of 12 knots and a bollard pull of 70 tons. *(Photo: Willem Holtkamp)*

ANNOUNCEMENT OF OUR FLEET RENEWAL

It is the era of new challenges and we, at Gigilinis Shipping Group, welcome them. In order to meet the markets' demands, we strategically move on to the renewal of our fleet with the addition of three, top of line harbor tugboats: **Endeavour G**, Azimuth Stern Drive (ASD) Tug, 2005 built, 62,45t BP, Fire Fighting Ship 1, IACS Class **Momentum G**, Tractor Tug, built 1999, 46.5t BP, Fire Fighting Ship 1, IACS Class **Anima G**, Twin Screw Tug, built 1988, 25t BP, IACS Class We proudly announce that the tugboats "**Endeavour G**" and "**Momentum G**" shall operate at the Port of Thessaloniki from mid - January 2018 onwards and the tugboat "**Anima G**" shall operate at the Port of Kavala from February 2018 onwards. Given the requirements for long - term relationships with our valued customers, we pursue highly focused business strategies including: Keeping our fleet modernized and young, maintaining low cost and highly efficient operations and capitalize on our companies' reputation for high standards of performance, reliability and safety ! (Press Release)

CROWLEY ORDERS ATB AT BOLLINGER

Crowley Fuels LLC has signed a contract with Bollinger Shipyards for the construction of a new 100,000-barrel-capacity articulated tug-barge (ATB) to transport multiple clean petroleum products in the Alaska market. The Alaska-class vessel will be built at Bollinger Marine Fabricators Shipyard, in Amelia, La., with an expected delivery in the fourth quarter of 2019. The build contract includes an option for a second ATB. Once built and deployed, Crowley will operate the ATB under a long-term charter with Alaska-based Petro Star Inc., a wholly-owned subsidiary of Arctic Slope Regional Corporation (ASRC). The charter extends Crowley's long partnership with ASRC, which dates back four decades to ASRC's earliest days. "While Crowley has operated ATBs in Alaska in the past, this will be the first ATB of its size and class that will be dedicated to the Alaska market," said Rocky Smith, Crowley Fuels' senior vice president and general manager. "The vessel's capabilities make it ideal to serve the market with the safe and reliable service Crowley has built its reputation on. We look forward to working with our partners at Bollinger to deliver a world-class ATB to this region." The barge will be named **Oliver Leavitt**, in honor of ASRC's former chairman and current member of the corporation's board of directors, with the tug sporting the name **Aveogan**, Leavitt's Iñupiat name. Crowley's Seattle-based naval architecture and marine engineering subsidiary, Jensen Maritime, designed the 483-foot ATB to meet Ice Class and Polar Code requirements including increased structural framing and shell plating and extended zero discharge endurance. It also features a ship-shape bow to enhance its ability to maneuver in icy conditions. Other design innovations include a barge form factor to achieve high-cargo capacity on minimal draft. The tug has Azimuthing drives to enhance maneuverability, and an Intercon C-series coupling system with a first-of-its-kind lightering helmet and barge ladder wave design. The tug is equipped with fire monitors and foam proportioner, providing off-ship firefighting capabilities to the barge. The tug's main GE engines, as well as the barge engines, meet U.S. Environmental Protection Agency's Tier IV environmental standards for emissions-reducing performance requirements. The barge features a ballast water

treatment system, also meeting the latest requirements. The ATB tug is fitted with a patent-pending closed-loop ballast system, whereby the tug's freshwater ballast is transferred to a retention tank on the barge. There is no ballast water treatment system on the tug, eliminating any overboard discharge of ballast from the tug. The barge features deep-well pumps in each cargo tank, as well as all-electric deck machinery to reduce the risk of hydraulic spills. The barge is also outfitted with spill response gear and two hydraulic boom reels with inflatable booms to support spill response efforts. The ATB was designed under the Safety of Life at Sea (SOLAS) Convention and it will be classed with the American Bureau of Shipping (ABS). The vessel will be built with enhanced features to benefit the crew, including 45-degree sloped staircases, interior sound deadening and staterooms with bathrooms. Crowley's marine solutions group has been contracted to provide vessel construction management services in the shipyard from final design phase through to delivery. *(Source: MarineLink)*

VOITH SCHNEIDER TRACTOR TUG FOR SALE

Offshore Solutions Unlimited announces the sale for following Voith Schneider Tug: built in 1983 by Ferguson Bros, UK. Lloyd Register drydock due 15/05/18; 235 DWT; 482 GRT; 161 NRT Particulars: Length o.a. 37.44 mtrs; Length bp. 35.01 mtrs; Beam 11.31 mtrs; Draft 5.376 mtrs Mainengines 2x Ruston diesels 12RKCM total rated 4000 bhp; Generator sets 3 x 80 kW, 240 kW total. Propulsion 2 x Voith 32 units with a 45 tons bollard pull. Winch MacTaggert Scott Dual purpose for harbor and sea towage. Fuel oil 144 tons; Fresh water 21 tons; Water ballast 99 tons; Dispersant 14 tons. Accommodation 10 persons in 2 x 1 and 4 x 2 berth cabins. Outright offers invited basis delivery "as is / where is" Shetland Islands around end March / beginning April ... *(Source: Offshore Solutions Unlimited)*

DAMEN SHIPYARDS GROUP DELIVERS ANOTHER 2 TUGS TO ISKES TOWAGE & SALVAGE

The Damen shipyards group built ASD 2810 tugs **Lynx** (Imo 9804045) yard number 513506 and

Phoenix (Imo 9793155) yard number 513504 were seen outbound from Gorinchem passing the Damen shipyard in Hardinxveld were the **Papillon** is preparing her voyage to Frans Gyana. The standard ASD 2810 has a length of 28.67 mtrs a beam of 10.43 mtrs The engones rated a total output of 3,730 bkW with a free sailing speed of 13.4 knots and a bollard pull of 60 tons. *(Photo: Arie Boer (c))*

VLOOT ALP MARITIME SERVICES GROEIT NAAR 10 ZEESLEPERS

Hollands Glorie weer op stoom. Ze was vorig jaar even in haar thuishaven Rotterdam na een lange sleepreis, die in het Verre Oosten begon en in Stavanger in Noorwegen was geëindigd, de gloednieuwe zeesleper annex bevoorrader/ ankerbehandelaar **ALP Defender**. Als jongste vlootaanwinst van ALP Maritime Services in Rotterdam en mag ze een trotse vertegenwoordiger van Hollands Glorie worden genoemd. En met de komst van vier van deze moderne krachtpatsers lijken oude tijden te herleven. Met name in de vorige eeuw waren het de Nederlandse zeeslepers die naam maakten met grote sleeptransporten en spectaculaire bergingsoperaties. Schrijver Jan de Hartog schreef er in 1940 zijn roman 'Hollands Glorie' over. Sindsdien staat Hollands Glorie synoniem voor alles wat met slepen en bergen te maken heeft. Rederijen als Smit Internationale uit Rotterdam, Wijsmuller uit IJmuiden en ITC uit Heemstede bouwden wereldwijd een geweldige reputatie op en wisten de concurrentie op afstand te houden. Dit veranderde toen rederijen in de opkomende offshore-industrie sterke bevoorradingsvaartuigen gingen inzetten die ook sleep- en ankerwerk konden doen. Vaartuigen die qua trekkracht niet onderdeden voor de grote zeeslepers en veel breder inzetbaar waren. Dit luidde de teloorgang in van Hollands Glorie en langzaam maar zeker verdwenen de Nederlandse zeeslepers van het toneel. Alleen Fairmount Marine uit Rotterdam durfde het nog aan om vijf sterke zeeslepers annex ankerbehandelaars met een trekkracht van 205 ton in de vaart te brengen, maar deze rederij werd opgeslokt door Boskalis. Relatief nieuw aan het firmament is ALP Maritime Services, onderdeel van Teekay Offshore Partners, die met een

indrukwekkende vloot van weldra 10 zeeslepers onder Nederlandse vlag Hollands Glorie weer doet herleven. *Eigen vloot* ALP Maritime Services, ooit begonnen als makelaar in sleepwerk, trok eind 2014 de aandacht met de bekendmaking dat zes sterke zeeslepers waren overgenomen uit de vloot van Harms Offshore in Duitsland. Dit betrof de **Orcus** (bp 298 ton), **Uranus** (bp 285 ton), **Janus** (bp 219 ton), **Ursus** (bp 218 ton), **Taurus** (bp 198 ton) en **Magnus** (bp 192 ton). Allemaal moderne zeeslepers die ook ankerwerk konden doen en waren gebouwd in de periode 2006-2010. ALP Maritime Services had al ervaring met deze slepers, ALP Future-klasse heeft trekkracht van 305 ton aangezien men hiervoor enige tijd voor de inzet ervan had gezorgd. Ze werden onder Nederlandse vlag gebracht, kregen Rotterdam als thuishaven en werden respectievelijk herdoopt in **ALP Centre**, **ALP Guard**, **ALP Winger**, **ALP Forward**, **ALP Ippon** en **ALP Ace**. Namen gebaseerd op spelers uit een honkbalteam. De vloot werd succesvol ingezet in de offshore-industrie en maakte vooral naam met het verslepen en assisteren van booreilanden en andere sleeptransporten. Zo versleepten de **ALP Centre**, **ALP Guard** en **ALP Forward** vorig jaar de grote **Kraken FPSO** via het Suezkanaal van Singapore naar het Kraken olieveld in de Engelse Noordzee. *Future-klasse* Gelijktijdig met de bekendmaking op 21 februari 2014 dat ALP Maritime Services was overgenomen door Teekay Offshore Partners, werd in Japan een bouworder geplaatst voor vier bijzondere zeeslepers die ook anker- en bevoorradingswerk zouden kunnen uitvoeren. Deze vaartuigen van de ALP Future-klasse waren, in samenwerking met de opdrachtgever, ontworpen door Ulstein Design & Solutions. Dit SX157-ontwerp valt op door de X-boeg, die het zeegedrag van schepen positief beïnvloedt. De bouw heeft plaatsgehad op de Japanse Niigata- werf. Hier zijn intussen de eerste twee van deze serie, de **ALP Striker** en **ALP Defender**, opgeleverd en binnenkort gaat hetzelfde gebeuren met de zusjes **ALP Sweeper** en **ALP Keeper**. Het viertal heeft een lengte van 88,90 meter en een breedte van 21 meter en is uitgerust met vier MaK hoofdmotoren met in totaal 24.400 pk en een trekkracht van 305 ton. Wordt met twee motoren gevaren dan levert dit nog een trekkracht op van ruim 170 ton. De **ALP Striker** bleek bij de trekproef zelfs over een trekkracht van bijna 310 ton te beschikken. De kruissnelheid bedraagt 12,6 knopen en de maximumsnelheid 19 knopen. Dankzij hun bunkercapaciteit van 3500 ton kunnen er zeer lange sleepreizen mee worden gemaakt. Verder zijn

de slepers voorzien van een klasse 2 dynamisch positioneringssysteem en een klasse 2 brandblussysteem. *Lange deining* De in september 2016 opgeleverde **ALP Striker** heeft intussen al een serie sleepreizen gedaan, waaronder met diverse booreilanden en een met voortstuwingsproblemen kampende bulkcarrier. De in juni 2017 opgeleverde **ALP Defender** maakte haar eerste grote sleepreis met de **Randgrid**, een voormalige shuttletanker die op de Sembawang-werf in Singapore was omgebouwd naar FPSO. Op 6 juli vertrok de **ALP Defender** uit Singapore voor de 12.500 mijl lange reis, via Kaap de Goede Hoop, naar Stavanger. In één ruk werd doorgevaren naar Walvis Baai, waar werd gebunkerd. Op 26 augustus bereikte het transport het Engels Kanaal, waar de **Multratug 3** als stuurboot op het achterschip van de **Randgrid** FPSO vastmaakte. Op 30 augustus arriveerde het transport, drie dagen eerder dan

gepland, in Stavanger. Hiermee had de **ALP Defender** bewezen waarvoor de ALP Future-klasse was bedoeld: het succesvol verslepen van grote objecten over lange afstanden. Hollands Glorie op zijn best. Hierna was er even tijd om thuishaven Rotterdam aan te doen om kort daarop voor een volgende sleepklus naar Brazilië te vertrekken. Met de komst van vier gloednieuwe zeeslepers telt de vloot van de Rotterdamse rederij straks 10 zeeslepers die wereldwijd worden ingezet. *(Source: Schuttevaer - by Paul Schaap/PAS Publications; Photo top Reinier van de Wetering; bottom ALP Maritime Services)*

ACCIDENTS – SALVAGE NEWS

STRICKEN IRANIAN OIL TANKER DRIFTS INTO JAPAN'S ECONOMIC ZONE AS FIRE RAGES ON

A stricken Iranian oil tanker continued exploding on Friday, hampering rescue efforts, Chinese state media reported, as Japan's Coast Guard said the ship drifted away from the Chinese coast and into Japan's exclusive economic zone (EEZ). The ship, which has been ablaze for almost a week since it collided with another vessel on Saturday night in the East China Sea, was about 286 km (178 miles) northwest of Sokkozaki on the island of Amami Oshima as of 0700 GMT on Friday, the Japan Coast Guard said in a statement. The vessel is drifting to the southwest at a speed of 2.2 km (1.4 miles) per hour, the Coast Guard said. Amami Oshima is one of the northern islands in the Ryukyu islands chain that includes Okinawa. *Full Coverage: 'Sanchi' Tanker Fire* There have been continuous explosions onboard the ship, China's official Xinhua news agency said late on Friday, citing the Ministry of Transport. The tanker **Sanchi** (IMO:9356608), owned by Iran's top oil shipping operator National Iranian Tanker Co, was carrying almost 1 million barrels of condensate, an ultra-light, highly flammable crude oil, to South Korea. It collided with the freighter **CF Crystal** (IMO:9497050) that was carrying grain from the United States about 160 nautical miles (184 km) off China's coast near

Shanghai. The Coast Guard has sent patrol boats and aircraft to monitor the situation, said a spokesman for the Japan Coast Guard's 10th region based in Kagoshima. Fourteen ships are carrying out emergency response work, including one from Japan and two from South Korea, the transport ministry said in a statement released late on Friday. The **Sanchi** had a crew of 32 sailors at the time of the collision. The body of a mariner suspected to be from the ship was recovered on Monday and sent to Shanghai for identification. The rest of the crew, which included 30 Iranians and two Bangladeshis, remains missing. Twelve Iranian rescue workers had been brought to Shanghai to help and would join rescue work soon, Lu Kang, a spokesman from China's foreign ministry, told a regular briefing. *(Source: gCaptain - Reporting by Yuka Obayashi in TOKYO Additional reporting by Muyu Xu and Christian Shepherd in BEIJING; Writing by Josephine Mason in BEIJING; Editing by Christian Schmollinger (c) Copyright Thomson Reuters 2018.)*

BURNING OIL TANKER SANCHI SINKS OFF CHINA

The ill-fated Iranian tanker **Sanchi** sank on January 14, after burning for over a week following a collision in the East China Sea. The tanker, which was carrying 136,000 tons of crude oil, suffered another explosion around 12 o'clock and subsequently sank some 151 nautical miles southeast of the incident in the afternoon hours, China's Ministry of Transport cited Shanghai Maritime Search and Rescue Center. The officials informed that the flames reached 800 to 1,000 meters high at the time, while oil spills from the ship continued burning in the area where the ship went down. On January 13, a Shanghai salvage team, which boarded the tanker, managed to find and recover two bodies from the ship. The team also recovered **Sanchi's** voyage data recorder before being forced to leave the ship due to thick toxic smoke on board. Earlier search and rescue efforts resulted in one body being recovered on Monday. Relevant authorities are undertaking search and rescue operations in an effort to locate potential survivors of the ship's 30 Iranian and two Bangladeshi crew members. China's Ministry of Transport earlier said that the tanker drifted about 65 nautical miles south from the spot where it collided with the Hong Kong bulk carrier CF Crystal on January 6. Strong winds pushed the stricken tanker away from the Chinese coast into Japan's exclusive economic zone, some 300 km northwest of Sokkozaki on the island of Amami Oshima. Iran's Ports and Maritime Organization (PMO) has asked the International Maritime Organization (IMO) for assistance and called on China's neighbours, namely Japan and South Korea, to deploy their rescue and firefighting assets to the scene. Before the tanker sank, Mohammad Rastad, spokesman of the Iranian rescue team dispatched to Shanghai, told Iran's state news agency that, "despite our efforts, it has not been possible to extinguish the fire and recover the bodies due to repeated explosions and gas leaks." He added that information gathered from CF Crystal's crew suggested that there were no survivors on board the tanker. China's state news agency Xinhua informed that there was an oil spill where the vessel sank and that the National Oceanic Bureau is monitoring the situation closely. *(Source: World Maritime News; Photo: Youtube Screenshot)*

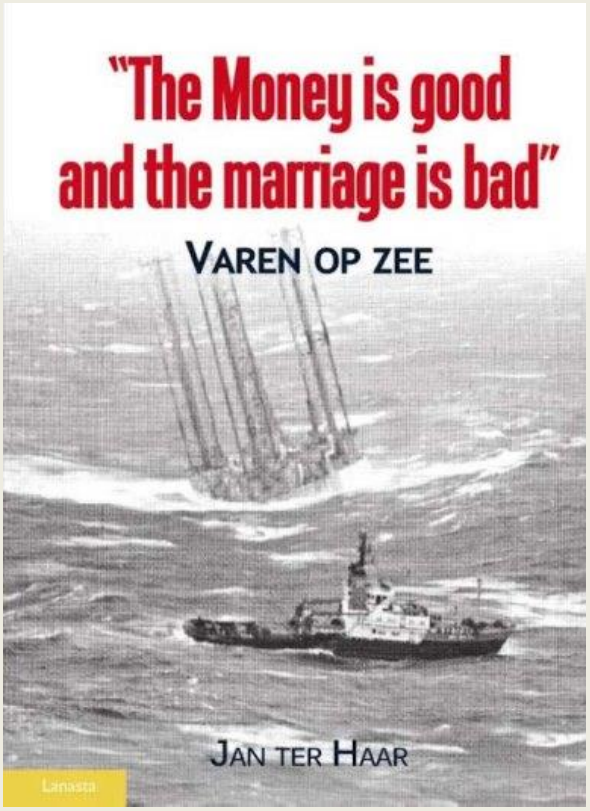
IN FLORIDA, THE SUN CRUZ SHIP-CASINO BURNED DOWN

Sun Cruz ship-casino was burnt in the US state of Florida. According to RIA Novosti, the incident occurred in the port of Richey canal. The local sheriff posted from the scene on Twitter. The pictures show that the ship is almost completely covered with fire and thick black smoke. There were 50 people on board, it is believed that all of them were able to reach the shore. Although, several US media channels reported that one person was missing, but officially this information is not confirmed. The causes of fire are established. *(Source: Maritime Herald)*

ALLISION IN BRAKE

In the afternoon of Jan 15, 2018, at 2.30 p.m. the caro m/v "**Peikko**" (IMO: 8324684) allided with two other ships at the pier in the port of Brake, Wesermarsch municipality. The 55 year old master had tried to shift berths afer unloading operations in port had been completed, but misjudged the tide currents and wind conditions. The vessel hit the bulkcarrier "**Aracari Arrow** (IMO: 9008706) and the "**Mistral**" which were both moored at the pier. The bulkcarrier suffered such significant damage that it was detained in port. The hull of the "**Peikko**" had suffered a breach which had to be welded. The ship was allowed to leave towards Aarhus in the night hours at 7.30 p.m., ETA Jan 17. The police launched an investigation against the master. *(Source: Vesseltracker; Photo: H. Trappmann)*

BULKCARRIERS EN DE KUNST VAN ZINKEN



Op zondag 21 januari om 14.00u vertelt Kapitein Jan ter Haar over zijn boek: *'The money is good and the marriage is bad'*. "Zeeslepen en bergen werd als een "feest" beschouwd en je werd er nog voor betaald ook. Was het gevaarlijk? Alleen als je niet oplet, dus niet gevaarlijker dan andere zaken. Is varen op zee uitdagend? Voor varen op zee moet men geschikt zijn en men moet de juiste partner kiezen. Klopt dat niet dan wordt het niets op zee. De introductie is van zijn schoondochter, Sylvia Tervoort, voor zover bekend de enige vrouwelijke bergingsinspecteur ter wereld. Gratis entree. Onze Boekproeverij is open voor heerlijke koffie e.d.! Kantoorboekh. LAAN Burg. Mooijstraat 19 1901 EP Castricum. *Jan ter Haar:* After 12 years merchant navy I made a career change to deep sea towage and salvage. Being master mariner and having been captain on the category of large ocean-going tugs I became a salvage master and as a salvage master and consultant with SMIT Salvage I retired in November 2003, whereafter having done all the jobs I promised my wife to do at home the telephone started to ring, which made me decide to continue working as I had done before as a salvage master/consultant. I advise international law firms, PandI clubs, underwriters etc. Late December 2014 I requested the SCR Committee of Lloyds in London to have my name removed from the SCR panel. The former decision will not effect any of my other activities. They still remain as they are. I still go out and execute salvage operations for salvage companies worldwide, this allows me to maintain the practical experience. This year 2016 after 12 years of having been a visiting teacher on the STC - Shipping and Transport College in Rotterdam my position was handed over to the younger generation and a permanent member of the teaching staff. I am the author of the book "Towing Manual - Offshore and Ocean Towage with related shipping matters and opinions" ISBN/EAN 978-90-810900-2-5, which I wrote on behalf of the aforementioned STC Group for the target group students in the Higher Professional Education Level. In March 2017 my second book has been published. The title is "The money is good and the marriage is bad", it is a quote I learned from a Norwegian captain

during one of my activities in the beginning of the tanker war Iraq - Iran and when I learned it, I decided if I ever write a book about my sea going experiences, this will be the title. And so I did. The book however is, except from the title, written in the Dutch language but I consider to commence on an English version. This however will take some time. The book is available in all book shops and also can be purchased via the internet site of www.bol.com. The purchase price is € 27,95. It is registered as ISBN: 978-90-8616-265-9. In order to trigger you appetite I will add some example pages to this presentation. *(Press Release)*

FIRE BREAKS OUT ABOARD PETROBRAS FPSO IN SANTOS BASIN

A fire broke out aboard a Petrobras-operated FPSO early on Tuesday, the Brazilian oil company has informed. In a statement released on Tuesday, Petrobras said the fire had been identified aboard the **Cidade de Maricá**, in Lula Alto Area of the Lula field, in the pre-salt area of the Santos basin. The fire, spotted at 4:38 local time, was contained at 4:55am using the firefighting equipment aboard the FPSO. The production of the FPSO has been halted and will be resumed as soon as security tests are performed, Petrobras said. The company has informed the relevant authorities, and a commission has been set up to investigate the causes of the incident. There was no harm to people or the environment, the company added. The Lula Alto area, in the Lula field, is owned by the BM-S-11 Consortium, operated by Petrobras (65%), in partnership with Shell Brasil Petróleo Ltda. (25%) and Petrogal Brasil S.A. (10%). The vessel is located at approximately 270 kilometers from the coast, at a water depth of 2,120 meters. Cidade de Maricá has a daily production capacity of up to 150,000 barrels of oil and 6 million cubic meters of gas which is the seventh major definitive production system in the pre-salt layer of the Santos Basin. *(Source: Offshore Energy Today)*

OFFSHORE NEWS

STATOIL EXTENDS FRAME DEAL, AWARDS CONTRACT TO MMT, REACH JV

Swedish subsea inspection specialist MMT, with its partner Reach Subsea, has received good news in the form of a renewed and expanded frame agreement with the Norwegian oil giant Statoil. MMT on Monday said the successful co-operation between Reach Subsea and MMT Sweden resulted in a new frame agreement covering both survey and light construction for the next three years. The frame agreement is call-off based, which means that Statoil can award contracts for survey and light construction projects in the North Sea on an "as needed" basis. As part of the frame agreement, MMT Sweden has in co-operation with Reach Subsea been awarded a contract with Statoil for survey and light construction work offshore Norway. The value of the contract is confidential. The work will be performed with the subsea vessel **Havila Subsea** from early February onwards and will include survey and light construction. "The frame agreement and the associated awarded work is of great strategic importance for both MMT Sweden and Reach Subsea," MMT said. Jostein Alendal, CEO of Reach Subsea, said: "We are delighted and proud that Statoil has recognised the competitive service offering that MMT Sweden and Reach Subsea can provide in co-operation. Our common investment in developing the innovative Surveyor high speed ROV, as well as the track record we have built together utilizing the complementary skills of Reach Subsea and MMT Sweden, has played an instrumental role in positioning us for this frame agreement. *(Source: Offshore Energy Today)*

NORTH OCEAN 102 VESSEL ARRIVES IN BRAZIL TO BEGIN ATLANTA WORK

McDermott's **North Ocean 102** offshore vessel is in Porto do Açu, Brazil, ready to start work on QGEP's Atlanta field. This is according to McDermott which on Friday shared the photo of the vessel saying in the captions the vessel was ready for the Atlanta field early production systems (EPS) loadout. To remind, the company, along with a consortium partner, was awarded a SURF engineering, product supply, and installation scope for the Atlanta EPS by Brazilian exploration and production company Queiroz Galvão Exploração e Produção (QGEP) back in 2015. The Atlanta EPS is phase 1 of the Atlanta field development, located in 5,085 feet of water in Brazil Block BS-4 of the Santos Basin southeast of Rio de Janeiro. McDermott is responsible for the engineering and offshore installation of all subsea hardware, including flexible pipes, umbilicals, umbilical termination assemblies, subsea pump skids, suction piles, and associated equipment. McDermott's consortium partner will be responsible for the supply of all flexible risers, flowlines, and associated equipment. It was agreed that the North Ocean 102 installation vessel would conduct on-site work as soon as QGEP's floating production, storage, and offloading (FPSO) unit is available. The NO 102 vessel can

begin work on the contract now that the Petrojarl I FPSO arrived in Brazil, almost two years behind the original schedule. Teekay's FPSO Petrojarl I entered Brazilian waters on December 31, 2017, and arrived at the Atlanta field on January 8. The Petrojarl I had spent almost 30 years in the North Sea when it was decided the FPSO would be upgraded and redeployed to Brazil on a five-year charter with QGEP. The FPSO was supposed to start producing oil at the Atlanta field in mid-2016. However, delays with upgrade work in Damen shipyard in the Netherlands forced the operator to prolong the first oil date. QGEP expects Atlanta field to begin production in the first quarter and reach approximately 20 thousand barrels of oil per day, from two producing wells. The oil produced by the Atlanta Field in the early production system will be purchased by Shell. *(Source: Offshore Energy Today)*

HORIZON STAR MAKES IT HALIFAX DEBUT

Horizon Maritime Services Ltd (of Halifax and St. John's) has been involved in crewing and other services related to the offshore sector since it was founded in 2015. It has recently expanded into ship owning as part of a growth strategy. Owned and managed by Nova Scotians with considerable depth of experience with other operators, the company has chosen as its first vessel a

highly sophisticated offshore support vessel with a range of capabilities. **Horizon Star** arrived in Halifax for the first time January 10 after working off Newfoundland since the summer. Built by Kleven Ulstenivik to a Marin Teknikk MT 6015 design, the ship was originally ordered by IES Energy Marine of Malaysia and launched in 2015. When IES defaulted during the collapse of offshore activity, Kleven attempted to sell the ship, but with little success. Horizon, well financed by Nova Scotia investors, was able to wring a very good deal out of Kleven, and had the ship completed to their own specifications. The naming ceremony in Norway August 3, 2017, coincided with is registration date in St.John's and **Horizon Star** sailed soon after, arriving in Newfoundland in mid-August. At roughly 100m long and 5204 grt, it is reputed to be the largest Canadian vessel of its type. It is equipped with, among other things, a helicopter landing deck, a moon pool, ROV handling gear, and a crane that can work to depths of 3 km. Bristling with the usual array of directional thrusters, it is also fitted with the now standard firefighting and oil skimming equipment, and can accommodate 60 persons, including its crew of 16. After taking on some fuel today the ship returned to the IT Telecom berth at Pier 9A where a crane is standing by to load some equipment, that appears to be a large cable reel. The stern slide, fitted this week, indicates that it has been contracted to do some cable laying or cable repair work. *(Source & Photo: Mac Mackay-Tugfax)*

UDS' PICASSO VESSEL HEADS TO SEA TRIALS PRIOR TO GOM CONTRACT

Ultra Deep Solutions (UDS) has mobilized diving support and construction vessel (DSCV) '**Picasso**' to perform deep dive trials offshore Hong Kong. The trials will have a duration of one week. According to the UDS, once the trials are finalized, the vessel will head to Singapore to mobilize for work in Gulf of Mexico in early February 2018. In Singapore the vessel will load on two WROVs and will go directly on a 4-year contract in the South America region. The DSCV **Picasso**, which is the sister ship of the **Lichtenstein**, is a DNV GL class 120 meters x 25 meters vessel. The vessel, of MT design, comes with an 18 men 300 msw Twin Bell and Twin 18 men SPHLs. *(Source: Subsea World News)*

FORMATION OF MALIN INTEGRATED SOLUTIONS

Malin Group Ltd, a broad multidisciplinary Group of companies based in Scotland are pleased to announce the formation of a joint venture with Marint (Offshore Services) Ltd and Dixon Marine Consulting (DMC) Ltd. The new entity, Malin Integrated Solutions Ltd, will be based in London and will act and draw upon the strengths of the three companies to offer a comprehensive product in the marine and offshore fields. Malin Group has offered a broad range of services to its client base that

covers front end design through fabrication and heavylift transport and installation. Marint has a long history in international towage, salvage and offshore chartering for their globally based clients, offering 24/7 access to a worldwide network of tugs, offshore support vessels, barges and specialist semisubmersible vessels. DMC meanwhile provide shipbroking, marine consulting and business development services with a specialist focus on subsea and project support vessels. Managing Director of the Malin Group, John MacSween notes, "We at Malin Group have been offering a broad range of marine and subsea consulting, fabrication and heavylift contracting services to our clients for decades, but focused in the Northern European market. We have worked hand in hand with the teams at Marint and Dixon Marine for a long time and this move allows us to work even closer with them on projects much further afield, spreading our combined influence and bringing our own unique approach to solving our client's problems". Managing Director of Marint (Offshore Services) Ltd, Andy Holder advises, "We are exceptionally excited to be able to draw upon the strength and depth of the Malin Group's product and service offerings in order to continue to provide alternate and economical solutions to our Clients at a time when innovation and evolution is critical to continued market success." David Dixon, managing Direction of Dixon Marine Consulting Ltd, comments: “DMC are looking forward to working within MISL. We are confident that with our collective skill sets we can best exploit the broad range of services available from Malin Group to develop flexible, integrated and optimised packages to meet individual client requirements.” *(Press Release)*

SMALLER ANCHOR HANDLERS DEPART FROM WEST AFRICA AS PSVS CHANGE HANDS

As Johannes Sjöstrand explains, in 2017, a clear pattern emerged in the West African market with a reduction in the number of small to mid-sized anchor-handling tug/supply (AHTS) vessels. In particular, the 5,150–6,000 bhp dynamic positioning (DP) class 1 AHTS segment saw reduced numbers through departures and sales. RK8 Offshore offloaded a number of such units. The 5,150

bhp units **Greta K** and **Bertie K** were early sales in the year, being purchased by Caspian Mainport and renamed **CM Greta** and **CM Brit**, respectively. In the 6,000 bhp DP1 AHTS segment, the units **Mari K**, **Hilde K** and **Tricia K** were sold en bloc to Caspian Shipping in the early autumn. Scheduled to drydock in Walvis Bay prior their Caspian Sea mobilisation voyage, **Mari K** is still in Walvis Bay and has been renamed **Nefteqaz III**. **Tricia K** is in Baku, Azerbaijan, and **Hilde K** is in in Tuzla, Turkey. Another well-known West African AHTS vessel that left the market was Swire Pacific Offshore's **Pacific Supplier**. The 1999-built shallow draught vessel received a second life and new industry exposure when Norwegian company Tananger Offshore picked it up to serve a term contract in the Norwegian aquaculture sector. MMA Offshore's market presence was trimmed significantly with the departure of its last two AHTS units – a third, the AHTS **MMA Cavalier**, 8,000 bhp, had already departed the region in late 2016 for a job in the Middle East. 2017 saw both **Mermaid Vanquish** and **Jaya Dauphin** sold off. Having been stationed for some time in South Africa in the Port Elizabeth and Durban corridor undertaking salvage jobs and Subtech lead projects, the 64-tonne bollard pull AHTS vessel **Mermaid Vanquish** left the region when sold to Zouros Group in Greece. The somewhat larger **Jaya Dauphin** was bought by Egyptian Ocean Marine and renamed **Ocean Tiba** and trades these days in the Egyptian Red Sea. With the departure of MMA's AHTS fleet from the region, the owner's presence in West Africa is anchored in MMA Privilege's term contract with CNR International, supporting MODEC's project on Baobab in Côte d'Ivoire. The DP2 work and accommodation vessel is set to have its stay in the region extended, having already clocked up two years there in April 2018. The winding up of the joint venture between Norway's Havila and Singaporean POSH saw the sale of two AHTS units – **POSH Venture** and **POSH Vibrant**. Prior to the downturn, the two vessels were regulars in Congo and Angola but ultimately ended up long term in the layup hub of Walvis Bay. The 2009-built 126-tonne bollard pull **POSH Venture** was sold to Vietnam, whereas the 2008-built, 103-tonne bollard pull **POSH Vibrant** was sold, renamed and retained in West Africa. The latter, now **Pioneer Silver**, has been integrated into Navig8's offshore pool and will join the RK8 Offshore fleet in the West African market in earnest in mid-January. Another Navig8 and RK8 Offshore addition is the former 94-tonne AHTS **Varada Ipanema**, a 2011 ABG Shipyard build, which now trades under the name **Kilimanjaro**. For many years, the 2011 Astilleros Armon-built **Rigel**, a fire-fighting class 2 and 110-tonne bollard pull anchor-handling tug, worked for Sonangol on an offshore terminal contract under the management of Italian Fratelli Neri. Having ended its five plus year contract and later transiting back to the Mediterranean, the end of 2017 saw the vessel changing hands, having been acquired by Muller Dordrecht in the Netherlands and its name changed to **En Avant 30**. Proving that there is rarely an established pattern or rule without an exception, 2017 finished off with the sale of four stalwart West Africa platform supply vessels (PSVs). Seacor closed the deal on four Hellespont PSVs – the 2009/10-built UT 755 LN **Hellespont Daring**, **Hellespont Dawn**, **Hellespont Defiance** and **Hellespont Drive**. With the exception of **Hellespont Drive**, all of the PSVs are currently under contract in Nigeria and Congo. At the time of writing, the management of the units remains within Hellespont's Hamburg office with commercial supervision from Seacor's Dubai office. *Johannes Sjöstrand is a broker at West Africa-focused Mercers Offshore. *(Source: Offshore Support Journal)*

WINDFARM NEWS - RENEWABLES

RACE BANK TECHNICIANS' RIDE COMES ALONG

Our latest photo of the day shows Seacat Services' crew transfer vessel (CTV) **Seacat Volunteer** picking up technicians from the substation at Ørsted's 573MW Race Bank offshore wind farm located off the North Norfolk coast, UK. Seacat Services is working to support construction and commissioning at Race Bank under the terms of a two-year, four-vessel charter signed in April 2016. So far, **Seacat Volunteer**, **Seacat Courageous**, **Seacat Magic** and **Seacat Mischief** completed more than 27,000 crew and equipment transfers, covering a total distance exceeding two trips around the globe, Seacat Services said. Engie Fabricom and Iemants were in charge of supplying two substations to the wind farm, with Seaway Heavy Lifting (SHL) installing Race Bank 02 (ROW 02), the first substation, in August 2016, and the second, Race Bank 01 (ROW 01), in March last year. Race Bank, being built out of the company's construction base in the Grimsby Fish Docks, comprises 91 Siemens 6MW turbines recently installed by A2SEA's jack-up vessel Sea Installer. The wind farm is expected to be fully commissioned early this year. *(Source: Offshore Wind)*

VOS STONE MOBILISED WITH AMPELMANN A400 GANGWAY SYSTEM

Vroon Offshore Services and Ampelmann are pleased to announce that **VOS Stone**, latest addition to Vroon's offshore-support fleet, will be mobilised with an Ampelmann A400 gangway system to engage in walk-to-work operations during the array cabling and commissioning of the Arkona Offshore Windfarm in the Baltic Sea from Spring 2018. The A400 gangway system combines the established motion-compensation technology of Ampelmann's A-type system with a new, wider

gangway and an elevator which allows for a stepless flow of people and cargo trolleys between the vessel's main deck and the offshore asset. This project further strengthens the long-standing partnership between Vroon and Ampelmann. **VOS Stone** is a newbuilding subsea-support walk-to-work vessel designed to deliver safe and highly versatile support services to the offshore Renewable and Oil & Gas industries, being equipped with a 50-ton active heave-compensated crane, high-standard accommodation and recreational facilities for 60 client personnel. Watch the video HERE *(Press Release)*

ØRSTED CONTINUES OFFSHORE WIND SUPPORT IN TAIWAN

Ørsted has signed four Memorandums of Understanding (MoU) in Taiwan in order to continue exchanging knowledge on offshore wind and developing the industry. Ørsted signed an MoU with National Kaohsiung University of Science and Technology (NKUST) forging business-academia links to ensure knowledge exchange on offshore wind and develop local talents in marine fields. NKUST, which will be established on 1 February by merging the National Kaohsiung Marine University, National Kaohsiung University of Applied Sciences, and National Kaohsiung First University of Science and Technology, will cover the fields of marine, industrial application and technology. Once the NKUST is established, the first task will be for both sides to work jointly to establish a Master's degree program in offshore wind, combining research and practice, with a goal to start enrollment in 2019. In addition, Ørsted signed the agreements with Dragon Prince (a spin-off from Kaohsiung Marine University's business incubator), Pan Formosa, and EGS Taiwan, respectively, to continue sharing offshore wind expertise and supporting these local businesses in developing technical capabilities and skills for geology surveys and geophysics to meet the standards required in offshore wind project development. "Kaohsiung is historically known for its marine and heavy industry and has great potential to become one of the centres for offshore wind, just like Changhua where our offshore wind farms will be located. We're pleased to further collaborate with NKUST to support offshore wind education, research, and talent development," Matthias Bausenwein, Ørsted's General Manager for Asia Pacific and Taiwan Chairman, said. *(Source: Offshore Wind)*

SWATH CTVS TO MEET FUTURE WINDFARM REQUIREMENTS

Ad Hoc Marine Designs is championing the feasibility of its Typhoon Class Swath design as the best suited windfarm vessel to meet significant wave height requirements for future rounds of offshore windfarms. The company has recently released details of its new Walk to Work (W2W) Swath CTV capable of servicing the next generation of Round 3 windfarms, giving operators a "better alternative" to ordering larger vessels. "The next round of windfarms and the future vessel requirements for higher wave height and being longer at sea is due to windfarms being placed further out to sea," said John Kecsmar, naval architect, Ad Hoc Marine Designs. "Our Typhoon Class Swath design is the best one on the market to meet these requirements going forward." Mr Kecsmar refutes the view that Swath designs have more resistance at higher speeds, increasing fuel consumption and operating costs for operators. Existing CTV designs are comparable. On the contrary he said, existing CTVs are unsuitable for the much longer voyages to the outer edges of round 2 and round 3 farms, principally owing to the requirements of running and transferring in 3m high seas, especially considering most of their profile will be stationary/loitering. The choice of which type of vessel to choose rests with ensuring the motions during transit and transfer are sufficiently low to prevent seasickness and fatigue in the higher sea states. This has historically meant going for a much larger vessel to move the natural periods of motions away from the expected encounter periods. But the success of the 26m Typhoon Class, **MCS Swath 1**, which runs in seas states with vertical accelerations less than 0.1g in Hs=2.5+m seas, points to an effective alternative to ordering a larger vessel. The all new 41m Swath uses the experience of **MCS Swath 1** to offer not only superior seakeeping during transits, but also transfers. It tunes the Swaths' motions away from expected sea states coupled with the addition of Island Engineering's zero heave mode built-in to the motion control system. This has ensured that the whole vessel is 'heave damped' and does not require any heave dampened gangway for transfers. The 41m CTV is designed to run in Hs=3.5m sea heights and adopts the same philosophy of **MCS Swath 2**, by going quad drive with four CAT 3512C

engines rated at 1678kW each, giving 25 knots. This enables the operator to reduce fuel consumption by running on just one or two smaller engines when on the tower, or just the gensets when in 'hotel' mode for long extended periods. The vessel is capable of being at sea for up to two weeks, has accommodation for 24 technicians in their own individual cabins and can carry any combination of 4 ISO containers. It also comes with the option of Ad Hoc's unique DampaCat system which increases damping even further. For operators after an even more compact vessel, Ad Hoc has a slightly smaller 33m Typhoon Class Swath that is a smaller version of the 41m. It sleeps 12 passengers and provided up to two weeks endurance offshore. *(Press Release)*

NORMAND JARSTEIN AND AMPELMANN IN GERMAN CONNECTION

Tideway B.V., part of DEME Group, has shared a photo of the DP2 Accommodation and Walk-to-Work (W2W) vessel **Normand Jarstein** working on the 396MW Merkur offshore wind farm. Tideway is currently installing 73 inter-array cables at the Merkur offshore wind farm in the German North Sea. The **Normand Jarstein** is being used to assist during pull-in preparations/operations and for cable terminations, Tideway said. The Ampelmann E1000 motion compensated gangway is being deployed, which includes a cargo function, and can transfer people and cargo up to one tonne in sea states of Hs 2.5m, according to Tideway. To date, the Ampelmann gangway has transferred 1,877 persons and performed 771 cargo lifts, resulting in a total weight of more than 200t. Seaway Heavy Lifting's Oleg Strashnov has recently installed the 2,660t topside for the Merkur offshore substation, following the installation of the substation's jacket foundation in October. The Merkur offshore wind farm, located approximately 35km north of the island of Borkum in Germany, will consist of 66 Haliade 150-6MW wind turbines. Once completed this year, it will be one of the country's largest offshore wind farms. *(Source: Offshore Wind)*

YARD NEWS

ZELENODOLSK A. GORKY SHIPYARD LAYS DOWN YET ANOTHER 22160-SERIES PATROL BOAT OF PROJECT 22160

Tatarstan, Russia based Zelenodolsk A. Gorky Shipyard says it held a keel-laying ceremony on 13 January 2018 for the sixth ship in a series of fast response patrol cutters of project 22160. The boat was named in hornour of Captain 3 Rank Nikolay Sipyagin, Hero of the Soviet Union, Commander of a battalion of patrol boats of the Black Sea Fleet. The ceremony was attended by Deputy Prime Minister Dmitry Rogozin, President of Tatarstan Rustam Minnikhanov, Deputy Defense Minister Yury Borisov, First Deputy to Chairman of the Military Industrial Commission Ivan Kharchenko, head of Zelenodolsk municipality Aleksandr Tygin, Director General of AK BARS HOLDING Ivan Yegorov, Director General of Zelenodolsk Shipyard Renat Mistakhov, etc. The Nikolay Sipyagin is

the fifth serial ship and the sixth ship of Project 22160 laid down by the shipyard. The new generation 22160-series coast guard vessels were designed by St. Petersburg headquartered Severnoye Design Bureau to guard and protect the maritime economic zone and in case of hostilities to ensure sustainability of fleet forces and facilities in deployment areas. They also engage in escorts and anti-piracy activities and search-and-rescue missions. Endurance - 60 days, speed - 30 knots, displacement – 1,700 t, crew - 80 men, operational range – 6,000 nautical miles. The ships are armed with 57mm artillery gun, an antiaircraft missile complex and machineguns. They can carry a Ka-27PS helicopter and are equipped with the latest radio-technical and hydro-acoustic means. The 22160-design flag ship Vasily Bykov was laid down on February 26, 2014. The patrol boats named Dmitry Rogachev, Pavel Derzhavin, Sergey Kotov and Victor Veliky are at different phases of construction. Tatarstan based OJSC Zelenodolsk Shipyard named after A. M. Gorky specializes in the construction of warships and passenger high-speed vessels. The enterprise is managed by AK BARS HOLDING. *(Source: PortNews)*

NEW WORKBOAT BRIDGE ELECTRONICS UNVEILED

The latest wheelhouse electronics and communications for workboats, tugs and leisure craft were unveiled in January at the London Boat Show. Some of the latest bridge electronic devices for both workboat and leisure vessel sectors were revealed at the London Boat Show in January, which Tug Technology & Business attended. At that event, Garmin introduced its new range of electronic chart plotters, echosounders and multifunctional displays that now all have the ActiveCaptain application built-in with new connectivity functions. This enables tug masters and mariners to access, update and purchase charts from Garmin's OneChart online store. They can use the application for downloading navigational safety notices and creating their own charts and contours on existing electronic charts, using the Quickdraw function, said Garmin Europe technical sales executive Nick Meadow. Using ActiveCaptain,, mariners can plan routes, transfer voyage plans and create

waypoints. They can synchronise these between chart plotters and their own mobile devices, said Mr Meadow. They can also combine information from electronic charts, solid-state pulse compression radar and sonar on Garmin's multifunctional displays. Garmin has introduced new versions of its EchoMap Plus chart plotters, with touchscreens and wifi connectivity at the exhibition. These are compatible with Garmin's ClearVu scanning sonar and support Panoptix sonar transducers. They come preloaded with ActiveCaptain and BlueChart electronic charts. In addition, Garmin has integrated functions from other suppliers into its multifunctional displays under its OneHelm programme, including functions for controlling lighting, seakeeping stabilisers and Böning automation systems, said Mr Meadow. He told Tug Technology & Business that workboat operators use Garmin systems in combination with electronics from commercial suppliers such as Furuno and Japan Radio Co. At the exhibition, Icom introduced new marine radios and an automatic identification system (AIS) device. It presented the IC-M330GE marine transceiver with VHF radio communications, digital selective calling (DSC) and a GPS receiver. Icom also unveiled its IC-M85E marine transceiver with VHF radio, which uses personal mobile radio channels that are shared by multiple users. IC-M85E has a voice scrambler for private conversation and emergency features including man-down and lone worker functions. Icom has also introduced the CB2000 AIS transponder unit that can transform its European marine radios, types IC-M506Euro and IC-M605Euro, into VHF radios with DSC functions and Class B AIS transponders. *On the radar* During the exhibition, Navico subsidiary Simrad introduced the NSO evo3 navigation system with integrated high-definition displays. These connect to GPS, autopilot and Simrad radar and echosounders. NSO evo3 are touchscreen displays with screen-split functions and iMX6 quad-core processors for rapid chart updates. NSO evo3 can be connected to Simrad Halo radar and S5100 sounder modules for forward-looking and 3D sonar imaging. They can be used for route planning and execution, collision avoidance and vessel system control. Displays are available in 16-in, 19-in and 24-in models. For workboats and commercial ships, Furuno Electric introduced a new series of radar with more advanced functions, such as improved clutter and noise reduction and faster target tracking than its previous series. The FAR-2xx8 series has a solid state transceiver and an instant access bar on the display. This radar series uses automatic clutter elimination to detect and reduce radar reflections from sea and rain from being displayed on the screen. An updated interface contains shortcut menus for direct access to tasks that an operator would frequently use. In addition, this radar series acquires a target's tracking data within a couple of seconds, which Furuno said adds to the situational awareness of the operator. *(Source: Tug Technology and Business)*

KOMMER DAMEN OPENS DAMEN AREA SUPPORT CHINA

On 4th December last year, Mr Kommer Damen, Chairman of the Damen Shipyards Group, officially opened Damen's China Support Company in Shanghai. The company will serve to support Damen's commercial involvement and development in the region, generating more synergy and opportunities within Damen affiliated companies, and open up the way to increase cooperation with maritime clients and partners in China. The company, coordinated by Managing Director, John

Zhou, will be involved in a range of activities, including commercial activity for Damen newbuild and Damen Marine Components as well as the provision of services to clients in the region. Damen Area Sales Manager Michiel Hendrikx said of the opening of the company, "We are very pleased to open this company in Shanghai. Damen already has very strong connections in China, where we operate two shipyards – Damen Shipyards Changde and the joint venture, Damen Yichang Shipyard. As well as these, Damen Marine Components has a facility in Jiangyin. We felt it was time to have more direct contact with our clients and suppliers in the region and opening this facility will provide an answer to this need. For our clients in this part of the world this will mean even faster, more convenient service. It's part of Damen's global commitment to operating wherever our clients are." Whilst visiting China for the opening ceremony of the company, Mr Damen also took the time to visit the Marintec exhibition in Shanghai, where Damen hosted a stand. *(Press Release)*

CORRECTION ON "BUILDER CHOSEN FOR MARITIME AUTHORITY MULTIPURPOSE BUOY TENDER VESSELS"

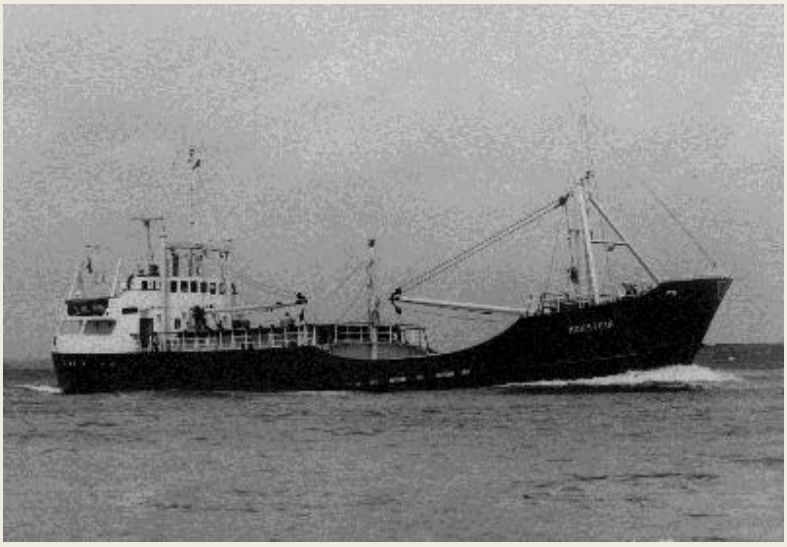
The article published in the last Newsletter issue 4 regarding the newbuilding for Polish Maritime Authority was issued by Poland@Sea PBS, rel (Maritime Authority in Szczecin) with a photo from the **Pharos** by *Piotr B. Stareńczak*. Sorry for the inconvenience

TRIMARAN SUPPLY/INTERVENTION VESSEL CAN TAKE ON HELICOPTERS

Barcelona-based independent ship design company Marcelo Penna Engineering believes the trimaran hullform fast supply and intervention vessel it has developed can compete with helicopters in the crew change market. Recent months have seen a number of designs brought to market that aim to compete with helicopters for long-range crew transfer. Doing so requires a platform that is stable and fast and has an offshore access system capable of compensating for sometimes challenging conditions that is also suitable for installation on small/mid-size fast units. As Javier Lopez, technical manager/senior naval architect at Marcelo Penna Engineering, explained, the Spanish company believes that the MP625 is just such a craft. It combines a stable trimaran hullform with dynamic positioning class 2 (DP2) and fire-fighting to FiFi 1 standard. The design can be customised for a wide range of operational profiles such as crew and personnel transfer, fast supply, emergency response and rescue, rig evacuation and oil spill response. With a length of 60 m, Marcelo Penna Engineering sees the MP625 as a unique, cost-effective alternative to helicopters. Allied to the fast, stable design is the ability to carry a motion compensated crew transfer gangway and a knuckleboom crane. “The design philosophy was to create a flexible, stable, compact design,” Mr Lopez told OSJ. He noted that the MP625 has a particularly high level of hydrodynamic efficiency combined with the ability to attain transit speeds of up to 35 knots at 100% MCR whilst minimising fuel consumption. Its range is in excess of 3,500 nm. The trimaran hullform confers excellent seakeeping due to its small waterplane area. This is complemented by a deadweight of 625 tonnes, high level of comfort on board for crew and passengers and seating for up to 200, depending on configuration. Mr Lopez also explained that, originally, the company was focusing on a design that could compete with helicopters for long-range personnel transfers but had also developed modified versions of the design for a range of applications. He highlighted the fact that, whatever the role, the vessel has good intact and damage stability and large usable working deck area (of more than 355 m2) thus enabling it to carry containers (the deck has positions for a total of 11 containers). It can also be used to carry spare parts, project equipment and consumables. Marcelo Penna Engineering says a number of well known offshore access/walk-to-work systems are suitable for use on the MP625, and the company provided feedback and input into the design of one of the latest evolutions of one of the best known offshore access systems. The MP625 is a diesel-direct vessel with four fixed pitch propellers or four waterjets, according to the customer’s requirement, and two bow thrusters forward, one of them of retractable type. It is designed to maintain position in a sea state with waves of up to Hs 3.5–4.0 m. The accommodation is on the lower deck with a personnel transfer room on the main deck and a VIP transfer room on the bridge deck. The wheelhouse is integrated into the forepart of the superstructure, and a DP control room is integrated into the aft side of the superstructure house at the bridge deck. A fast recue craft with its davit-type launch and recovery system can be installed on the main deck to the starboard side, with the compensated crew transfer system amidships to the port or starboard side of the vessel. More recently, the company has also begun working on technology based on foils to increase the speed of the vessel in pure crew transfer mode and make

the MP625 'smart' in terms of fuel consumption/speed, workability, overall capability and operational flexibility. "Our simulations have helped us develop a design with a maximum speed of 41 knots at 85% MCR with an initial draught of 2.45 m before 'take-off' at a speed at 21 knots," Mr Lopez concluded. *(Source: Offshore Support Journal)*

SIMON MØKSTER SHIPPING CELEBRATES IT'S 50 YEARS ANNIVERSARY



In 2018 it is 50 years since Captain Simon Møkster bought his first vessel, which was the **Mokstein**. In the picture below this vessel can be seen. We will throughout 2018 publish historic material, new material and other news in order to celebrate both the past and the future on our homepage. Keep yourself up to date by logging on www.mokster.no! Simon Møkster's first ship, **Mokstein**, 560 TDW, ex **Nordborg**, was purchased in 1968. The ship was originally built for shipowner Jacob Misje, and was delivered from Gravdal Shipbuilding in July 1961. Simon Møkster travelled to Bergen in 1968, purchased the ship and sailed it as Captain to Stavanger. On the way douth the vessel visited Møkster, where his closest family, as well as friends and acquaintances, came aboard to see the ship. The ship was named **Mokstein** after a small island outside of Møkster. Nobody then knew that " **Mokstein** " marked the start of a shipping company that now 50 years later still exists as a well renowned. When Simon Møkster established himself as an independent shipowner back in 1968, this was the first shipping company in Stavanger since 1955. **Mokstein** was sold in January 1973 to Wester Shipping AS, Tromsø. *(Source: Simon Møkster Shipping)*

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

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