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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MIDWEEK–EDITION

TUGS & TOWING NEWS

UMBILO

One of Durban's latest tugs, the Voith Schneider-propelled UMBILO is seen crossing Durban Bay between jobs. The 417-gt tug, which entered service with Transnet National Ports Authority (TNPA) in August last year after completing building at the Durban shipyard of Southern African Shipyards, is one of two newbuilds coming from the yard for service in the Durban port. Another seven tugs have built – the last of these, scheduled to go to Saldanha, is due to be launched shortly. The tugs all have a bollard pull of 70 tons making them the most powerful ever in TNPA service. *(Source: Ports and Ships; Photo: Ken Malcolm)*

SAUSALITO MAN ACCUSED OF PIRATING 350-TON TUGBOAT YACHT

Sausalito police arrested a man on suspicion of stealing a 350-ton former Army tugboat that has been converted to a yacht. The incident occurred Monday morning, when the Coast Guard responded to

reports that the 107-foot boat was adrift in Richardson Bay. The Coast Guard boarded the boat and found Douglass Crandall on board. The Coast Guard turned Crandall over to police after he gave suspicious answers about why the tugboat was loose in the bay, said Sausalito police Lt. Bill Fraass. Police determined that Crandall was the man who was shooed off the boat the previous day by a neighbor at the Sausalito Yacht Harbor. The tugboat is moored at the end of a pier at the marina Police suspect that Crandall, a transient known to live on boats anchored in Richardson Bay, returned to the harbor on Monday and cut the boat loose, Fraass said. For reasons unclear to police, Crandall allegedly jumped into the water and swam out to board the tugboat. Police also allege that Crandall broke a window on the boat. Crandall, 48, was booked into Marin County Jail on theft and vandalism allegations. He remained in custody Tuesday in lieu of $15,000 bail. The Coast Guard pushed the tugboat back to the pier. The boat, named **Owatanna**, is on the market for $1.5 million through Oceanic Yacht Sales. According to the brokerage, it was built in 1955 for the Korean War but it was never deployed. The Army gave it to the Navy in 1964 and it was used at the Concord Naval Weapons Station. The Navy sold it to a private owner in the 1990s, and it was redesigned as a four-bedroom yacht. "It's just pretty silly," the broker, Rick Peterson, said of the alleged theft. "There's nothing you can do to hide a big boat like that, and no one of our generation knows how to start the darn thing. It's a pretty silly operation, frankly." *(Source: Marinij.com by Gary Klien)*

MEET THE BUYER – WORKBOATS RHODES 2018

"Meet the Buyer" Workboats Rhodes 2018 will be the 9th MTB Workboats forum. The decision was made to take the forum to Rhodes, following encouragement from the Greek Workboat community to return to Greece, Rhodes's central location in Europe and the accessibility from the Middle/Far East; making Rhodes a historic and beautiful place for the forum! Meet the Buyer Workboats will

again attract 60+ Buyers (responsible for over 2500 Workboats) from Europe, the Middle and Far East. This will include some of the world's biggest Workboat Owners and Operators who continue to support the forum and our highly successful and time efficient "Meet the Buyer" concept. With international vessels owners/operators joining MTB Workboats 2018 to have focused meetings with suppliers to help them with their Supply Chain Management, Fleet Operations/Management, New-builds and Maintenance programmes; MTB Workboats has become the event of choice for both Suppliers and Workboat Owners/Operators worldwide. Boskalis (900+ vessels), SOCAR (200+ vessels), Pacific Basin (200+ vessels), Solstad Offshore Asia (60+ vessels), VLOOT dab (40+ vessels) and Zahker Marine (70+ vessels) are amongst the Owners/Operators already registered to attend. The Workboat market continues to remain in a stable position. Workboat Owners/Operators continue to see high demand and most service craft have been able to find a wide array of employment opportunities, especially with offshore wind farm installations. The demand for Offshore Support Vessels seems to be growing positively again; driven by growing international demand for even deeper offshore rig fleets and spending continuing in exploration and production. MTB Workboats remains the only highly focused programme of one-to-one appointments between Senior Directors, Technical Purchasing Managers, General Managers, Operations Managers and other individuals responsible for purchasing decision-making within Workboat Companies; together with Supplier Companies from all areas of the industry. Workboat Owners and Operators include supply boats (OSV/PSV), dredgers, MPSVs, WFSVs, tugs, AHTS, survey vessels, fishing vessels, pontoons, cranes, floating cranes, barges, jack up rigs, ROV's, river / coastal / short sea barges etc. *(Press Release)*

POSEIDON SPOTTED

The **Poseidon** is built in 1957 at sheepswerf "Zorg & Vlijt" H.de Haas - Maassluis (100) for L.Smit & Co's Internationale Sleepdienst Maatschappij NV – Rotterdam the 21 mtr long tug was Christened and launched 11-04-1957 by Titia and Doortje Viëtor, daughters of mr Viëtor director with Smit.; trials 17-10-1957; delivered 21-10-1957 equipped with an 4SA 8 cylinder Klöckner/Humboldt/Deutz type SBA.8M.428 nr.2121364/71 engine of

290 bhp Laid up 18-01-1984 at Gorkum. Sold 28-08-1986 renamed **Birgit** by Gebr. Heye - Burcht (B) In September 2008 as **Birgit** naar L.Broeckaert-Dekoning - Antwerpen. In 2009 as **Birgit** to Van Slooten - Urk. In 2009 as **Birgit** to Stichting Zwarte Zwaan - Schameoutum. 17-09-2010 as **Birgit** to Midena Shipping BV - Urk. In November 2012 ownership to Recycling Drijvend Materiaal Kampen BV – Kampen In March 2014 renamed **Poseidon** by J.Smit – Siddeburen The **Poseidon** spotted moored in Bad Nieuweschans *(photo : Jacob Versteeg (c)*

BAYDELTA TO BUILD JENSEN DESIGNED HYBRID TUG AT NICHOLS BROTHERS

Jensen Maritime, Crowley Maritime Corp.'s Seattle-based naval architecture and marine engineering firm, is providing the design for a new 100-foot, Z-Drive hybrid tugboat to be built by Nichols Brothers Boat Builders for San Francisco headquartered Baydelta Maritime. The vessel will be the first hybrid tug designed by Jensen to enter the construction phase and its hybrid system, which will use Rolls-Royce technology, will be the first installed by the Nichols Brothers shipyard. Scheduled for delivery in the first quarter of 2019, the tug will feature the same ship assist and tanker escort capabilities as existing **Valor** class harbor tugs, but with multiple operational modes. The Rolls-Royce hybrid system allows for the vessel to operate direct-diesel, diesel-electric or fully-electric while assisting the large containerships and tankers that operate in U.S. West Coast ports. This concept will save fuel and reduce emissions, while supplying Baydelta with the same power and vessel characteristics needed for their operations. The flexibility provided by the drive system will allow loitering and transit at up to 7-8 knots in electric-only mode, then a bollard pull of 90, or nine short tons, in combined diesel-electric mode. The tug will be powered by two Caterpillar C3516 C Tier 3 diesel engines, each rated at 1995 kW at 1,600 rpm, supplied by Peterson Power of Portland, Ore.; and by two Rolls-Royce supplied 424 kW electric motors. The Z-drive system, two Rolls-Royce 255FP units, can accept power from the diesel engines, electric motors and from both power sources. The electric motors are powered by three CAT C9.3 generators with 300 kW each, which are 480V three-phase at 1,800 rpm, and one harbor generator, a C7.1 150 kW 480V, three-phase at 1,800 rpm. All four generators will be supplied by Peterson Power. The tug will have eight berths, and the major equipment on board will include a Rapp Marine electric hawser winch and a single drum tow winch. The tug is designed to carry up to 71,000 gallons of fuel and 4,300 gallons of fresh water. It will have a large pilot house providing all-around visibility; a deckhouse with an open feel; a large mess and lounge area; and accommodations for an eight-person crew. The tugboat will be ABS Load Line classed and compliant with U.S. Coast Guard regulations, as required at delivery. "Jensen is proud to have been chosen as the design firm on this project, and we look forward to seeing the vessel through from concept to completion," said

Bryan Nichols, director, business development, for Jensen Maritime. "We are pleased to be working with long-standing partners Baydelta and Nichols Brothers on this historic build. Our work reflects our commitment to innovative, environmentally friendly design combined with powerful, high-quality performance. This tug will meet the industry's demand for strong, yet nimble vessels with the quality design that customers expect from Jensen." *(Source: MarineLink)*

ALYESKA AND PRINCE WILLIAM SOUND COUNCIL CONFLICT OVER TUG COACHING

Alyeska Pipeline Service Co. is at odds with the advisory group that monitors oil tanker activities in Prince William Sound over how far Alyeska's tugboat operators should have to go to demonstrate they can operate safely in poor weather and wave conditions. The Prince William Sound Regional Citizens' Advisory Council board unanimously passed a resolution Jan. 18 insisting that oil tankers and their tug escorts should not be allowed to operate in the Sound if weather conditions deteriorate beyond what has been deemed safe for training. "If it is unsafe to train personnel, it is unsafe to transport oil. This position does not just apply to the incoming contractor, but sets the standard to which the council feels all future new contractors, equipment and crews should be held," Advisory Council board President Amanda Bauer said. "We believe strongly that these standards are needed to ensure the economic and environmental safety of the communities and groups we represent." The incoming contractor Bauer referenced is Edison Chouest Offshore, which Alyeska announced in June 2016 would be for Crowley Marine Services in July 2018 with a new fleet of tugs and spill response barges. Crowley has provided tanker docking services in Valdez since the startup of the Trans-Alaska Pipeline System in 1977. It added the Prince William Sound tanker escort and spill response to its work when those duties were first mandated in 1990, a year after the Exxon Valdez oil spill. Alyeska is owned by "big three" North Slope producers BP, ConocoPhillips and ExxonMobil. It manages TAPS operations and oversees the associated oil tanker activities in Prince William Sound. The Prince William Sound Regional Citizens' Advisory Council was formed after Congress passed the Oil

Pollution Act in 1990 in response to the Exxon Valdez spill. The legislation mandated the groups be established for Prince William Sound and Cook Inlet. While the advisory bodies made up of technical experts and community representatives from their regions do not have enforcement authority, they are generally well respected for taking informed positions. The resolution specifies that the advisory council believes "it is unsafe to require crews to respond to a vessel emergency in Prince William Sound during adverse weather with inadequate or no training or experience in these conditions, and that new crews must receive training and experience in the full range of operating conditions in which they are expected to perform." It continues to assert that it is reasonable and prudent to limit loaded tanker traffic through the Sound to the range of conditions in which the escort vessels and crews have been trained. Alyeska responded with a formal statement that it shares the advisory council's commitment to protecting the environment, which it demonstrates each day in often challenging conditions, but the company strongly disagrees with requiring demonstrations in potentially dangerous and uncontrolled conditions. "It is entirely inconsistent with a strong safety and risk management culture and not an accepted or proven training method for operational proficiency," Alyeska stated. "There are many ways to demonstrate the competency and proficiency of crews and vessels that don't create the level of risk to human life and the environment that the RCAC is promoting." Alyeska further insisted it is hiring an experienced contractor with state-of-the-art vessels and training that will meet or exceed "current requirements for safe operations as well as the very high standards we set for ourselves." Alyeska spokeswoman Michelle Egan compared it to firefighters no longer setting fire to derelict buildings with limited safety parameters for live training events. Loaded oil tankers are tethered to tugs as they leave the Alyeska oil terminal port and are then released but still escorted until they clear Hinchinbrook Island and hit the open Gulf of Alaska. Inbound, empty tankers are not escorted to the port unless an escort or other assistance is requested by the ship's crew, according to Egan. If an emergency occurs, the tugs could come alongside the tanker and re-tether to it to either take it under tow or stop it, Egan said. It is specifically practicing those emergency situations in bad weather with a loaded tanker that Alyeska objects to. "That's where the real danger and risk occurs and it's not a part of normal operations," she said in an interview. "To do that part of it in those closure conditions, we do not. It's showing that you can handle the emergency under those conditions that we think is too risky." Advisory council Executive Director Donna Schantz said in a formal statement that the council agrees with Alyeska and the regulating agencies that crew safety is the first priority, but that doesn't preclude additional training. "We believe that drills and exercises, including in adverse weather, are controlled events, as they can be stopped at any time that the risk to crews or vessels becomes unacceptably high," Schantz said. Alyeska Ship Escort/Response Vessel Systems, or SERVS, manager Mike Day told the council in September during an update report on the transition to Edison that he hoped the new tugs and crew would encounter some adverse weather in their training exercises, but said the training had to be scheduled well in advance for logistical reasons and specific wind and waves conditions would not be sought out. The advisory council noted in a white paper accompanying the resolution that Crowley has completed exercises in waves up to 15 feet with 35-knot winds. The Alaska Department of Environmental Conservation and the U.S. Coast Guard allow loaded tankers to operate in conditions up to 45-knot winds and 15-foot seas, according to the council, citing the tanker operational and escort response plans submitted to the agencies. DEC Central Region Manager Geoff Merrell wrote in a Dec. 12 letter to the Prince WIlliam Sound Response Planning Group that the new tugs will be expected to stop and control a fully laden 193,000-ton deadweight tanker in nine-foot seas and 40-knot winds, based on performance criteria in the existing operating plans, or closure conditions at Cape Hinchinbrook. Merrell wrote that the department acknowledges tankers are rarely loaded that full, however. "The department also understands that the scheduling of demonstration exercises combining both a fully laden tanker and inclement weather conditions

may prove impossible during the transition timeline," he wrote further. "The department remains open to the discussion of alternative demonstrations, surrogate ships or other options, but, ultimately, will require the satisfactory demonstration of system performance before a fully laden 193,000 (deadweight tons) tanker will be allowed to depart the Valdez marine terminal and transit Prince William Sound." The advisory council also contends it has evidence indicating the buoy used by the National Weather Service to measure gale warnings, which equate to closure conditions, is somewhat protected from what can be worse wind and wave conditions at the adjacent Hinchinbrook Entrance at the same time. *(Source: Luxora Leader)*

SLEEPVAARTMUSEUM SCHRIJFT LEGO-WEDSTRIJD UIT

Vanaf 2 juni 2018 vindt in het Nationaal Sleepvaartmuseum in Maassluis een tentoonstelling plaats van modellen van sleepboten, gebouwd met LEGO® of soortgelijke bouwblokjes. Waar modelbootbouwers traditioneel aan de slag gaan met hout en lijm is in de afgelopen decennia het bouwen met plastic bouwblokjes, zoals die van LEGO, aan een gestage opmars begonnen. Het namaken van allerhande objecten met plastic bouwblokjes wordt sowieso steeds populairder en er zijn al heuse verenigingen van zogenaamde AFOL's (Adult Fans of LEGO). Diverse rederijen hebben inmiddels de gewoonte om van hun schepen speciale bouwsets te laten ontwerpen of om een fraai LEGO-model van hun schepen in hun kantoren tentoon te stellen. Reden genoeg voor het Sleepvaartmuseum om, van 2 juni tot en met 23 september 2018, een wisseltentoonstelling in te richten, geheel gewijd aan modellen van sleepboten gemaakt van LEGO of andere plastic bouwblokjes. Ter ere van deze tentoonstelling schrijft het museum een wedstrijd uit. Wie maakt het mooiste zelfontworpen model van een sleepboot, duwboot, bevoorradingsschip of bergingsvaartuig? De wedstrijd kent drie leeftijdscategorieën: 0 t/m 11 jaar, 12 t/m 17 jaar en 18 jaar en ouder. Als richtlijn voor de afmetingen geldt 50 cm lang bij 20 cm breed. Gelijkenissen met bestaande schepen zijn toegestaan maar originaliteit wordt beloond. De winnende modellen krijgen een ereplaats op de tentoonstelling en natuurlijk worden de beste inzendingen ook met diverse

prijzen beloond. Op basis van de ingezonden foto's van de modellen zal de jury de winnaars bepalen. Kijk voor meer informatie en het aanmeldingsformulier op de website www.nationaalsleepvaartmuseum.nl Aanmelden kan door het inzenden van het aanmeldingsformulier met foto's tot en met 10 mei 2018 via het e-mailadres: expositie@nationaalsleepvaartmuseum.nl Tijdens de wisseltentoonstelling kunnen jonge legobouwers ook zelf aan de slag om een schip te bouwen als ze inspiratie hebben opgedaan aan de vele fraaie tentoongestelde legoschepen. Deze expositie en wedstrijd worden onafhankelijk van Lego Nederland B.V. georganiseerd. Voor info en actuele openingstijden ga naar www.nationaalsleepvaartmuseum.nl Noot voor de redactie: Voor nadere informatie omtrent de wisseltentoonstelling kunt u contact opnemen met info@nationaalsleepvaartmuseum.nl, 010 – 5912474 of Maarten Helwig, pr@nationaalsleepvaartmuseum.nl, 06-33008733. *(Press Release)*

TIANJIN PORT AWARDS TWO DESIGN CONTRACTS TO ROBERT ALLAN LTD.

Shortly before the end of 2017, Robert Allan Ltd. was awarded two tug design contracts for Tianjin Port in China. Sanlin Shipyard in Shanghai will build two **ASD 35/50** tugs and Jiangsu Zhenjiang Shipyard will build two **ASD 40/40** tugs. The current Port fleet includes five Robert Allan Ltd designed tugs (3 unique designs) and it is due to the success of these vessels that the Port has returned to Robert Allan Ltd for new designs for their ongoing fleet renewal program. Similar to the previous projects, Robert Allan Ltd. will be working closely with the Tianjin Port technical department to create these custom designs. It is worth noting that all these new tugs will be designed and constructed to comply with China Classification Society (CCS) requirements for intelligent ship (i-Ship) notation. Under the i-Ship notation the tugs will be equipped with smart-sailing, smart-hull, smart-engine room, smart-efficiency management and smart-control centre systems. It is understood that these tugs will be the first vessels with i-Ship notation since CCS launched the rules in March 2016. *(Press Release)*

ICEBREAKER POLARIS DEPARTS FOR ICEBREAKING DUTY IN THE BOTHNIAN BAY

Arctia says its LNG powered icebreaker **Polaris** departed the icebreaker base in Helsinki as the Finnish icbreaking season's third icebreaker on Tuesday 30 February 2018. The vessel heads first to Tahkoluoto, Pori, to bunker LNG. Icebreaker **Kontio**, that departed on 18 December 2017, and icebreaker **Otso**, that departed on 9 January 2018, already assist vessels in the Bothnian Bay. IB **Polaris** runs on both marine diesel and LNG, and it is the first LNG powered icebreaker in the world. "The crew is very excited to begin icebreaking duty after a long summer and autumn. First we will bunker 700 cubic meters of LNG in Pori. Then we'll join IB **Kontio** and IB **Otso** assisting traffic in the Bothnian Bay", exlains Pasi Järvelin, Master

of IB **Polaris**. Arctia Ltd. is a limited company that owns and operates a fleet of eight icebreakers. The company's line of business is the provision of icebreaking services, ice management and specialised multipurpose vessel services, along with the management and chartering of ships in Finland and abroad. In July 2017 Arctia's multipurpose icebreaker Nordica crossed the Northwest Passage (NWP) for the second time. The vessel currently holds the records for both the earliest and the latest season transits of the NWP. Arctia Ltd. continues the 140-year-old Finnish icebreaking tradition by deploying one of the strongest icebreaker fleets in the world. In Finland, icebreaking services are financed through a market-driven system based on fairway dues. During Arctic summer when the fleet is not required in the Baltic Sea, Finnish icebreakers are available for charter missions in polar areas. *(Source: PortNews)*

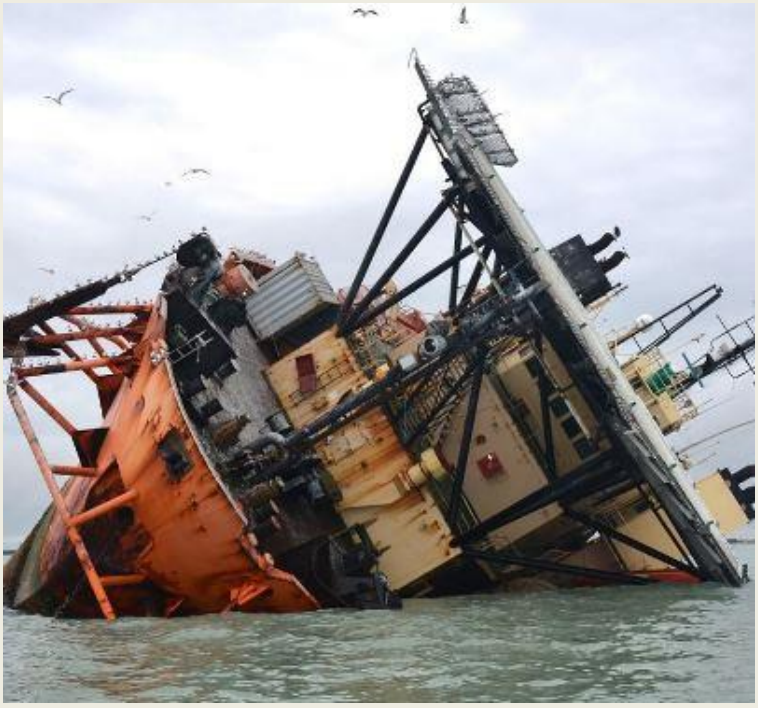
ROSATOM EXTENDS TWO NUCLEAR ICEBREAKERS' SERVICE LIFE BY FIVE YEARS

In 2017, nuclear icebreaker operator Rosatomflot completed scheduled work to extend the service life of nuclear propulsion units aboard the icebreakers **Vaigach** and **Taimyr**, the corporate press service noted. The service life of the reactors has been extended to 200,000 hours, which will enable the icebreakers to operate for an additional five years. The **Vaigach** and the **Taimyr** each have a single-reactor propulsion unit with a rated power of about 50,000 h.p. According to the press service, the program to extend the service life of nuclear reactors will allow Atomflot to operate icebreakers without interruption, and to gradually start operating Project 22220 multirole nuclear icebreakers while honoring all contractual obligations. The Project 22220 icebreakers are being built at the Baltic Shipyard in St. Petersburg. The **Arktika**, the lead ship in the series, is to enter service in mid-2019, followed by two other icebreakers, the **Sibir** and the **Ural**, in November 2020 and November 2021, respectively. Earlier, the media reported that the **Vaigach** and the **Taimyr** were scheduled for decommissioning in late 2023/early 2024 and in 2025-2026, respectively. *(Source: The Arctic)*

ACCIDENTS – SALVAGE NEWS

ABANDONED OFFSHORE SHIP CAPSIZED AT CARMELITE ISLAND

Abandoned by its owner and unmanned since December 2017, the "**Caballo Eclipse**" capsized and sank off Carmelite island on Jan 27, 2018, during stormy weather, coming to rest half submerged on the bottom with her starboard side remaining above the waterline. The owner of the ship ran into financial trouble in 2017, the ship was already troubled in 2016 when it suffered water ingress on Feb 5 off Ciudad del Carmen, and totally abandoned in the course of 2017, developing a constant portside list. *(Source: Vesseltracker; Photo: Tribuna)*



DISABLED DUTCH CARGO VESSEL UNDER TOW, ENGLISH CANAL

General cargo vessel **Lady Anne-Lynn** suffered engine failure in the evening Jan 28 in English Canal east of Dungeness, while en route from Germany to UK. Tug **Multratug 20** (Imo 9572006) was contracted, freighter was taken on tow at around noon Jan 29, to be towed to Vlissingen. General cargo vessel **Lady Anne-Lynn**, (Imo 9760392, dwt 3688, built 2016, flag Netherlands, manager Spliethoff Group. *(Source: Maritime Bulletin)*

REMEMBERING DENMARK'S "TITANIC"

MS **Hans Hedtoft** was a Danish liner that struck an iceberg and sank on January 30, 1959 on her maiden voyage off the coast of Western Greenland. The only piece of wreckage ever found was a lifebelt. She remains the last known ship sunk by an iceberg with casualties. **Hans Hedtoft** set sail from Copenhagen on January 7, 1959. Her voyage to Julianehaab, Greenland, was made in record time. She called at Nuuk, Sisimiut and Maniitsoq before returning to Julianehaab. On January 29, she began her return journey. The 83-meter (272-foot) ship had 40 crew, 55 passengers and a cargo

of frozen fish on board. The next day, she collided with an iceberg about 35 miles (56 kilometers) south of Cape Farewell, the southernmost point of Greenland. A distress call was made at 13:56 (local time) stating that the ship had hit an iceberg at 59°30'N 43°00'W. The call was answered by **USCGC Campbell**, the West German trawler **Johannes Krüss** of Bremerhaven and another West German trawler. Within an hour, another message was sent stating that the engine room was flooded. At 15:12, it was announced that the ship was sinking. At 5:41 p.m., another message from the **Hans Hedtoft** said, "We are sinking slowly. Need immediate assistance." At 6:07 p.m., the **Johannes Krüss** picked up the faint traces of another SOS. The message was: "We now fall." No further transmissions were heard from the vessel. Aircraft in Newfoundland were grounded by the weather and unable to assist in the search. On January 31, **USCGC Campbell** reported that conditions were the worst seen, and there was no sign of **Hans Hedtoft** or her passengers and crew. The search was called off on February 7. The only piece of wreckage ever recovered was a lifebelt which washed ashore on the Faroe Islands some nine months after the ship sank. As a result of the sinking, the airfield at Narsarsuaq, Greenland, which had closed in November 1958, was reopened. *Hans Hedtoft* had been the Royal Greenland Trade (KGH) largest and newest ship. Like the **RMS Titanic**, she was said to be the safest ship afloat, being described as "unsinkable" by some. Like her more famous predecessor, she was state-of-the-art with a double steel bottom, an armored bow and seven watertight compartments. She also carried the latest navigational instrumentation and radio-equipped life rafts. Some commentators have asked: Why did the passengers and crew not make any attempt to evacuate the doomed ship? The Hans Hedtoft carried three metallic lifeboats that could carry 35 people each, two 20-man lifeboats and four self-inflated rudder life rafts with automatic distress beacons. Perhaps they had hoped help would arrive. Perhaps the captain decided to keep everyone aboard until the last possible moment because the seas were too rough to attempt launching the lifeboats. Some have hypothesized that the ship capsized after being struck by a rogue wave. *(Source Marex)*

REMEMBERING THE NORTH SEA FLOOD 65 YEARS AGO

The 1953 North Sea flood was a major flood caused by a heavy storm that occurred on the night of Saturday, 31 January 1953 and morning of Sunday, 1 February 1953. The floods struck the Netherlands, Belgium, England and Scotland. A combination of a high spring tide and a severe European windstorm over the North Sea caused a storm tide; the combination of wind, high tide, and low pressure led to a water level of more than 5.6 metres (18.4 ft) above mean sea level in some locations. The flood and waves overwhelmed sea defences and caused extensive flooding. The Netherlands, a country with 20% of its territory below mean sea level and 50% less than 1 metre (3.3 ft) above sea level and which relies heavily on sea defences, was worst affected, recording 1,836 deaths and widespread property damage. Most of the casualties occurred in the southern province of Zeeland. In England, 307 people were killed in the counties of Lincolnshire, Norfolk, Suffolk and Essex. Nineteen were killed in Scotland. Twenty-eight people were killed in West Flanders, Belgium. In addition, more than 230 deaths occurred on water craft along Northern European coasts as well as on ships in deeper waters of the North Sea. The ferry MV **Princess Victoria** was lost at sea in the North Channel east of Belfast with 133 fatalities, and many fishing trawlers sank. Realising that such infrequent events could recur, the Netherlands particularly, and the United Kingdom carried out major studies on strengthening of coastal defences. The Netherlands developed the Delta Works, an extensive system of dams and storm surge barriers. The UK constructed storm surge barriers on the River Thames below London and on the River Hull where it meets the Humber estuary. On the night of 31 January – 1 February 1953, many dykes in the provinces of Zeeland, South Holland and North Brabant proved unable to resist the combination of spring tide and a north-westerly storm. On both the islands and the mainland, large areas of country were flooded. Many people still commemorate the dead on 1 February. **Warnings** The Rijkswaterstaat had warned about the risk of a flood. At the time of the flood, none of the local radio stations broadcast at night, and many of the smaller weather stations operated only during the day. As a result, the

warnings of the KNMI (Royal Netherlands Meteorological Institute) did not penetrate the flood-threatened area in time. People were unable to prepare for the impending flood. As the disaster struck on a Saturday night, many government and emergency offices in the affected area were not staffed. As telephone and telegraph networks were disrupted by flood damage, amateur radio operators went into the affected areas with their equipment to form a voluntary emergency radio network. These radio amateurs provided radio communications for 10 days and nights, and were the only people able to maintain contact from affected areas with the outside world. Resulting damage: The Zeeland dikes were breached in 67 locations. Large parts of South Holland, Zeeland and North Brabant were inundated. In North Holland only one polder was flooded. The most extensive flooding occurred on the islands of Schouwen-Duiveland, Tholen, Sint Philipsland, Goeree-Overflakkee, the Hoeksche Waard, Voorne-Putten and Alblasserwaard. Parts of the islands of Zuid-Beveland, Noord-Beveland, IJsselmonde, Pernis, Rozenburg, Walcheren and Land van Altena were flooded, as well as parts of the areas around Willemstad, **Nieuw-Vossemeer** and parts of Zeeuws-Vlaanderen. The highest death tolls were recorded on the islands of Schouwen-Duiveland and Goeree-Overflakkee. Afterward, the government formed the Delta Commission to study the causes and effects of the floods. They estimated that flooding killed 1,835 people and forced the emergency evacuation of 70,000 more. Floods covered 9% of Dutch farmland, and sea water flooded 1,365 km² of land. An estimated 30,000 animals drowned, and 47,300 buildings were damaged, of which 10,000 were destroyed. Total damage is estimated at 1 billion Dutch guilders. **Note:** In my hometown **Nieuw Vossemeer** *50 people* were killed during that night. For a village with a population at that time 1500 a big loss. Still there are some people with a trauma of this disaster. *(Source: Wikipedia)*

TUG CREWMAN MEDEVACED OFF KEY WEST

The U.S. Coast Guard said it has medevaced a 23-year-old man with vision complications from the tug **Tiny Pyne** Sunday approximately 9 miles south of Key West, Fla. Coast Guard Sector Key West watchstanders received a report of the injury at approximately 1:50 p.m. Sunday. Watchstanders launched a Station Key West 45-foot Response Boat-Medium crew and embarked the patient at approximately 2:50 p.m. The man was transferred to local emergency medical services at approximately 3:20 p.m. *(Source: MarineLink)*

AMERICAN SALVAGE ASSOCIATION ELECTS NEW LEADERSHIP TEAM

The American Salvage Association (ASA) has a newly constituted Executive Committee and Leadership Committee following bi-annual elections held in conjunction with its November 2017 Annual General Meeting (AGM) in New Orleans. The mission of the American Salvage Association is to be a unifying association of the commercial marine salvage industry, serving as the definitive spokesman for this industry in Washington, D.C. and elsewhere in North, Central and South America as well as the Caribbean Sea.

Lindsay Malen-Habib of Resolve Marine Group was elected as the new Secretary Treasurer and the first female ever on the ASA's Leadership Committee. "It has been a privilege to be part of the ASA during my career in salvage, and now as part of the leadership committee I vow to dedicate myself to the ASA's growth, while managing to keep our costs down and continuing to increase our exposure on a global level," said Malen-Habib. David DeVilbiss, Global Diving and Salvage, was elected Vice President he will support the organization's goals and its new President, Jim Elliott of T&T Salvage. "I look forward to working closely with the salvage industry and stakeholders in supporting the mission of the ASA," said DeVilbiss. "The recent increase in association membership and various responses throughout the Americas has highlighted the true depth of services offered by our members. Whether it be protecting assets at sea, keeping navigable waterways open, or protecting the environment from pollution, our organizations' members have much to offer." "As the new President of the American Salvage Association, it is a great honor to represent the men and women of the marine salvage industry," said Elliott. "In the past few months, the salvage industry has demonstrated its incredible capacity, capabilities and resilience, simultaneously salvaging hundreds of ships, barges and boats in multiple locations following three hurricane landfalls, all while continuing to effectively meet the U.S. regulatory standards for salvage and

marine firefighting." ASA says its November AGM was its most successful meetingwith attendees from around the world and a large representation of members from North, Central, and South America, as well as the Caribbean. "Interest in the activities and work of the American Salvage Association has grown significantly since the mission of the ASA was expanded to include the entire Western Hemisphere," said ASA Executive Director Dick Fredricks. "Proof of this can be seen in the increase in attendance at the ASA's annual meetings – more than double the number of government and industry attendees in just two years." The ASA's largest networking meeting consisted of panels featuring regulators and industry discussing topics that included how industry and regulators came together to respond to a record breaking hurricane season. RADM Paul Thomas and Captain Joe

Loring of the U.S, Coast Guard praised the salvage industry for its historic response to hurricanes in Texas, Florida and the Caribbean territories, quickly opening critical ports and waterways while minimizing environmental impacts. Captain Loring also noted that the salvage industry had successfully passed every verification audit since the Coast Guard began reviewing salvage and marine firefighting service providers in 2010. Future challenges for the salvage industry were also discussed in a panel highlighting LNG Salvage and Large Ship Salvage. The ASA's working committees highlighted their past year from the ASA's conjointly held Science Fair with partner and member NAMEPA, to newly formed committees such as the Salvage Diving Committee and Latin American Committee. *(Source: MarineLog)*

OFFSHORE NEWS

SENTINEL MARINE AWARDED CONTRACT BY EUROPEAN FISHERIES CONTROL AGENCY FOR CHARTER OF PATROL VESSEL

Aberdeen-based Sentinel Marine has been awarded a contract to provide a patrol vessel to be chartered by the European Fisheries Control Agency (EFCA) in international and EU waters. Lundy Sentinel is one of the firm's growing fleet of new built multi-role emergency response and rescue vessels (ERRVs). The contract to charter the **Lundy Sentinel** is for an initial period of two years, with an option to extend for a further two years. The framework contract provides for a maximum amount of 20m Euros in four years. It was awarded following tender. The majority of Sentinel

Marine's fleet is used to provide support for the offshore industry, and this is the first time one of its

vessels has been utilised for the fisheries sector. EU fisheries inspectors will use **Lundy Sentinel** as a platform for the monitoring, boarding and inspection of fishing boats as well as associated transport and support vessels. It will be deployed in EU and international waters as well as in third country waters where possible, from the Mediterranean and Black Sea to the North Sea and Baltic Sea, as part of joint deployment plans and other operations. It is possible that **Lundy Sentinel** will also be used for other operations besides fisheries control, in the framework of the European coastguard cooperation, including search and rescue, border control, disruption of trafficking routes, detection of criminal activities and enforcement of EU and national legislations. Sentinel Marine has made a significant investment into developing a new breed of modern ERRVs: six are currently operational in the field, with a further three currently under construction and scheduled to enter service at various points throughout 2018. All have been fitted out with the latest technology, modern accommodation and crew facilities and are constructed with low noise and vibration to aid the comfort of the crew. The vessels are attractive because they have a multi-role function. In addition to their main focus of protecting and saving lives, they can perform a wide range of other duties from cargo storage to dynamic positioning. Sentinel Marine chief executive officer Rory Deans says, "Our modern purpose-built vessels combine a modern, comfortable and very safe working environment with all the efficiency benefits that a multi-role vessel brings. "Not only are all the vessels in the Sentinel Marine fleet extremely fuel efficient, but the fact that they can perform tasks other than a traditional rescue and recovery role means that they can deliver additional cost savings to the client. "This contract with the EFCA demonstrates that there is demand for the type of flexibility and efficiency that our fleet of ERRVs can bring outside our traditional oil and gas market." The British-flagged Lundy Sentinel was built in 2015 and she is 61m metres in length. She has the capability to launch up to three boarding boats. *(Press Release)*

SUPPLY SHIP LEFT ABERDEEN UNDER NEW NAME

The former "**Malaviya 7**" which was stranded in Aberdeen for more than a year has finally left the city. After the ship was detained in October 2016, its crew members had been largely confined on board due to not having the necessary travel documents to be in the UK. For much of 2017, they were reliant on the goodwill of Aberdeen residents for food to survive. The supply ship was finally sold to a Norwegian firm in November. This allowed the remaining crew to return to India,

however it emerged earlier in January 2018 that the crew were still owed £670,000 in unpaid wages. Now sailing under the name "**Sartor**", the vessel left Aberdeen Harbour in the afternoon of Jan 27, bound to Sczcecin, ETA Jan 30. *(Source: Vesseltracker; Photo: Alan Smillie)*

ULTRA DEEP SOLUTIONS WINS 5-YEAR DEAL FOR NEWBUILD DSCV

Offshore vessel operator Ultra Deep Solutions (UDS) has won a five-year charter for the newbuild diving support and construction vessel (DSCV) **Andy Warhol**. The company revealed through its social media channels last Saturday that the Andy Warhol became the fourth vessel in its fleet under a long-term deal. Delivery to an unnamed client is planned for 4Q 2018. Ultra Deep Solution CEO, Sheldon Hutton, said: "We at UDS have passionately built this vessel from the start for the Middle East and Asian regions. It fits nicely into the market as a very high specification ship. The market has really heated up for the higher end DSCV vessels as of late. "As we move forward now, our long-term outlook is very positive with oil trading in the $65 to $85 range. From here we will be aggressive with our next generation building phase. We look to sign multiple hybrid vessels in the next few months." The **Andy Warhol** DSCV has an 18-man saturation system with Twin SPHL's and integrated air diving system. It also comes with FiFi 3, oil recovery, 150t 3000 msw crane and Schilling/FMC WROV's built into the vessel. The vessel was launched earlier this month with delivery from the shipyard planned for the third quarter of 2018. As for the company's other newbuilds, the **Picasso**, the **Van Gogh**, and the **Ultra Deep Matisse** DSCVs are expected to be delivered in 1Q 2018, 2Q 2018, and 1Q 2019, respectively. Back in December, Ultra Deep won contracts for three of its vessels, DSCV **Van Gogh**, DSCV **Picasso**, and DSCV **Lichtenstein**. *(Source: Offshore Energy Today)*

GULF NAVIGATION TO ACQUIRE ATLANTIC NAVIGATION HOLDINGS

Gulf Navigation Holding PJSC is planning to acquire a majority stake in Atlantic Navigation Holdings

(Singapore) Limited. Atlantic is an integrated offshore supply operation engaged in marine logistic services, ship repair, fabrication and other marine services. It is based in the United Arab Emirates serving customers in the Middle East and India. It is listed on the Singapore Stock Exchange with total assets of US$177M. Gulf Navigation said it is in discussions with oil companies in the Gulf region to provide project solutions and offshore services. The potential acquisition will propel the business forward and create added opportunities that both companies can deliver. Atlantic currently operates a fleet of 25 vessels and has seven newbuild offshore support vessels on order which are being built to fulfil contracts awarded by a Middle East national oil company (NOC). The duration of the charter is five years plus two years of options. It has a potential value of US$236M. Atlantic also owns a 50% share in a consortium due to undertake a US$45M decommissioning project with a Middle Eastern NOC. The project is the first of its kind and entails demolition and removal of offshore and onshore structures in an abandoned oilfield in Abu Dhabi. Under the terms of the agreement for the project, Atlantic has the first right of refusal in providing the entire marine spread required for the project. *(Source: Offshore Support Journal)*

ESVAGT PREPARES FOR GROWTH

The first half of 2018 brings increased activity and ESVAGT is primed and ready to seize the new opportunities. After several years in which the core business has been under intense pressure, the forecast for 2018 predicts fewer dark clouds on the horizon. The more stable oil price will positively influence activity levels in both the Norwegian and British markets, and ESVAGT is ready to seize the opportunities that it will bring: "We are well prepared. We showed due diligence during the downturn, trimming and adapting the organisation. At the same time, we gained market share despite the difficult market conditions, which puts us in a good position to take our share of the upturn that is coming," says Søren Karas, Chief Commercial Officer at ESVAGT. *Agile and fast* The crisis years have brought changes to the industry, in particular to the oil and gas sector. Many of the largest players in the business have changed how they work, which is something that ESVAGT has had to address: "The tendency over the last few years has been for fewer long term contracts. Many of our customers now look for increased flexibility because of the uncertainties in the market. This means that at times we have to work in almost spot-market conditions with quite significant fluctuations," says Søren Karas: "We need to be agile, fast acting and ready to change. Although the forecast predicts growth, the market is still very competitive and other suppliers also have a large appetite for the opportunities that increased activity will bring," he says. *(Press Release)*

SEABULK ASIA

Please find **Seabulk Asia** (Imo 9267376) seen arriving at Lowestoft 24 January 12 noon from Nigeria she is the first of six. Next one will be **Seacor Jeffisan** they are new for the Putford Fleet at Lowestoft to replace the ones that have been recycle. *(Source & Photo: Paul Gowen)*

ISLAND OFFSHORE VESSEL DUO CLEARED TO WORK ON TWO NORTH SEA FIELDS

Statoil has received consent from the Petroleum Safety Authority (PSA) to use two Island Offshore-owned vessels for well intervention activities at Sigyn and Johan Sverdrup fields off Norway. The PSA said on Tuesday that Statoil previously received consent to use the **Island Wellserver** and **Island Frontier** vessels for well intervention activities on fields in the North Sea, Norwegian Sea, and Barents Sea. The safety body added that the consent was extended to also cover the Johan Sverdrup and Sigyn fields. The consent applies from March 1, 2018, to March 31, 2020. The Johan Sverdrup field is on the Utsira

High in the North Sea, 40 kilometers south of Grane, and 65 kilometers north-east of Sleipner. The field is under development and production is planned to start in 2019. The Sigyn field lies in the Sleipner area in the central sector of the North Sea. The field has been developed using a subsea template tied back to Sleipner Øst. In addition to two new fields, the consent has also been extended to cover injectivity tests. This is an activity involving testing and logging the injection of water into the reservoir. Injectivity tests are a new activity for the **Island Wellserver** and Island Frontier. Island Frontier was built in 2004 at the Søviknes yard while the **Island Wellserver** was built in 2008 at the Aker Langsten yard. Both were registered in Norway and classified by DNV GL. **Island Frontier** was issued an acknowledgment of compliance (AoC) by the PSA in October 2006 and the **Island Wellserver** in April 2009. Both vessels are owned by Island Offshore. *(Source: Offshore Energy Today)*

SPIRIT ENERGY HIRES AHTS TRIO FOR ISLAND INNOVATOR RIG MOVE

Spirit Energy, the E&P joint venture between Centrica's E&P business and Bayerngas Norge, has reportedly hired three anchor handling tug supply (AHTS) vessels for rig moving operations in Norway. According to VesselsValue, a maritime and offshore analytics company, Spirit Energy hired the **Havila Jupiter**, the **Normand Prosper**, and the **KL Saltfjord** on a 21-day spot contract. The vessels will be involved in moving the **Island Innovator** semi-submersible drilling rig to an offshore drilling location in Norway. The fixing date of the deal for the trio was on Tuesday, January 30, with the contract start date set on the same day. The end date is set for February 19. As for the financial details, **Havila Jupiter** and **Normand Prosper** were hired on a dayrate of NOK 120,000 ($15,500) each, while the **KL Saltfjord** was hired on a NOK 125,000 ($16,200) per day deal. The **Normand Prosper** and **KL Saltfjord** are, according to latest AIS data, moored in Bergen while the **Havila Jupiter** is expected to arrive there later on Tuesday. The **Island Innovator** offshore drilling rig is currently in warm lay-up in Hanoytangen, near Bergen. Earlier this month, Spirit Energy was granted a drilling permit by the Norwegian Petroleum Directorate (NPD) for an appraisal well at the Fogelberg project in the Norwegian Sea. Before the permit, the company was given consent by the Petroleum Safety Authority (PSA) to use the Island Innovator for drilling and testing wildcat wells at the same field. At the time, the PSA said that drilling operations were expected to begin in February. To remind, the rig was hired by Spirit Energy last September for one HTHP appraisal well at the Fogelberg field with options for two additional wells. As for the rig, the Island Innovator semi-submersible drilling rig is of a Global Maritime GM4000 type, delivered by the COSCO Shipyard in China in 2012. It is owned by Island Drilling Company, operated by Odfjell Drilling and classified by DNV GL. *(Source: Offshore Energy Today)*

MONITORING DRIVES PUSH FOR AUTONOMY

As more remote-monitoring solutions are adopted, the move toward autonomous vessels gets closer As more and more remote monitoring and control technology is being used to help owners and oil companies manage fuel consumption, it is advancing the case for remote and autonomous operation. This technology trend started with monitoring fuel consumption and engine performance on vessels. Within three years it will include unmanned surface vessels being trialled by oil companies for controlling remotely operated vehicles underwater. Miclyn Express Offshore (MEO) fleet manager Capt Sanket Ashok Shukla told Marine Propulsion that his company would be willing to consider remotely controlled or even autonomous vessels in the future. His comments followed a seminar on future-proofing the offshore industry, hosted by the Institute of Marine Engineering, Science and Technology at the Seatrade Offshore Marine & Workboats Middle East event in Abu Dhabi. During that event, Rolls-Royce Marine senior vice president for concepts, innovation and digital systems Oskar Levander said he expected a commercial remote-controlled or autonomous vessel to be operating in 2020. There is a lot of development work to go before the maritime industry gets to that technology level. Capt Sanket is concerned that "autonomous vessels would be exposed to marine environments and operating around platforms," which means there would be less room to manoeuvre if there was some kind of failure. He added that adoption of autonomous vessel technology would need to be done in steps, starting with controlled operations. "Remotely operated vessels would be a great advantage," Capt Sanket added. In the meantime, offshore support vessel operators are reducing costs through adoption of vessel-monitoring technology. MEO Middle East operations manager Ravinder Hoonjan said "oil companies are putting more focus on cutting fuel costs." This is why he would recommend that "vessel owners need to monitor and manage better the fuel consumption" on their ships. Seacor Offshore senior vice president Anthony Weller said his company had invested in fuel monitoring on vessels. He said this technology and remote maintenance had made vessels and engines more efficient. "We can be competitive with more efficient engines and fuel monitoring on our vessels for

our clients," he said. Topaz Energy & Marine has introduced digitalisation and offshore communications technology on its vessels to improve crew welfare and business operations. Topaz is connecting its fleet of up to 110 vessels to this digital platform using Orange Business Services' Maritime Connect solution, which includes VSAT, L-band backup, onboard wifi and links to coastal cellular networks. It is also working with ABS Nautical Systems on fleet-management programs. Having been at the forefront of this trend for remotely operated and autonomous vessels for some time, Rolls-Royce has opened a state-of-the-art research facility in Turku, Finland, to develop the technologies it and its partners require to shape the future of an increasingly more autonomous global shipping industry. The new Research & Development Centre for Autonomous Ships includes a Remote and Autonomous Experience Space aimed at showcasing the autonomous ship technologies Rolls-Royce has already introduced as well as those in the development stage. The new R&D Centre enables Rolls-Royce and its partners to carry out projects focussed on autonomous navigation, the development of land-based control centres, and the use of artificial intelligence in future remote and autonomous shipping operations. Speaking at the official opening, Rolls-Royce president for marine Mikael Makinen said: "I'm proud to say that the R&D centre is now up and running, and that all stakeholders, partners and customers will be able see here what a remote-controlled and autonomous maritime future could look like, and work with us to shape the future. The Experience Space that is part of the centre here in Turku, and a similar one we have in our Technology Centre in Norway, is aimed at demonstrating to our customers the very tangible benefits of what is often considered an intangible technology." The Experience Space includes several interactive tables on which Rolls-Royce can showcase existing and future technologies while aiding the development and introduction of new rules and standards for autonomous shipping. "The centre allows us to more accurately communicate our capabilities, what we have available today and what will be available tomorrow," saidRolls-Royce senior vice president for ship intelligence Karno Tenovuo. "It will completely focus on the development of solutions capable of smoothing the maritime industry's transition to the digital age. An autonomous maritime ecosystem will open up unprecedented opportunities." As part of its quest for autonomous vessels, Rolls-Royce has signed a deal with Japanese multi-modal transport company Mitsui OSK Lines (MOL) to collaborate in the development of its intelligent awareness system. The collaboration will be on board 165 m passenger ferry Sunflower, which is owned and operated by MOL's subsidiary. Sunflower operates on a 222-nautical-mile route between Kobe and Oita via the Akashi Kaikyo, Bisan Seto and Kurushima Straits. Rolls-Royce intelligent awareness systems will make vessels safer, easier and more efficient to operate by providing crew with an enhanced understanding of their vessel's surroundings. This will be achieved by fusing data from a range of sensors with information from existing ship systems such as automatic identification systems and radar. MOL director Kenta Arai said: "Ferry Sunflower operates in some of the most congested waters in the world, and will provide an opportunity to rigorously test Rolls-Royce's intelligent awareness system. We also expect it to provide our crews with a more informed view of a vessel's surroundings in an accessible and user-friendly way. This can give our crews an enhanced decision-support tool, increasing their safety and that of our vessels. This is a significant challenge to frontline technology leading to our ultimate goal of autonomous sailing." Rolls-Royce director for marine digital and systems Asbjørn Skaro said: "We are exploring and testing how to combine sensor technologies effectively and affordably. Pilot projects such as this allow us to see how they can be best adapted to the needs of the customer and their crews so that our product effectively meets the needs of both. Successful pilots and product development programmes are also an important step toward the further development of remote and autonomous vessels, and to meeting our goal of having a remote-controlled ship in commercial use by the end of the decade." Rolls-Royce expects to be able to undertake an approval of concept and have its intelligent awareness product commercially available in 2018. The system builds on experiences from R&D work worldwide. The intelligent

awareness system will benefit from Rolls-Royce's extensive experience in the Tekes-funded project Advanced Autonomous Waterborne Applications Initiative, which has been running since June 2015. The company has been conducting a series of tests of the sensor arrays in a range of operating and climatic conditions on board Finferries' 65 m double-ended ferry Stella, which operates between Korpo and Houtskär in the Archipelago Sea on the southwest coast of Finland. *(Source: Offshore Support Journal)*

ROLLS-ROYCE TO DELIVER BATTERY PACKS FOR SIX OFFSHORE VESSELS

Rolls-Royce Commercial Marine has received an order to deliver a battery-powered energy system for six offshore vessels (PSVs) which have been built by the Cosco Guangdong yard in China. The delivery includes the Energy Storage Container System (ESSU); an upgrade of the existing Rolls-Royce ship design engineering package to match the new features; an upgrade of the Dynamic Positioning system (DP) and the ACON control system; and the new Rolls-Royce Energy Monitoring system, which will provide a complete overview of energy usage onboard, Rolls-Royce said in a statement on Tuesday. Recently, Seacor Marine announced that it has entered into a joint venture with China Cosco Shipping Group. The new venture, Seacosco, has taken over eight offshore vessels which today are laid up by the yard. The ships were ordered in 2013 and 2014 and their new owners have now decided to give six of the Rolls-Royce designed vessels an environmental upgrade, with an option for a further two. The ambition is to get them to work as fast as possible, Rolls-Royce explained. Seacor, which has its head office in Louisiana, USA, will take full operational responsibility for the vessels and add them to their current fleet. Asbjørn Skaro, Director Digital & Systems – Commercial Marine, Rolls-Royce, said: "We are looking forward to seeing these great vessels in operation and invested in for the future. These are advanced and modern ships, and we strongly believe that the new energy system onboard will make them stand out from the crowd in the market. They will receive an

upgrade that benefits both the environment and the economic efficiency of the ships." The vessels are of Rolls-Royce UT 771 WP design, and have the characteristic Wave Piercing bow. According to Rolls-Royce, the bow reduces wave resistance during rough conditions, resulting in a smoother ride than traditional designs, reduced fuel consumption and increased onboard safety. In addition to having provided the ship design, Rolls-Royce also originally delivered a package of ship equipment and systems to the vessels now being prepared for an environmental upgrade. This new order for six offshore vessels – with an option for further two – follows deliveries or orders for battery systems for seven other vessels. *(Source: Offshore Energy Today)*

WINDFARM NEWS - RENEWABLES

LOC TO ADVISE WOEN JINN ON CABLE LAY BARGE CONVERSION

LOC Renewables' company Longitude Engineering has won a contract in Taiwan with the subsea cable installer Woen Jinn Harbor Engineering, under which it will assess the WJ#5 cable lay barge and advise on the specifications and conversion work required to fit the barge for offshore wind operations. Furthermore, Longitude will provide ongoing support during the barge's operation life and is also working with Woen Jinn to determine its role as owners' engineer during the necessary design engineering to convert the cable lay barge to a fit-for-purpose vessel. Nicolas Cazeres, Managing Director at Longitude's Singapore office, said: "Supported by staff in the UK, our Chinese-speaking team in Singapore will ensure that the knowledge and experience we have built up in European markets is successfully leveraged and deployed in Taiwan and the surrounding region." As the leading cable installation company in Taiwan, we played a key role in the completion of the country's first offshore wind turbine in 2016," said Cheng Yu (Bruce) Lee, Director at Woen Jinn Harbor Engineering. "As we plan for the future of offshore wind power in Taiwan, our co-operation with Longitude Engineering in barge design and related verification activities will allow us to continue to deliver a first-class local cable installation service in Taiwan." In June 2017, international marine and engineering consultancy LOC Group, comprising LOC and Longitude, created LOC Renewables as a focused team of consultants to bring the group's capabilities to the offshore renewable energy sector. In September last year, LOC Renewables also signed a Memorandum of Understanding (MOU) in Taiwan with the CR Classification Society, Taiwan Institute of Economic Research, Taiwan Electric Research & Testing Center, and Electronics Testing Center to look to enhance the quality, safety and reliability of offshore wind farm construction in the South China Sea region. *(Source: Offshore Wind)*

ARKONA OFFSHORE SUBSTATION TOPSIDE CHANGES SCENERY

STX France has moved the offshore substation topside for the Arkona wind farm from the Forme B dock in Saint-Nazaire to the Forme 1 dock belonging to the Port Authorities. The Arkona offshore

substation is, thus far, the largest electrical station built for an offshore wind farm, STX France said. The 50 metres wide and 35 metres long topside was transported to the Forme 1 with a barge and two tugboats. Weighing over 5,000 tons and as tall as a 5-floor apartment block, the offshore substation will collect electricity generated by the 385MW Arkona offshore wind farm, currently under construction by E.ON together with its partner Statoil off the coast of the German island Rügen. Arkona will comprise 60 6MW Siemens turbines scheduled for commissioning in 2019. The offshore platform will be used simultaneously by the Arkona wind farm and the power grid operator 50Hertz. The Arkona substation will collect the power generated by the wind farm's turbines and transfer it to 50Hertz's onshore substation in Lubmin via the 93-kilometre Ostwind 1 cable system. *(Source: Offshore Wind)*

BEATRICE EXPORT CABLE SECTION ARRIVES IN PETERHEAD

The first section of the second export cable which will connect the Beatrice offshore wind farm to the Scottish grid arrived in Peterhead on Monday, 29 January, Beatrice Offshore Windfarm Limited (BOWL) said. The first section of the 220kV cable is expected to be installed next week, BOWL said. The first 70-kilometre export cable was installed by Nexans' cable laying vessel **Nexans Skagerrak** in December 2017. Nexans started installing the first of two export cables for the 588MW Beatrice offshore wind farm at the end of September. In May 2016, the company won a contract for cable works on the wind

farm together with Siemens, who is in charge of supplying, installing and commissioning the wind farm's turbines. The Beatrice offshore wind farm, located in the Outer Moray Firth off Scotland, will consist of 84 Siemens 7MW wind turbines and two Siemens Offshore Transformer Modules (OTMs), all placed on top of jacket foundations. The wind farm is expected to deliver first power by July 2018, with the full commissioning scheduled for 2019. *(Source: Offshore Wind)*

TAIWAN TO SIGN 5.5GW OF CONTRACTS WITH OFFSHORE WIND DEVELOPERS BY JULY

Nine developers looking to build offshore wind farms in Taiwan have qualified for offshore environmental permits. These developers, offering 10.5GW of offshore wind capacity in total, will now compete for 5.5GW of offshore wind contracts, 3.5GW to be selected for the feed-in-tariff (FIT) and the rest to be awarded at an auction in May. This is according to K2 Management, whose Business Development Director for Taiwan, Scott Hsu, said that this means that all the developers selected through both schemes will sign their contracts by the end of June 2018. "This is an exciting development for the offshore market in Taiwan – the original offshore wind target was 3.5 GW before the auction scheme was introduced so to see a 5.5 GW commitment from the government, the industry and stakeholders with a commercial operation date (COD) of 2025, is fantastic," Hsu said. Of the nine developers that now hold environmental permits, four are local and the rest are European developers, with some of the latter ones applying for multiple projects. World's biggest offshore wind developer, Ørsted, has four projects located 35 to 60 kilometres off the Changhua coast with the total capacity of approx. 2.4GW. "The government will now look to developers to support and drive the development of the local supply chain and local financing opportunities to successfully complete the projects," Scott Hsu said. Phase 3 of offshore development is expected to be released by the government by the end of 2019 and targets in that phase are expected to be an additional 5GW to 6GW of offshore power for commercial operation between 2026 and 2035. *(Source: Offshore Wind)*

DREDGING NEWS

TSHD ARZANA COMPLETES SEA TRIALS

Royal IHC has just announced that the first custom-built trailing suction hopper dredger (TSHD) in the Middle East, the 6,000m³ **ARZANA** successfully completed sea trials last week in the Netherlands. It took the Dutch shipbuilder only ten months to completely design, construct and test the new vessel. The keel-laying for the newbuild was on 6 March 2017, at IHC's shipyard in Kinderdijk, and the launch ceremony on 20 September. According to Royal IHC, this state-of-the-art, which is owned by National Marine Dredging Company (NMDC) from Abu Dhabi, has been

specially designed to operate in high ambient temperatures. "The design is the result of the long-term business partnership between IHC and NMDC," said NMDC CEO Mr Eng. Yasser Zaghloul. "It is a tailor-made solution that combines shallow draft and a large dredging depth with high manoeuvrability. We are confident that this new vessel will contribute to our aim of positioning NMDC as a leader in our industry." The shipbuilder is planning to hold the delivery ceremony for TSHD **ARZANA** in coming weeks. *(Source: Dredging Today)*

HID DREDGING AND POWERCHINA JOIN FORCES

PowerChina recently teamed up with HID Dredging Company to provide better strategies and solutions for the future environment protection and infrastructure building projects. According to HID, the company is now officially the "aquatic environmental technology and equipment R&D center and production base" for PowerChina. Mr. Yongsheng Wang, who is the chairman of HID, introduced the leading technology and dredging equipment including Clay Emperor and Electric Cutter Suction Dredger to PowerChina representatives. The leaders of the two companies then visited HID's high standard modern plant. Following the signing of the agreement, both parties have reached an agreement on cooperation and proposed the development plan and

strategic goals for 2018-2020. HID was established in 1990 with a spirit of product innovation and technology development. Throughout the years, HID has been proving its strength and advantages of innovating new products such as "Amphibious Multipurpose Dredger – Clay Emperor", "Electrical Dredger", "Salt Mining Dredger", "Sludge Treatment Dredger" and many more. All of the company's products are patented and have been serving environmental protection around the world. *(Source: Dredging Today)*

YARD NEWS

YANMAR LAUNCHES WORLD'S SMALLEST CR INBOARD DIESEL ENGINE

Japanese engine manufacturer Yanmar began 2018 by launching the latest addition to its family of new-generation common rail (CR) diesel engines, the compact Yanmar 3JH40 inboard engine. The three-cylinder 3JH40 has been developed as the marine industry's smallest CR inboard diesel engine. It will enable a whole new category of commercial vessel operators to benefit for the first time from electronically managed CR fuel-injection technology. Offering minimal fuel consumption and exceptionally low noise and emission levels, the new Yanmar 3JH40 propulsion engine surpasses EPA Tier 3 emission regulations for virtually smoke- and odour-free operation. The four-stroke, water-cooled 3JH40 is an ideal solution for newbuilds and repowering applications, including light-duty commercial craft. Weighing 192 kg and with 1.642 L displacement, the engine can be operated by either standard mechanical cable controls or the YanmarVC10 electronic control system. Yanmar Marine International senior global sales manager Floris Lettinga said "We have launched the new Yanmar 3JH40 to answer the demand for a smaller common rail engine suitable for a wide range of commercial and leisure applications. By strengthening our JH-CR range of models, we are very pleased to introduce the significant benefits associated with common rail technology to more owners and operators. It is clear from the extensive variety of new customers recently acquired that the Yanmar JH common rail range from 40 to 110 mhp has become the new global standard in sailboat propulsion." Following the 2017 introduction of the 150, 170 and 195 mhp units in its new 4LV Series of CR engines, Yanmar is introducing two highest-power engines, the 230 and 250 mhp versions, to complete the five-engine range. The 3,800 rpm 230 and 250 mhp models feature an increase in output and different turbo models from the first three 3,500 rpm units in Yanmar's mid-section range of leading diesels. Harnessing fuel-injection technology and demonstrating the Yanmar 5x best-in-class features, the new 4LV higher power engines have been designed for power recreational boating and small commercial craft applications. The engines incorporate the latest technology to enable extremely low vibration and noise levels for a smooth and quiet running engine. These include a counterbalance shaft and refined component design. Featuring a class-leading power-to-weight ratio, the 4LV delivers a powerful low-end torque performance. This results in a stunning acceleration and sets these engines apart from others in their power range. Yanmar's common rail engine range is complemented by a choice of controls, including the new JC20 joystick system for innovative manoeuvring solutions. The easy-to-use JC20 has been available since February 2018. It enables precise joystick maneuvering for twin straight

shaft-drive engine installations in combination with a bow thruster. The introduction of the JC20 completes Yanmar's joystick control line up, which already features the 4JH80 SPP (steerable propulsion pod) joystick manoeuvring system for large sailing yachts, and the JC10 Joystick for twin sterndrive, all of which integrate directly with Yanmar engines. *(Source: Tug Technology & Business)*

MASSIVE SIMULATION AND TRAINING FACILITY OPENS IN THE NETHERLANDS

Simwave BV and Kongsberg Digital have completed the site acceptance test of one of the largest, most advanced maritime simulation suites ever delivered. Apart from eight K-Pos DP Basic dynamic positioning simulators, the facility also has a K-Sim Offshore simulator with Kongsberg K-Pos DP2 NI Class A and 360-degree field-of-view unit configured for tug and support vessel training. The successful acceptance test, which took place on 19 January 2017, means that the new Simwave Maritime Centre of Excellence in Barendrecht, Rotterdam is now fully operational. As the sole simulation technology partner in the development of the unique Simwave facility, Kongsberg Digital delivered the full scope of work in accordance with the contract awarded in April 2017, which represented one of its most extensive deliveries to date. Following the SAT, all technical aspects of the delivery, a unique new floor projection system and a complete integrated engineroom, are performing above expectations. Simwave's training facility covers more than 5,000 m2 across two floors containing Kongsberg simulators, meeting rooms, offices and welfare facilities. The next step in the Simwave project is to develop a hotel facility on the top floor of the building for customers and trainees, enabling training to take place 24/7, which Simwave believes will be a key differentiator in its approach to maritime training. The onsite hotel in Rotterdam is due to be completed in Q2 2018. *(Source: Tug Technology & Business)*

CSD UMM EL ZEMOUL READY FOR SERVICE AFTER EXTENSIVE DRY-DOCKING

APT Global has just completed a major docking and refurbishment of the NMDC's cutter suction

dredger (CSD) **Umm El Zemoul** at its facilities in Dubai Maritime City. "The work was extensive and major refurbishments were done on the Cutter Ladder/Spud Carriage and mechanical equipment," said Mr Anil Abraham of the APT Global Marine Services. Work on this heavy-duty cutter suction dredger also involved blasting and painting of the whole vessel. According to Mr Anil Abraham, the compete repair project was carried out in tight schedule of only 63 days, including the massive steel renewals that were carried out. *(Source: Dredging Today)*

RENEWED PUMP RANGE OFFERS INCREASED PERFORMANCE

Gianneschi has upgraded its series of Gigetta pumps and increased its range of other pumps and fans for tugs and workboats. Gianneschi has renewed its Gigetta pump series to increase its performance and range. The Italy-based manufacturer has updated these dual-impeller pumps, which are used on tugs and workboats for fire-fighting, bilge and ballast pumping. Gigetta pumps have two stages, which as Gianneschi head of business development Alessandro Gianneschi explained, combine centrifugal impeller characteristics, such as high dynamic fluid efficiency, with a special helical impeller profile that is designed for quick priming. All the components are made from high quality bronze and stainless steel, which provide high levels of resistance against corrosion, he told Tug Technology & Business. Gigetta's helical impeller profile means there is no need for external priming, such as using ejectors or vacuum pumps, the company's literature notes. This pump series comes with a double oil bath seal system that avoids dry running of the seals during the priming time. Gianneschi also supplies self-priming centrifugal pumps, in three models – BMA-S, BMA-M and BMA-G – to tug and workboat newbuilding projects. BMA-S provides a large water flow from low power levels for applications such as fire-fighting and bilge or ballast water pumping, along with for fresh water washing and circulation.BMA-M has a macerator and centrifugal impeller combined with a cutting unit, which makes the pump ideal for discharged water with fibrous material, said Mr Gianneschi. This pump can be used for waste and sewage water handling and treatment, even with suspended solid particles. BMA-G comes with an anti-clogging system. It is designed for discharge water handling and is suitable for slightly-loaded grey water and waste and sewage water. All models are made in bronze and stainless steel AISI630 that make them ideal to resist to corrosion and wear, said Mr Gianneschi. *Air conditioning* Gianneschi also designs and manufactures bronze pumps that are

suitable for air conditioning and circulation systems. These pumps are able to maintain steady conditions of cooling water throughout the system, Mr Gianneschi explained. Centrifugal pumps in its CB series are compatible and resistant to seawater. For example, the CB 22 bronze pump is a centrifugal type with an open impeller designed for quiet operations and low power consumption, which means it is suitable for air conditioning and circulation systems. This product range includes stainless steel AISI 316L water heaters that have a capacity from 22 to 2,000 litres. Their internal surfaces are subjected to twin chemical pickling and passivation treatment after their fully automatic welding process, said Mr Gianneschi. Thay have a 30%-50% higher thickness than the market average, he explained, adding that the welding process ensures the pump water heater is resistant to corrosion. Gianneschi also produces a blower range for workboats. ELL Helicoidal blowers are designed to generate high airflows at low pressures and can be installed horizontally, which adds flexibility to installation and operations. Mr Gianneschi said these can also come with variable pitch blades and centrifugal fan types for different configurations. The product range includes stainless steel smoke damper and an approved fire damper, which are made in stainless steel AISI 304 or AISI 316. Gianneschi was founded in 1969 by Luigi Gianneschi to manufacture pumps, water pressure systems, engine pumps, blowers, fire dampers and boilers. *(Source: Tug Technology & Business)*

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Last week there have been new updates posted:

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

- Five Damen tugs delivered to Empresa de Navegación Caribe, Cuba
- World's biggest ART 100-46 class Rotor® tug is named 'RT RAVEN'
- Damen signs contract with Canada's Group Ocean for two Modular Multi Cats
- Mediterranean operators benefit from easy access
- OSD launches latest harbour tug design in its Azistern series
- De Boer/Dutch Dredging and Iskes Towage take delivery of ASD 2310 SD at Damen Shipyards Hardinxveld

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