Tugs Towing & Offshore Newsletter

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

Distribution twice a week 11.800+

TUGS & TOWING NEWS

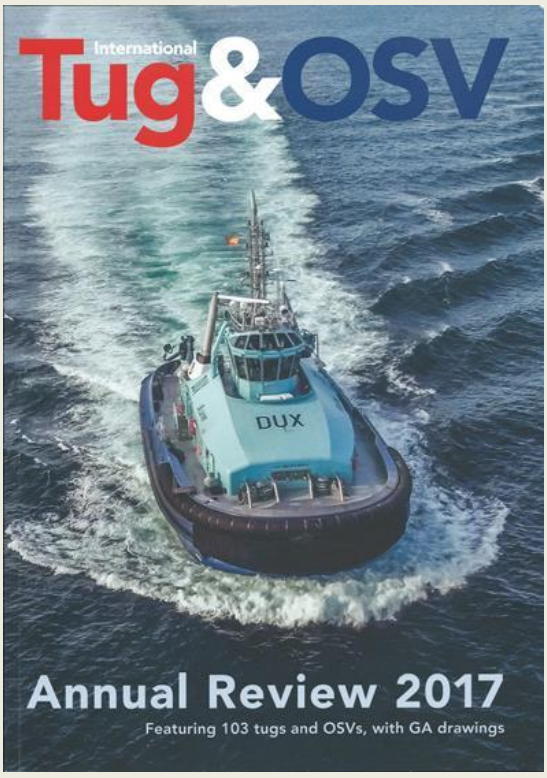
USIBA

Cape Town's newest tug **Usiba g**oing through her paces in Table Bay harbour earlier in January. The Voith-Schneider-propelled tug entered service with Transnet National Ports Authority in Cape Town as recently as November 2017, after completing her fitting out at the Southern African Shipyards in Durban where she was built as number 7 in a series of nine 70-ton bollard pull tugs. She was originally intended for the port of Richards Bay, hence her chosen isiZulu name which in English means Feather (or Plume). During her fitting out period between the launch date in August and the handing over in November the decision was taken that she would rather enter service at Cape Town owing to an urgent requirement there for a new and more powerful tug. Cape Town's tugs are traditionally named after wine cultivars, save for one, Palmiet, which was transferred from the port of Durban and in keeping with that port's tradition, is named for a river in KZN. The Palmiet runs through the Pinetown and Westville areas of greater Durban and is a tributary of the Umgeni, although perhaps appropriately, there is also a Palmiet River in the Western Cape. *(Source: Ports & Ships; Photo: Ian Shiffman)*

USCG APPROVES MERIDIAN GLOBAL CONSULTING AS TPO

The Towing Vessel National Center of Expertise (TVNCOE) posted on its website February 2, 2018, that the U.S. Coast Guard has approved Meridian Global Consulting, LLC as a third-party organization (TPO) to carry out certain functions in accordance with Subchapter M. The current list of all Subchapter M approved TPOs is maintained on TVNCOE's TPO webpage. In accordance with 46 CFR 139.110, classification societies that are recognized and/or authorized meet the requirements of a TPO. These classification societies are approved by regulation to perform certain work as a TPO without further Coast Guard approval. Organizations other than recognized and/or authorized classification societies that conduct TPO functions for towing vessels must be Coast Guard approved. An organization seeking approval as a TPO under Subchapter M must at a minimum, submit an application package containing all the information listed in 46 CFR 139.120. The application package must be submitted to the Towing Vessel National Center of Expertise, which will review the information and determine if the organization meets the minimum standards for approval as a TPO. TPO approvals are granted for a period of five years. *(Source: MarineLink)*

TUG & OSV REVIEW 2017



Now Available: Published annually in January/February. Printed in full colour throughout, the review contains profiles of some of the most interesting tugs and OSV vessels that have been built around the world during the past 12 months. Each vessel reviewed will come complete with GA drawing and full specification. In addition, a major review of the latest trends in the international tug, towage, salvage and OSV industry is included. Ordering information: International Tug & OSV Annual Review 2017 can be obtained from the publisher at a cost of £30 including P&P (surface mail). Please add £5.50 if you would like your copy sent by airmail. Previous editions are also available – go to www.tugandosv.com for information. Free of charge to ITS Club members and subscribers to International Tug & OSV magazine (conditions apply)

ANOTHER ASD SUCCESSFULLY LAUNCHED

Another 3824kW ASD Tugboat which was built by Jiangsu Zhenjiang Shipyards for domestic owners were launched successfully. *(Source: Jiangsu Zhenjiang Shipyards)*

NEW TUG CHRISTENING - ST. ANGELO

The 2017 Damen Galati built tugboat **St.Angelo** (Imo 9799991) was seen christening at Valletta during a rainy day on Friday 9th February, 2018 with tugs **Sea Salvor** and **Spinola** saluting her while spraying water from their firefighting monitors. The tug is Malta registered with call sign 9HA4504 and owned and managed by Tug Malta Ltd. – Floriana; Malta. Built under yard number 513112 has she a length o.a. of 28,90 mtrs a length bp of 28.10 mtrs a beam of 13.23 mtrs a depth of 5.35 mtrs and a draught 4.14 mtrs. She has a grt of 431 tons and a nrt of 129 tons. Her two Caterpillar diesel engines produces a total output of 5,050 kW (6,862 bhp) The tug is classed Bureau Veritas I ✠ Hull ● Mach Escort tug Supply vessel Firefighting ship 1 -water spraying Oil recovery ship SECOND-LINE -flash point > 60°C -oil product. Unrestricted navigation. Her free sailing speed is 13 knots. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

THECLA BODEWES SHIPYARDS LAUNCH SECOND PUSHER TUG

On 16 February 2018 the second Multipurpose Ice Classed Pusher tug **Conwenna** for the Caspain Sea will be launched at the Thecla Bodewes Shipyard in Kampen; Netherlands. The Ice Classed Pusher Tug '**Conwenna**' is the second pusher in a series of three for the British client Silverburn. Last year August the **Wenna** was the first in this series delivered and operates in the Caspian Sea for offshore support activities, seagoing towing transports as inland pushing and towing transports also. The 40 tons Bollard Pull tugs are classed Bureau Veritas with Unristricted Navigation and Ice Class 1C and anchor handling notations. Thecla Bodewes director and owner of the three yards in the North of Netherland said: "It is wonderful to build this series for our English client Silverburn Shipping Group. In March we will start with the third Ice Pusher Tug on our yard in Kampen also. In addition, we have late last year built within three months a seagoing Chemical Barge for this customer. We are proud to have achieved, with a number of our suppliers, this in such a short time. *(Photo: Thecla Bodewes Shipyards)*

FAIRPLAY-21 ON THE BLOCKS

Last week was seen the **Fairplay-21** (Imo 9148752) on the blocks of the syncrolift drydock of the repair yard of De Haas-Rotterdam. The tug was built in 1997 by Construcciones Navales Santodomingo SA – Vigo; Spain under yard number 612 for Fairplay Schleppdampfschiffsreederei Richard Borchard – Hamburg. Seen her building date it looks that she commenced her fourth special survey. She has a length o.a of 34.75 mtrs; length bp of 32.71 mtrs a beam of 10.90 mtrs and a depth 5.00 mtrs. She has a grt of 496 tons and a nrt of 148 tons. The two Deutz SBV8M628 diesel engines develops a total output of 3,292 kW (4,476 bhp) at 1,000 rpm with a free sdailing speed of 12.5 knots and a bollard pull of 55 tons. *(Photo: Willem Holtkamp)*

EDDY 1 IN WILLEMSTAD

Last week the Venezuelan registered with call sign YYV3627 **Eddy 1** (Imo 9714575) was seen arriving on the Caribbean Island of Curacao in Willemstad. The EDDY Tug 30-65 type tug is designed, developed and built around three basic principles. Economy, performance and safety, has performed excellently during hertrails period and has lived up to the high expectations of all parties involved. The **EDDY 1** was introduced to the market during the ITS Conference held in Hamburg in 2014. The tug has been built with the following specifications: Lenght o.a.:30,30 m; Breadth o.a.:13,40 m; Draft:4,75 m; Max Speed:13,5 Kn; Bollard Pull:65 tons. Class : BV I +HULL • MACH ESCORT TUG, AUT UMS, Unrestricted Navigation. *(Photo: Kees Bustraan)*

CHINESE PORTS EXPAND TUGBOAT FLEETS

Growth in Asian maritime trade is driving owners and port authorities into ordering more powerful tugs. Chinese shipyards continue to benefit from these orders and are using them to upgrade their design capabilities. Tianjin Port in China started increasing its towage capabilities when it ordered four new tugs from Chinese yards in January. It ordered two azimuth stern drive (ASD) tugs from Sanlin Shipyard in Shanghai and two ASD tugs from Jiangsu Zhenjiang Shipyard. Sanlin Shipyard is building two ASD 35/50 tugs and Jiangsu Zhenjiang Shipyard will construct two ASD 40/40 tugs. All four will be built to Robert Allan designs and will be constructed to comply with China Classification Society (CCS) requirements for intelligent ship (i-Ship) notation. This means they will be equipped with smart bridge and engineroom devices, hull lifecycle management, efficiency management and 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. Jiangsu Zhenjiang was busy with other

construction orders, using its own ASD tug designs, during Q4 2017 for other Chinese ports. On 18 January, the shipyard delivered **Lan Qiao 9**, an ASD tugboat with 3,676 kW of power, to Shandong Lanqiao Port. The shipbuilder has another of these ASD tugs and another with 5,120 kW of power to complete during Q1 2018. In November 2017, Jiangsu Zhenjiang delivered a 3,676 kW ASD tug to Qinghuangdao Port. *Asian owners invest in LNG tugs* Environmental concerns in ports is pushing owners in Japan and Singapore to order newbuild tugs that can be powered by liquefied natural gas (LNG). Mitsui OSK Lines has ordered an LNG-fuelled tug from Kanagawa Dockyard Co. After it is delivered, it is due to be operated by Nihon Tug-Boat Co in Osaka Bay from Q2 2019. LNG fuel will be supplied by Osaka Gas, which is setting up a bunkering service in the Sakai-Senboku Port. MOL will develop a detachable and portable LNG fuel tank for this tug and expects this concept to be used on other ship types in the future. In Singapore, two dual-fuel LNG harbour tugs are under construction for PSA Marine and due to be delivered in 2019. They will be supplied by Pavilion Gas after it landed the contract in Q4 2017. PSA Marine will benefit from up to S$2M (US$1.5M) grant for each newbuild tug from the Maritime and Port Authority of Singapore, under an initiative to promote LNG bunkering via ship construction projects. *(Source: Tug Technology and Business)*

ALP WINGER TOWING SEMINOLE

The 2007 built Dutch registered with call sign PBIU tug **ALP Winger** (Imo 9367504) was seen towing the 1975 built Italian registered pipelay crane vessel **Seminole** offshore Sicily on Friday 2nd February, 2018 bound to Ghana. The tug was built by Mutzlefeldt Yard, Cuxhaven, Germany under yard numbr 254 as a MAN Ferrostaal AG / Hitzler Werft design. She is classed DNV-GL + 100 A5 E2 Deep Sea Tug Boat (Nav-A4) + MC E2 AUT, FF1, DP2. She has a Length o.a. of 65,00 m; Length b.p. of 59,06 m; Beam o.a. of 18,50 m; Depth to maindeck of 8,50 m; Max. draught of 7,50 m; Gross tonnage of 2.789 mt and a Deadweight of 2.817mt. She has a Bollard pull of 219 mt cont. / 232 mt max a Maximum free sailing speed16,0 knots with a Service speed10,5 knots. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

EUROPEAN YARDS BENEFIT FROM TUG PROJECTS

Vittoria Shipyard is preparing to deliver a harbour tug from its Italian shipyard in April for Skikda Harbour Authority, Algeria. It launched C869 tug in December 2017, marking the return of tug newbuilding to its Adria facility. This 26 m azimuth stern drive tug will be used for towage and escort activities along the North African coast and in the port of Skikda. It was ordered by the Algerian Ministry of Transport in December 2016 and is classed by Bureau Veritas. It has a full load displacement of around 500 tonnes and bollard pull capacity of 30 tonnes. Its pair of azimuthing thrusters are driven by two medium-speed diesel engines. Vittoria Shipyard is also building a 32 m tug for the Russian Navy for towing nuclear submarines that have been decommissioned to a site for scrapping. Remontowa Shipbuilding in Gdansk, Poland, has won a contract to build two multipurpose vessels with towing capabilities for the country's Szczecin Maritime Authority. These vessels will be used for maintaining and renewing waterways signage, including buoys, along with hydrographic tasks and emergency response, which could include fire-fighting, oil recovery and towage. They will replace two 1982-built buoy tenders that are currently operating at the port. *(Source: Tug Technology and Business)*

ACCIDENTS – SALVAGE NEWS

DISABLED CONTAINERSHIP MOL PRESTIGE UNDER TOW OFF BRITISH COLUMBIA

The disabled containership **MOL Prestige** is under tow back to Canada after suffering an engine room fire last week that left the ship adrift off British Columbia, Canada. According to an update on Monday from the ship's owner, an ocean tug arrived at the location of the disabled containership on February 3 and they have now commenced towing operations. The vessel is expected to be towed to a nearby a "North American port" with arrival anticipated for February 10, depending on weather conditions, according to the update. According to media reports which have not been independently confirmed by gCaptain, the **MOL Prestige** is under tow by the US-flagged tug **Denise Foss** and they have been cleared to anchor in Constance Bank Anchorage in the Strait of Juan de Fuca, British

Columbia. As gCaptain reported previously, the 293-meter **MOL Prestige** suffered an engine room fire on January 31, 2018, two days after it had departed the port of Vancouver for Tokyo, Japan. Five crew members were injured in the incident, including two who had to be medevaced with serious injuries. The fire has since been extinguished and the extent of damage to the vessel is still being assessed. Canadian authorities have been tracking the disabled vessel since February 1 while it was 207 nautical miles SW of Haida Gwaii. Meanwhile, the CCGS Sir Wilfrid Laurier had been sent to monitor the situation. The 71,902-ton **MOL Prestige** was built in 2006 and has a capacity of 6,350 TEU. It is managed by Mitsui O.S.K. Lines. *(Source: gCaptain)*

POLAR STAR BEATS ENGINEERING CHALLENGES TO COMPLETE MISSION

The U.S. Coast Guard's sole operational heavy icebreaker, the **Polar Star**, is at McMurdo Station, Antarctica, after completing its mission Tuesday in support of the National Science Foundation (NSF), cutting a resupply channel through 15 miles of Antarctic ice in the Ross Sea and escorting supply vessels to the continent. The more than 40 year old vessel accomplished its task after overcoming a number of engineering challenges that underscore the fact that the Coast Guard's current Polar icebreaker acquisition program is in a race against time (see feature in our January issue). The Polar Star sailed from Seattle to assist in the annual delivery of operating supplies and fuel for NSF research stations in Antarctica during Operation Deep Freeze by carving a navigable path through seasonal and multi-year ice sometimes as much as 10-feet thick. Operation Deep Freeze is the logistical support provided by the U.S. Armed Forces to the U.S. Antarctic Program. "Although we had less ice this year than last year, we had several engineering challenges to overcome to get to the point where we could position ourselves to moor in McMurdo," said Capt. Michael Davanzo, the commanding officer of the **Polar Star**. "Our arrival was delayed due to these challenges, but the crew and I are certainly excited to be here. It's a unique opportunity for our crewmembers to visit the most remote continent in the world, and in many respects it makes the hard work worth it." On Jan. 16, Polar Star's shaft seal failed causing flooding in the cutter's engine room at a rate of approximately 20-gallons per minute. The crew responded quickly, using an emergency shaft seal to stop the flow of freezing, Antarctic water into the vessel. The crew was able dewater the engineering space and

effect more permanent repairs to the seal to ensure the watertight integrity of the vessel. There were no injuries as a result of the malfunction. Earlier, on Jan. 11, the cutter's progress was slowed after the one of its three main gas turbines failed. The crew uses the cutter's main gas turbine power to break up thick multi-year ice using its propellers. The crew was able to troubleshoot the turbine finding a programing issue between the engine and the cutter's 1970s-era electrical system. The crew was able to continue their mission in the current ice conditions without the turbine. "If the Polar Star were to suffer a catastrophic mechanical failure, the Nation would not be able to support heavy icebreaker missions like Operation Deep Freeze, and our Nation has no vessel capable of rescuing the crew if the icebreakers were to fail in the ice," said Vice Adm. Fred Midgette, commander, U.S. Coast Guard Pacific Area in Alameda, California. "The crew members aboard Polar Star not only accomplished their mission, but they did so despite extreme weather and numerous engineering challenges. This is a testament to their dedication and devotion to duty." The cutter refueled at McMurdo Station Jan. 18 and continued to develop and maintain the ice channel in preparation for two resupply ships from U.S. Military Sealift Command, Ocean Giant and Maersk Peary. The crew of **Polar Star** escorted the vessels to the ice pier at McMurdo Station, an evolution that requires the cutter to travel about 300 yards in front of the supply ships to ensure they safely make it through the narrow ice channel. The crew escorted the Ocean Giant to the ice pier at McMurdo Jan. 27 and conducted their final escort of the Maersk Peary to Antarctica Feb. 2. The crew escorted Maersk Peary safely out of the ice Feb. 6 after supply vessel's crew transferred their cargo. The **Polar Star** departed its homeport in Seattle Nov. 30, 2017, and is expected to return to the U.S. in March 2018. The 399-foot **Polar Star** has a crew of nearly 150 people. It weighs 13,500 tons and uses 75,000 horsepower to break ice up to 21 feet thick. Watch the video HERE *(Source: MarineLog)*

TUG DISABLED OFF CAPE GRIS-NEZ

On Feb 6, 2018, at about 1:20 a.m., the Maritime Operations Center (COM) of the Channel and North Sea Maritime Prefecture, in liaison with the CROSS Gris Nez CROSS, deployed the French Navy fregate "**Cormorant**", then on patrol north of Pas de Calais, to establish a contact and monitor the "**Boulonnais**", which had suffered a total blackout two nautical miles from the coast of Cape Gris-Nez. In visual contact and radio, the "**Cormorant**"

stood ready to assist the ship. The tug crew finally succeeded to restart the engine and resumed its way towards Dunkirk, escorted by the fregate until the entrance of the Traffic Separation Scheme. *(Source: Vesseltracker)*

OFFSHORE NEWS

FLAT-TOP BARGE 'DN-143' – THE 'GIANT OF THE SEA' – LOOKING FOR A NEW HOME

The humble flat-top barge in all its permutations is a much neglected vessel type (yes, at DSB we do indeed consider a barge to be a 'vessel'!) and yet they are the workhorses of the industry. Largely non-propelled, un-glamorous and often uncomplicated in design, nevertheless, the flat-top barge is an essential piece of marine equipment on many marine construction projects worldwide. Jan De Nul's '**DN143**', however, stands out from the crowd as a rather special unit. At an impressive 135.8 LOA and 42m beam (longer than a standard football pitch) and 24,000 twd, this '*Giant of the Sea*' is one of the most photographed non-propelled floating units on shipspotting.com. Built in 2007 in China, formerly known under the name '**Sainty 6**', she was the sixth barge of this type constructed between 2002 and 2008 by Sainty Shipyard to deliver its stacked cargos of newbuilding river barges to Holland and Germany during the boom years of Rhine River transports. 'Sainty barges', as they came to be called, found their employment and use in varied segments of the industry because of their huge deck space and impressive carrying capacity. By way of examples - '**Sainty 1**' is now working as a rock barge in the Arabian Gulf; '**Sainty 2**' became the pipelay barge '**MRTS Defender**'; '**Sainty 5**' became the rockbarge '**Stema 2**'; '**Sainty 7**' became 235MW power barge '**Karadeniz Powership Aysegul Sultan**' and is now providing power to Ghana. '**DN143'** (as 'NG-102' ex 'Sainty 6') found its path in the offshore industry: – transport of jackets, hydraulic installation of ballast material into GBS, installation of scour protection for an offshore LNG terminal. One of her most significant jobs was for in-house Jan De Nul project construction of gravity based foundations for offshore wind turbine generators for the Swedish Karehamn offshore wind project (pictured). Concrete foundations were poured on '**DN143'**, after which the barge was used to install these foundations offshore. Subsequently, heavy fill ballast such as iron ore was installed in the shaft and ballast bins. '**DN143'**, now currently in Gdansk, attracts attention wherever she is moored. Jan De Nul Group has tasked DSB with the sale of this Giant. Potential buyers are to contact DSB Offshore Limited for further information – brokers@dsboffshore.com

THE 'INSIDE-OUT' SHIP WINS INNOVATION AWARD

The dive support vessel, DSV '**Southern Star**', has won the coveted subsea innovation award at the OSJ Annual Offshore Support Journal Awards following a vote by individuals working in the subsea and offshore support vessel industry. The Tasik Subsea designed and Owned '**Southern Star**' was conceived 'inside out' with the first priority given to the ease and efficient deployment and operation of its key subsea operations equipment of SAT and AIR diving systems and ROVs, and the well-being of operators and crew. Only then was a hull designed to 'fit' the 'inside' layout. The result has been a vessel, delivered in June 2017, that has proved an ergonomic dream in operation, appreciated by crew and her charterer, who operate the ship on a five year plus options, bareboat charter. John Giddens, the CEO of Tasik Subsea, said: 'We are obviously delighted to receive such a prestigious award and for the '**Southern Star**' to be recognised as a major, innovative step forward in the design of dive support vessels. 'The concept for the Southern Star was many years in the making and the product of amalgamated experience with previous vessels that has enabled us to produce a vessel with excellent ergonomics for the people that are operating it and living onboard. 'The '**Southern Star**' is designed from the inside out, not the outside in. Rather than take an off the shelf hull design, we started with design of the subsea operating systems and equipment and laid it out in a manner that works for the people who have to operate the vessel. Having done that, we then had a naval architect, Focal Marine, design the hull around it. 'The result is an ergonomically designed vessel with well thought through and easy to operate subsea intervention equipment. 'In today's market, cost is

everything. From the outset of the design of '**Southern Star**' we aimed to deliver a vessel at a price that the customer can make money.' The result was announced at the Annual Offshore Support Journal Awards last night (8th Feb 2018) in West London at the Gala Dinner at the end of the largest annual international conference for the offshore support vessel industry. Mike Meade, one of the concept developers and a Director of Tasik Subsea, collected the award and said the genesis of **Southern Star** dates back to 2005 when he and John Giddens installed a 'clip on' Saturation Diving System onto a vessel many people will know as the 'Carlisle.' Mike explained: 'We further designed and built the first SAT DSV in Asia, the Ullswater. 'By wrapping a vessel around our innovative but tried and tested subsea systems we have built the '**Southern Star**'. It is the first IACS Classed DSV for export built in China (at Fujian Mawei Shipyard), and at a price our client can operate competitively in disruptive times.' *(Press Release)*

DANISH MARINERS RIDING AGAINST CANCER 2018 FROM MONTREAL TO QUEBEC

The Segal Cancer Centre at the Jewish General Hospital, an international leader in the fight against cancer and a McGill University teaching hospital, is committed to research, prevention and treatment of cancer through an integrated approach with a wide array of interrelated services grouped in close proximity to one another. This approach is considered by leading experts to be one of the most effective and promising strategies in battling cancer.

The Jewish General Hospital's Segal Cancer Centre is a leader in Quebec in implementing focused and comprehensive approach to fighting cancer through a combination of medical treatment, patient care, family support and scientific research. The center is one of few in the world which offers a combination of strong research and highly skilled clinicians under one roof. Their world-leading doctors, researchers and scientists at the Jewish General Hospital are working to develop new technologies in the areas of molecular diagnostics, functional imaging, biomarkers, molecular target discovery and validation, and advanced targeted radiation therapy. Funds raised through The Ride are put to use immediately to attract and retain world-leading doctors, scientists and researchers to implement the most promising cancer research programs and treatments. We hope that you will support our fundraiser equally, and each of us have to raise 2500 Canadian dollars in order to start. We will pay for flights and accommodation by ourselves, and all money collected is going directly to the cancer research. Behind the scenes: Mikkel was living in Canada for almost 4 years providing services to the north American marine segment within engine components. Bjarne was through his job closely tied to Canada, especially to St Johns, Newfoundland where the vessels were operated from. As Mikkel had done the ride two times previously and need a wingman, he proposed the idea to Bjarne as an well experienced rider who immediately signed up also. *Team:* We will be riding with K-team, that was initially formed after Mikkel's first ride supporting and encouraging Kayla Monaco who was battling cancer. Little did Mikkel know when crossing the finish line that the whole Monaco family

including Kayla was waiting at the finish line. Kayla's dad Stephane formed K-team that have been a part of the ride every year ever since – Growing in numbers. (The commercial with Mikkel and Kayla from 2013 - https://youtu.be/kSv_dyOj82Y) Course: We have dedicated our ride (in memory of) and will donating all collected funds in the names of • Lisbeth Winther (Fellow Rotarian to Mikkel); • Renata Olsen (Wife to PJ Olsen, former President of the Grunt Club, Montreal); • Phong Vu (Chief engineer, MV Ocean Grand, Crowley); • And the many seafarers battling this horrible disease around the world. *When:* The Enbridge® Ride to Conquer Cancer® benefiting the Segal Cancer Centre at the Jewish General Hospital turns 10 in 2018 and will take place July 7-8, 2018. The last decade has seen many cancer care breakthroughs and countless lives saved, successes that impact all. It's your chance to experience firsthand support the dynamic energy of riding with thousands of other passionate participants, each driving towards a common goal: to conquer cancer. *Donations:* All donations will be highly appreciated regardless of size in our joint goal of raising 5000 Canadian dollars between the two of us. Please make a split donation between the two of us for us to reach our individual CAD 2500 goal Respectfully, Bjarne Timm Linkedin - > https://dk.linkedin.com/in/bjarne-timm-81a78a12 Milestones and Mikkel Elsborg, Linkedin - > https://dk.linkedin.com/in/mikkelelsborg Milestones

EMGS FACES UNCERTAINTY AS LOW BACKLOG BITES

Norwegian geophysical services company EMGS might be facing a going concern issue amid low backlog levels and challenging market situation. According to EMGS' financial report on Thursday, at the end of the fourth quarter of 2017, the company's backlog was $3.2 million compared with a backlog of approximately $1 million at the end of the fourth quarter 2016. Out of this amount, $3 million is related to prefunding and late sales, while the remaining $0.2 million is related to processing, interpretation and other projects. EMGS said that, based on this low backlog and the current market situation, there is material uncertainty related to the expected level of revenues going forward. This puts pressure on the company's cash position and

consequently the bond's cash covenant. The company is dependent upon securing sufficient backlog. Should sufficient additional backlog not be forthcoming within the next six months, the company will have to consider raising new financing through new capital or debt, sale of assets, a restructuring of existing debt or a combination. In the event that the company does not secure sufficient backlog and solve the resulting liquidity issues that may arise in the coming six months, the going concern assumption may no longer be valid. *EMGS cuts losses* When it comes to its financial performance, EMGS narrowed its net loss in the fourth quarter of 2017 to $5.9 million from $15.1 million in the prior-year period. The company's losses for the full year 2017 were $21.5 million, up from a loss of $52.1 million in 2016. EMGS recorded revenues of $11.3 million in the fourth quarter of 2017, slightly down from $12 million reported for the corresponding quarter of 2016. The company recorded six vessel months in the fourth quarter of 2017, the same as in the fourth quarter of 2016. The vessels were allocated 13% to multi-client projects and no time was spent on proprietary work. In the comparable quarter of 2016, the vessel utilization was 89% and the vessels were allocated 35% to proprietary work and 54% to multi-client projects. Revenues for the full year 2017 amounted to $35.9 million, compared with $44.5 million for the full year of 2016. The decrease in revenues is mainly explained by a reduction in proprietary work in 2017 compared with 2016 and a reduction of work outside of Norway. *Market outlook challenging* EMGS noted that the market outlook for oil services is challenging and characterized by high uncertainty. The company expects market fundamentals to remain weak going into 2018. However, EMGS has noted an increase in commercial activity. The company expects that the 24th licensing round will trigger some additional multi-client sales in 2018. Otherwise, marketing efforts are ongoing to secure backlog. Based on the current operational forecast, EMGS expects to operate two vessels in 2018. The company expects to keep one vessel in Asia in 2018, while the other vessel is expected to operate in Europe, Africa and the Americas. EMGS will continue to invest in its multi-client library in selected areas. Capital investment plans are limited to maintenance of existing equipment and to the JIP. *(Source: Offshore Energy Today)*

BOLLINGER DELIVERS THE 27TH FAST RESPONSE CUTTER, USCGC RICHARD SNYDER TO THE U.S. COAST GUARD

Bollinger Shipyards has delivered the **USCGC Richard Snyder**, the 27th Fast Response Cutter (FRC) to the U.S. Coast Guard. The Coast Guard took delivery on the 8th of February, 2018 in Key West, Florida. The vessel's commissioning is scheduled for April, 2018 in Atlantic Beach, NC. We are pleased to announce the delivery of the latest FRC, the **USCGC Richard Snyder**," said Ben Bordelon, Bollinger President & C.E.O. "This FRC built by Bollinger Shipyards will be the first FRC to be stationed in Atlantic Beach, NC. Previous cutters have been stationed in Florida, San Juan, PR, Cape May, NJ, Ketchikan, Alaska, and Pascagoula, MS and Honolulu, HI. FRCs already in commission have seized multiple tons of narcotics, interdicted thousands of illegal aliens and saved many lives. The FRC program is a model program for government acquisition and has surpassed all historical quality benchmarks for

vessels of this type and complexity. The results are the delivery of truly extraordinary Coast Guard cutters that will serve our Nation for decades to come. We are extremely proud that the Fast Response Cutters built by Louisiana craftsmen here at Bollinger Shipyards are having such a major impact on our country's safety and security." The 154 foot patrol craft **USCGC Richard Snyder** is the 27th vessel in the Coast Guard's Sentinel-class FRC program. The FRC has been described as an operational "game changer," by senior Coast Guard officials. To build the FRC, Bollinger used a proven, in-service parent craft design based on the Damen Stan Patrol Boat 4708. It has a flank speed of 28 knots, state of the art command, control, communications and computer technology, and a stern launch system for the vessel's 26 foot cutter boat. Each FRC is named for an enlisted Coast Guard hero who distinguished him or herself in the line of duty. This vessel is named after Coast Guard Hero Richard Snyder. On May 27, 1944 as U.S. forces attacked Biak Island, at the western end of Papua, New Guinea, Snyder was serving as a member of Navy Beach Party Number Six when members of a landing party were subject to severe hand grenade bombardment from Japanese troops. By his initiative and resourceful fighting qualities under fire, he defeated the enemy resistance and made possible the expeditious landing of vital material without casualty. For gallantry in action during the amphibious assault, Snyder was awarded the Silver Star. *(Press Release)*

NORDIC AMERICAN OFFSHORE TAKES THREE PLATFORM SUPPLIERS OUT OF LAY-UP

Offshore vessel operator Nordic American Offshore (NAO) is bringing three of its platform suppliers back from lay-up in a spur of confidence in the recovery of the North Sea market. NAO owns and operates a fleet of ten platform supply vessels (PSV) each averaging approximately 4,000 DWT in size and with an average age just over four years. The vessels were built in Norway in the period from 2012 to 2016 and are primarily engaged in the North Sea offshore market. In a statement on Thursday, NAO said: "We are now optimistic for the North Sea market and we have decided to

activate our three modern vessels in lay-up after which all our vessels are active. Having an attractive fleet, with all our vessels fully operational, improved market conditions should allow for immediate improvement in our financial results." Also on Thursday, NAO posted a smaller net loss that totaled $8.4 million for the fourth quarter of 2017 compared to a loss of $9.8 million in the same period of 2016. The company's net charter revenues in the last quarter of 2017 increased to $3 million from $2.4 million in the prior-year period. At the end of the quarter, the net debt per vessel was $10.2 million. The company has a waiver for certain loan covenants, which expires in April 2018. NAO expects this to be extended. *(Source: Offshore Energy Today)*

OCEANTEAM FINDS WORK FOR CONSTRUCTION SUPPORT VESSEL

Offshore support vessel owner Oceanteam has been awarded a contract for its construction support vessel (CSV) Southern Ocean for work in the Asia Pacific region. Oceanteam informed on Friday that the **CSV Southern Ocean** has secured a new contract and will start operations by mid-February 2018. The contract is for a firm period of 30 days with options to extend with 60 days. The CSV has been assigned to multiple smaller projects within the Asia Pacific region, the company added. According to Oceanteam, the contract is the result of the initiated worldwide re-marketing and re-deployment initiative for the CSV Southern Ocean complete with already mobilized survey and multiple ROV spread. The **CSV Southern Ocean** is a DP2 CSV (dynamic positioning class 2) with large cranes (1 x 250 and 1 x 100 tonnes fully heave compensated), 2400 m2 deck space, and 10.000 tonnes DWT. These characteristics enable Southern Ocean to be utilized for field support, construction, installation and IRM. **CSV Southern Ocean** can carry 7.000 tonnes load on deck, combined with in house carousel, reel and engineering capabilities, the vessel can be utilized for a flex lay project in the oil and gas, power and offshore renewables markets. **CSV Southern Ocean** is owned by a joint venture between Bourbon Offshore Norway and Oceanteam. *(Source: Offshore Energy Today)*

SOLSTAD FARSTAD NETS NORTH SEA WORK FOR THREE PLATFORM SUPPLIERS

Offshore support vessel owner Solstad Farstad has been awarded new contracts for three of its platform supply vessels (PSVs) in the UK sector of the North Sea. Solstad Farstad informed on Friday that TAQA Bratani Limited has awarded a contract for the PSV **Far Spica**. The vessel, of a PSV 08 CD Design, was built in 2013. The contract is the duration of TAQA's mobile drilling campaign in the UK Sector, which is about 18 months, with expected start date in the first quarter of 2018. Far Spica is currently trading the North Sea Spot Market. Furthermore, AGR Well Management Limited has awarded Solstad Farstad a contract for the PSV **Normand Aurora**. This vessel, which is of a P105 Design, was built in 2005. The contract duration is for one well firm plus one well options supporting West Hercules rig in the UK Sector. The contract is expected to start in March 2018. The firm period has an estimated duration of 75 days. Normand Aurora is currently trading the North

Sea Spot Market. Finally, Fairfield Betula Limited has extended the current contract of the PSV **Far Symphony**. The 2003-built vessel is of a P105 Design. The contract has been extended for six months firm plus 6 x 1 month options starting from April 2018. The vessel has been supporting Fairfield's UK operations since April 2017. "For SolstadFarstad, the UK sector of the North Sea is of high strategic importance, and we are very pleased to firm up another three PSVs in this area," says Jon Are Gummedal, Executive Vice President – AHTS/PSV International of Solstad Farstad ASA. He continued: "We are pleased to see increased activity in the UK sector, and we are dedicated to provide high quality services to our UK clients." *(Source: Offshore Energy Today)*

CEREMONIAL SHIP LAUNCHING FOR OOS INTERNATIONAL

On February 7th, the naming and delivery ceremony for SSAV **OOS Tiradentes** has taken place at CIMC Raffles in Yantai. This vessel, named after a national Brazilian hero who stood up for independency, will have its next base in Brazil. The **OOS Tiradentes** is a deepwater semi-submersible accommodation vessel built to UK-HSE standards and is ABS Habitability compliant. She

is also equipped with an advanced telescopic gangway, DP class 3 system for positioning and accommodation capacity for 600 persons on board with residential conditions above 5-star hotel requirements. This unit can reach a speed of over 11 knots and allows DPS-2 operations under the closed bus-tie mode for reduction of energy consumption. *(Source: Offshore Visie)*

VOS CHABLIS FIRE FIGHTING

The 2015 built Gibraltar registered with call sign ZDQT4 offshore supply ship **VOS Chablis** (Imo 9697105) was seen doing DP Trials including Fi-Fi Tests on Tuesday 6th February, 2018. She is owned by Offshore Support Vessels 23 BV – Singapore and managed by Vroon Offshore Services Pte, - Singapore. She has grt 2,281 tons and a dwt of 1,969 tons. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

WINDFARM NEWS - RENEWABLES

SEACAT SERVICES RENEWS ISO SEAL OF APPROVAL

OESV operator amongst the first to achieve new ISO 9001: 2015 and ISO 14001: 2015 accreditations, renewing commitment to highest operational standards. Class-leading offshore energy support vessel (OESV) operator, Seacat Services, has attained a fresh set of International Organization for Standardization (ISO) accreditations, following independent assessment by certification body DNV GL. Seacat Services is one of the first operators in the offshore wind sector to achieve the updated ISO9001: 2015 quality management and ISO14001: 2015 environmental management standards, affirming its commitment to maintain the highest possible levels of service for wind farm developers, operators and contractors. With crew and technician safety remaining a top priority, Seacat Services has also renewed its OHSAS 18001 health and safety certification. As the offshore wind industry has matured, the expectations of

project development and construction teams have increased when it comes to the service provided by contractors and suppliers. Independently-assessed ISO and OHSAS accreditation is consequently starting to become a must-have for support vessel operators as an indicator of quality and safety. However, there is scope for the industry at large to take a more proactive approach to securing accreditation and raising overall standards of operation. While the final deadline for upgrading to the new ISO 9001: 2015 and ISO 14001: 2015 standards falls in September this year, it is estimated that 90% of accredited firms across all industries – including offshore wind – are yet to make this transition. Having completed its assessment with DNV GL this January, Seacat Services is ahead of the curve and will be well-placed to focus on upholding its renewed commitments to safe, reliable operation throughout 2018. Furthermore, as one of the few OESV firms to comply with the International Safety Management (ISM) standard – a more stringent accreditation more commonly held by operators of larger vessels over 500 tonnes – the business is well-acquainted with the risk-based methodologies introduced by the updated ISO standards. "At face value, the ISO, ISM and OHSAS accreditation processes might look like a series of administrative hoops to jump through," said Mark Drew, Head of Business Support, Seacat Services. "But what they do, in reality, is encourage a business to think very carefully about the risks and opportunities inherent in its operations and, crucially, how it delivers on the promises it is making." "For Seacat Services, these accreditations are more than just a way to show our customers that we can meet a minimum requirement. In combination with the experience we're gaining in the field, they inform and motivate an ongoing programme of incremental improvements which ensure that both our fleet and the team that supports it continue to exceed expectations." In addition to these ISO, ISM and OHSAS certifications, each vessel in the fourteen-strong Seacat Services fleet is class-certified by DNV GL, in line with the firm's core values of safety, technical availability and customer service. This commitment to maintaining the highest standards of operation has been recognised by developers and operators of offshore wind projects throughout the UK and Europe, with the business frequently named as a preferred supplier, and over two-thirds of the fleet currently locked down in long-term charter agreements for 2018. *(Press Release)*

BIBBY MARINE SERVICES SECURES OSJ OFFSHORE RENEWABLES AWARD WITH DAMEN SOV

Bibby WaveMaster 1 recognised for noteworthy market entrance. Bibby Marine Services has been awarded an Offshore Support Journal (OSJ) Offshore Renewables Award for the **Bibby WaveMaster 1**. The vessel is the first Damen Service Operations Vessel (SOV), a unique, purpose-built vessel for

the deployment and retention of offshore support and maintenance personnel. The award is presented to a company, product or project that has made a significant contribution to the development of the offshore renewables market during 2017. In nominating the vessel for the award, OSJ stated: "Of the SOVs that have recently entered service, one of the most noteworthy is Bibby Marine Services' **Bibby WaveMaster 1**. Although primarily intended for the offshore wind industry, this vessel is well suited to work in the offshore oil and gas industry, as contracts already awarded make clear." It pointed out the vessel's height adjustable walk-to-work gangway with a six-step elevator for 100% stepless access and what it called "an innovative design that has been customised in order to ensure that windfarm technicians – or oil and gas maintenance personnel – can directly access the ship's gangway from the warehouse areas." Damen Director of Business Development and Market Intelligence Peter Robert said, "On behalf of Damen I congratulate Bibby Marine Services on receiving this prestigious award. It is a confirmation of the vessel's robust capabilities to provide support to the offshore renewables market – and indeed to the offshore industry as a whole – and a testament to Bibby's forward-thinking approach to the market." *(Press Release)*

C-BED SELLS WIND SOLUTION

C-bed Floating Hotels has sold the oldest floatel in its fleet, the **Wind Solution**, to an undisclosed buyer. The 1969-built **Wind Solution** was reportedly sold to the Greek ferry operator Seajets after completing her last project in Southern England in December 2017. "To accommodate the current market demand, C-bed Floating Hotels increasingly focuses on operating more advanced offshore vessels such as the DP2 walk-to-work vessel Wind Innovation, which was added to the fleet in 2016," C-bed told Offshore WIND. The Wind Solution's last offshore wind-related project was providing offshore accommodation for the crews working on the 400MW Rampion offshore wind farm off Sussex. C-bed currently operates two floating hotels, the Wind Innovation and the Wind Ambition. *(Source: Offshore Wind)*

TIDAL TRANSIT BACKS WESTERMOST ROUGH O&M WITH TWO CTVS

Tidal Transit's crew transfer vessels (CTVs) **Ginny Louise** and **Eden Rose** started supporting

operation and maintenance works at the Westermost Rough offshore wind farm on 27 January, after the UK-based CTV provider signed a charter contract with Ørsted. The two vessels, from Ørsted's O&M Base in Grimsby, will be deployed on the 35-turbine offshore wind farm until at least March 2020. Tidal Transit's Commercial Director Leo Hambro said: "Westermost Rough is a site we know well, having previously worked there for Siemens and 3Sun during both the construction and early operation stages of the wind farm's development. We are thrilled to have been now been awarded this long-term contract from the operator, Ørsted, cementing our position within their East Coast Hub." Tidal Transit stated that it will celebrate the charter with the world's leading offshore wind developer together with its fellow members of the Grimsby Renewable Partnership (GRP), which supported the company's work from the Port of Grimsby in the past. This is not the only Grimsby-oriented activity Tidal Transit plans. Namely, the company's team will join the Ørsted Great Grimsby 10K run this summer. "We will be entering a Tidal Transit team in the Ørsted Great Grimsby 10K run in July so expect to see our crews training around the docks on weather days," Hambro said. The 210MW Westermost Rough offshore wind farm, located approximately 8km off the East coast of Yorkshire near Withernsea, features 35 Siemens Gamesa 6MW wind turbines and has been operational since 2015. *(Source: Offshore Wind)*

DREDGING NEWS

RUSSIA NEEDS MORE DREDGERS

The Russian market is currently in need of 64 river dredgers, 26 cranes and boats for bottom-cleaning and 27 hopper barges, reported Gennady Yegorov, Director General of Marine Engineering Bureau during the Hydraulic Engineering Structures and Dredging Congress in Moscow. According to him, it is economically efficient to build non-self-propelled suction dredgers with no living accommodation for the crew. "They should be fitted with state-of-the-art equipment including cutters for heavy ground and hydraulic devices for light soils. Each new dredger should also have a

receiving ship, an anchor boat, 2-3 non-self-propelled hopper barges and the same number of non-self-propelled hopper barges with pusher tugs," said Gennady Yegorov. He also added that it reasonable to use the procedure of Russian River Register for using the decommissioned ships for construction of new dredgers. Taking into consideration the demand of different basins Russia will require dredgers of about 6 different types. *(Source: Dredging Today)*

UPGRADED HUTA MARINE DREDGER BACK AT WORK

Huta Marine's **Huta 14** is again dredging after undergoing substantial renovations in Dubai. The Saudi Arabian company's self-propelled cutter suction dredger (CSD) finished testing last week after the works by IHC Middle East. The two-year restoration works included replacing three diesel engines and integrating an electrical installation for the underwater pump engine and drive. **Huta 14** has started work on the Ras Al-Khair Yard project on the eastern coast of Saudi Arabia, alongside **Huta 12** and **Huta 9**. The project will require 35 million cubic metres of dredging and reclamation works to extend the port's land facilities to cover an area of 800 metres by 4,100 metres. *(Source: Baird)*

YARD NEWS

INCAT CROWTHER DESIGNED DUO SET TO PROTECT PHILIPPINES FISHERIES

Two Incat Crowther designed 50 m multi-mission offshore vessels (MMOV) have successfully completed speed and endurance trials and will soon be at work for the Philippines Bureau of Fisheries and Aquatic Resources (BFAR), combating illegal fishing in Philippines waters. Built by Manila shipyard Josefa Slipways, the all-steel sisterships, DA BFAR MMOV 5001, named **BRP Lapu-Lapu**, and DA BFAR MMOV 5002, named **BRP Francisco Dagohoy** are Bureau Veritas classed. As well as enhancing law enforcement's capability to patrol and protect territorial waters, the vessels also have the flexibility to lead in disaster relief and/or rescue operations, as well as to serve as a

platform for fisheries research. Notable features of the all-steel vessels include large aft working deck accommodating a rescue craft launched from a deck crane as well as 9m RHIB interceptor craft deployed from a specially designed well with a transom door. Ahead of the aft working deck, the main deck superstructure includes a large deck locker and an emergency generator compartment. Inside the expansive accommodation space is a large full-service galley with adjoining freezer and cold rooms, a medical clinic with adjacent lab and cold storage room, a spacious mess hall for the crew and a private mess hall for officers. A large conference room accommodating 36 people completes the efficiently arranged space. Below deck and adjacent to the engine room, dedicated control and equipment storage rooms are provided. Ahead of these spaces, are accommodations for 42 personnel, followed by the bow thruster compartment and a stock room. The mid deck house offers accommodations for officers and engineers as well as a private conference room with a capacity of 14 personnel. The large pilothouse offers plenty of desk area for navigation and communication equipment. It also has sleeping quarters for two (2) pilots. The vessels are each powered by two Mitsubishi S16R2-T2MPTK engines, coupled with Masson MM W18000 gearboxes and two fixed pitch propellers. Two Baudouin 6 W126S generators will service the vessel's primary electrical needs with a third unit provided for emergency services. PRINCIPAL DIMENSIONS: Length Overall 165' 8" / 50.5 m; Length Waterline 57' 6" / 48.0 m; Beam Overall 29' 6" / 9.0 m; Draft (hull) 6' 5" / 2.0 m; Draft (prop or max) 10' 6" / 3.2 m; Depth 13' 1" / 4.0 m. *(Source: MarineLog)*

ALLSEAS PLANS WORLD'S LARGEST CONSTRUCTION VESSEL

Swiss offshore services firm Allseas is planning to build a vessel big enough to be able to remove the world's largest oil and gas platforms when they reach the end of their production lives, its chief executive said. The vessel, to be called **Amazing Grace**, is designed to remove the heaviest platforms in a single lift and could reduce decommissioning costs for global oil and gas producers, the firm

said. It would be a bigger version of Allseas' existing **Pioneering Spirit** ship, which removed Shell's Brent Delta platform in the North Sea last year, and would cost about $3 billion, Allseas CEO Edward Heerema told Reuters. "We have been asked by the operators to look at the technical possibilities to remove bigger platforms," he said on the sidelines of a conference, adding that an investment decision on **Amazing Grace** could come in three years. "Due to its speed, single-lift technology is the most cost-efficient method to use," he added. If Allseas decides to go ahead, it would set a new record as the biggest such vessel ever built, with 50 percent more lifting capacity than **Pioneering Spirit**, at 72,000 metric tonnes, said the chief executive. Its length will reach 160 meters, making it about one third longer than **Pioneering Spirit**. Allseas' **Pioneering Spirit**, holding the current record, is currently laying Gazprom's Turkstream pipeline from Russia to Turkey through the Black Sea. The vessel would be able to remove the biggest platforms of Statfjord, Gullfaks and Thistle fields offshore Norway and Britain, whose operators have contacted Allseas for a platform removal concept research, added Heerema. *(Source: MarineLink)*

MACGREGOR TO BUY MARINE AND OFFSHORE BUSINESS FROM TTS GROUP

MacGregor, a part of Cargotec, has entered into an agreement to acquire marine and offshore business from TTS Group. MacGregor said on Thursday that TTS, a global provider of cargo handling equipment and services for merchant and offshore ships, sold its businesses for an enterprise value of EUR 87 million ($107M). TTS Group ASA and its shipyard solution business, TTS Syncrolift AS, are the only businesses excluded from the deal. According to the company, potential cost synergies are estimated to be around EUR 30-35 million on an annual level and are expected to be reached within three years from closing. “The acquisition will strengthen MacGregor’s marine and offshore activities in key areas and add further service growth potential through the increased installed base.

It will also strengthen MacGregor's position in China through the strategic joint ventures with Chinese state-owned shipbuilding companies China State Shipbuilding Corporation and China Shipbuilding Industry Corporation," MacGregor said. TTS Group's main products are a wide range of cargo handling and offshore cranes, RoRo access systems, hatch covers, winches, and related services. The company's service business includes spare parts, maintenance, inspections, modernization, conversion, and training. The group has subsidiaries in Belgium, Brazil, China, Germany, Greece, Italy, Korea, Norway, Poland, Singapore, Sweden, UAE, USA, and Vietnam. MacGregor also aims to acquire EUR 161 million in sales for the period January-September 2017 from which approximately 27 percent was related to service sales. The net sales of the business aimed to be acquired equals approximately 90 percent of TTS' net sales. Michel van Roozendaal, president of MacGregor, said: "This acquisition is an important step in executing MacGregor's growth strategy and providing customer-focused solutions in both merchant shipping and offshore segments. Combining the strengths of these two companies creates exciting opportunities for innovation and technology development during a time of industry transformation. With a large installed base on over 9,000 vessels, the TTS portfolio will position us even better for our service business growth." TTS Group CEO Toril Eidesvik added: "The marine industry is moving towards larger, integrated units with a global presence, offering a broader scope of products and services. In order to meet this challenge a combination of TTS's marine and offshore activities with MacGregor will be an important step in the consolidation process and is expected to be favorable to all TTS stakeholders in the long term." MacGregor said that more than two-thirds of TTS shareholders support the transaction and have committed to vote in favor of the deal in TTS Group's Extraordinary General Meeting. Also, more than two-thirds of convertible bondholders have made the same commitment, if any of their bonds are converted to shares before the Extraordinary General Meeting. The acquisition is subject to regulatory approvals from competition authorities, which are expected to be received during the third quarter of 2018. *Nekkar ASA* TTS Group ASA and its shipyard solution business, TTS Syncrolift AS, are excluded from the deal. According to a separate statement made by TTS on Thursday, the company, proposed to be renamed Nekkar ASA, would build its operation around Business Unit Shipyard Solutions with its ship lift provider brand, Syncrolift. Nekkar ASA will continue as the holding company for Syncrolift and the future portfolio companies. It will be scaled (staff and cost base) in accordance with the operating requirements of the business going forward. The preliminary assessment indicates a cost level of approximately $2 million per year. *(Source: Offshore Energy Today)*

BALTIC WORKBOATS TO DELIVER TWO 22M BALTIC WAVE PIERCING CONCEPT PILOT BOATS TO DAB VLOOT

Baltic Workboats says it signed a contract with Belgian DAB Vloot for delivering two 22m Baltic

wave piercing concept Pilot boats. Boats will be 22m long, making top speed of 25kn, powered by 2 x 479kw Volvo Penta engines. Baltic Workboats has delivered previously several Baltic wave piercing pilot boats to DAB Vloot. The company's customers are expecting new Pilot 2200WP state of the art boats to be delivered by first quarter of 2019. *(Source: PortNews)*

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

   - Innovative tractor design heads for New Zealand
   - 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

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