

Tugs Towing & Offshore Newsletter



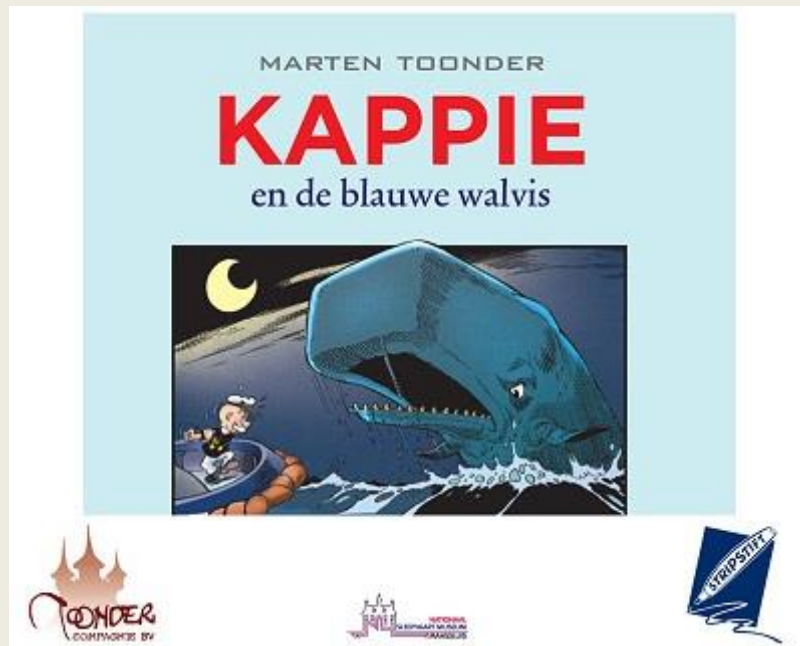
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BUYING, SALES, NEW BUILDING, RENAMING AND OTHER TUGS TOWING & OFFSHORE INDUSTRY NEWS

Distribution twice a week 11.900+

TUGS & TOWING NEWS

KAPPIE BLIJFT BIJ HET NATIONAAL SLEEPVAART MUSEUM!



Op zondag 28 januari 2018 hebben wij de laatste strook geplaatst van het stripverhaal 'Kappie en de woeste Pochtli'. Met ingang van zondag 18 februari 2018 zal de Facebook-pagina van het Nationaal Sleepvaart Museum, dus elke week (ook weer op zondag) worden gesierd met een strook van het stripverhaal 'Kappie en de blauwe walvis'. Deze strip, over een sleepbootkapitein, maakt deel uit van de nalatenschap van Marten Toonder en de auteursrechten zijn en blijven dan ook

eigendom van de 'Stichting het Toonder Auteursrecht'. Dankzij de medewerking en ondersteuning van die stichting is het ons museum mogelijk gemaakt om deze strip te gaan plaatsen, en het museum wil via deze weg graag haar dank daarvoor kenbaar maken.' Ook danken wij de 'St Uitgeverij Stripstift' voor het leveren van het prachtige beeldmateriaal. Wij hopen dat u veel plezier zult beleven aan de (wellicht hernieuwde) kennismaking met deze stripheld uit vroeger tijden, dus wij roepen u graag op om elke zondag even langs te komen op onze Facebook-pagina: <https://www.facebook.com/NationaalSleepvaartMuseum> - - - - Meer informatie over deze stripheld kunt u vinden op: <http://www.toondercompagnie.nl/marten-toonder/toonder-studios/kappie/>

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P&R WATER TAXI USES CLOUD-BASED SOLUTION FOR MAINTENANCE

P&R Water Taxi, LLC, a Honolulu-based operator of tugs, utility boats, crewboats, and offshore support vessels, has signed a contract with MobileOps, Inc., Woodinville, WA, to use the MobileOps Platform across its fleet to bolster its safety, maintenance, and regulatory initiatives. Steve Morita, Vice President at P&R Water Taxi, said the overall crew response to the new cloud-based platform has been “overwhelmingly positive.” He says, “The intuitive nature of the program is easy for our employees to use and has



created collaborative management-crew dynamics, which we feel will pay for the program many times over.” According to Michael Armfield, Chief Technology Officer at MobileOps, the MobileOps Platform is a cloud-based subscription solution that includes both a Web Application and an online-capable iPad application called Voyager. “Companies are choosing MobileOps because it’s incredibly easy to use,” says Armfield, “cost effective, and is backed by great customer service.”

(Source: MarineLog)

TRIPLE-SCREW TUG FOR THE HUDSON



“The **Daisy Mae** is the closest you can get to Z-drive maneuverability, without the cost of Z-drive,” maintains her builder Joseph Rodriguez of Rodriguez Ship Building Inc. in Bayou LaBatre, Ala. Rodriguez has designed and built a lot of tugs over the years and doesn’t make this claim lightly. Furthermore he backs it up with his description of the beamy 82 by 32-foot tug that his yard delivered to Coeymans Marine

Towing. This is one of the Carver group companies based at the Port of Coeymans 110 miles up the Columbia River from New York. The triple-engined boat is powered by a port and starboard tier 3 compliant Cummins QSK38 engines each delivering 1,300 HP at 1,800 RPM and a center-line, tier 3 compliant Cummins QSK19 for an additional 750 HP at 1,800 PRM. The two outside engines turn Kahlenberg stainless steel four-blade Kaplan style 75.25 by 80-inch propellers through Twin Disc gears, while the centerline engine is fitted with a 65.25 by 72-inch propeller with a similar configuration. Shaft brakes have been installed all three shafts to allow rapid shifting fore and aft. All the propellers are fitted with Kort nozzles to enhance their thrust by as much as 32 percent for a bollard pull of 47.5 tons. With a maximum draft of only ten feet, the **Daisy Mae** will work

comfortably along the Hudson River. With her model bow, she has better sea keeping abilities than a conventional riverboat. At the same time, she has riverboat maneuverability with tow flanking rudders on both the two outside props. The combination of powerful port and starboard engines with Kort nozzles on a beamy hull, together with the shaft brakes, foil-shaped steering rudders, and towboat style flanking rudders will give the operator of the new tug a lot of options for maneuvering in the river currents or tight harbors when towing, pushing or on the hip of barges. For pushing, the tug is equipped with a second, elevated aluminum pilothouse with a 41-foot above the water-line eye level. While for towing, a Markey towing winch, with 2,000 feet of 1.5-inch wire, is mounted on the aft deck. A pair of Patterson 40-ton deck winches is mounted aft for making up to push. Although built in the south, she is built for the north with heavy ice strengthened frames and plating forward. As an ABS load line vessel she has been stability tested and she is Sub-chapter M compliant including all required fire suppression systems. Accommodation is provided for a crew of five: captain, mate, engineer, and two deckhands. Tankage includes 33,000 US gallons of fuel, 8,000 gallons of water, 500 gallons of lube oil, 1,000 gallons of waste oil, and 1,000 gallons for zero discharge provisions. An extensive set of wheelhouse electronics includes two Halo 4-pulse compression radars, 16-inch touch-screen chart display, satellite compass, AIS, autopilot, depth sounder, and weather station all manufactured by SIMRAD. There are also three radiophones, a sat phone, and a bridge monitoring system. Electrical power is provided by two Cummins QSB7-DM powered 60 kW generator sets. Speaking of the new 3,350 HP **Daisy Mae**, which was delivered in October of 2017, the owner's representative said, "Rodriguez Ship Building. has turned out a quality vessel in a short time frame. His employees show pride in their work in every aspect of this build and it has exceeded our expectations from a ship builder and has added a new vessel for our fleet."

(Source: MarineLink)

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PSA MARINE INVESTS TO BOOST GREEN CREDENTIALS

One of Asia's leading tug operators, PSA Marine, has placed orders for its first dual-fuel tugs to reduce emissions in Singapore. PSA Marine operates a fleet of more than 60 escort, harbour and terminal tugs in Asia, with bollard pull ratings of up to 70 tonnes. These are based primarily in Singapore, where it carries out over 90,000 towing jobs a year. PSA also operates in China, Hong Kong, India, Bangladesh, Malaysia and Oman. Reducing its environmental impact is a top priority for the company. Reflecting that ongoing commitment, PSA Marine announced plans in December 2017 to add to its fleet two new environmentally-friendly dual-fuel tugs by the end of 2019, to further reduce emissions from harbour towage operations in the port of Singapore. These new tugs, which will be able to run on LNG fuel, are being built with the help of grants of up to S\$2M (US\$1.5M) for each tug from the Maritime and Port Authority of Singapore. One of the new tugs

was ordered from an as yet undisclosed shipyard in December last year, and a contract for the second are expected to be concluded in the first quarter of 2018. PSA Marine managing director, Peter Chew, said the tug operator was a pioneer in owning and operating dual-fuel LNG



harbour tugs. “As a responsible corporate citizen, this is one of the ways that we can play our part in reducing carbon footprint and greenhouse gas emissions from our business operations,” he told Tug Technology & Business. To support the dual-fuel tug initiative, PSA Marine has also recently awarded an LNG bunker supply contract to Pavilion Gas. This Singapore-based company will deliver LNG to the two new tugs with effect from 2019. Design work for the confirmed tug has been entrusted to Canada’s Robert Allan, a world leader in producing LNG-powered tug designs. It had previously developed the RAstar 4000-DF design for Østensjø Rederi, Norway, and RAstar 3800-DF for Ningbo Port, China. The new tugs for PSA Marine will be the first RAmports 2800-DF type design to be built. Close cooperation between Robert Allan and PSA Marine began in 2002, with the design of the initial Z-Tech tug series. At the time of writing, there are several other Robert Allan-designed tugs under construction for PSA Marine at various shipyards around the world. These include the first of the so-called Z-Tech exclusive design variant, which is the result of collaboration between the two companies. The first of these will be built at Cheoy Lee shipyard in China and are expected to be delivered in Q4 2018. The hullform and deck layout of the new design were unchanged from the basic version, however, the design features a restyled deckhouse and wheelhouse. As well as extending its fleet to encompass dual-fuel technology, PSA Marine is also in the process of broadening the geographic spread of its operations. A new subsidiary, PSA Marine Bangladesh, has been awarded a 15-year contract by Summit LNG to provide berthing, mooring, pilot and personnel transfer services to ships calling at a floating regasification terminal in Moheskhal. PSA Marine plans to deploy three escort tugs and a fast crew boat and offshore supply vessel for the contract. Operations are expected to commence in Q1 2019. Mr Chew explained that the company’s track record in providing towage services to LNG terminals include an LNG terminal in Jurong, Singapore and the Oman LNG terminal. One of its existing LNG operations, PSA Marine Qalhat, is a joint venture between PSA Marine and Golden Dunes International and operates a fleet of four azimuth stern drive tugs. It serves the maritime services requirements of Oman LNG and reached the milestone of having all 51 of its tug crew members as Omani nationals in January this year. When it started operations in January 2015, around 50% of its crew were Omanis and it has achieved its 100% Omani target much quicker than originally anticipated by focussing on training and developing the local workforce. *(Source: Tug Technology & Business)*

TUG MALTA’S DAMEN ASD 2913 NAMED IN MALTA

St. Angelo named in the presence of island’s Prime Minister. On Friday, 9th February Tug Malta’s Damen ASD 2913 was named St. Angelo at a ceremony attended by the Prime Minister of Malta, Joseph Muscat, and the island nation’s Minister of Transport, Ian Borg. Acting as sponsor of the vessel was Mrs. Michelle Muscat, the wife of the Prime Minister. Tug Malta is part of the



Rimorchiatori Riuniti Group. The ceremony was also attended by Tug Malta Chairman John E. Sullivan and CEO Mario Mizzi, Rimorchiatori Riuniti Group Chiefs Giovanni Delle Piane and Gregorio Gavarone and Damen Sales Manager Antonio Marte. In his address, the Prime Minister said that the vessel was an indication of Tug Malta's commitment to helping Malta establish as a global player in the maritime sector. He pointed out that the tug will provide port

towage services and environmental assistance, and will also be able to serve the island's LNG needs, by safely operating at Delimara LNG terminal. Mr. Sullivan in his speech explained that Damen has outfitted the tug with a number of options to ensure its suitability for such tasks, including a gas protection system, double drum render recovery winch, firefighting system and oil recovery capabilities. Mr. Sullivan stated that the acquisition of the tug is fully in line with Tug Malta and Rimorchiatori Riuniti ambitions to provide an excellent service with a modern fleet. The standard design of the Damen ASD Tug is a compact, yet powerful vessel offering over 80 tonnes of bollard pull for escort and direct towing operations in harbours and coastal waters. During the ceremony, Mr. Marte, who is responsible for Damen sales in the region, thanked Mrs. Muscat for carrying out the role of ship's sponsor and said, "On behalf of the Damen Shipyards Group I would like to thank the management of Tug Malta and Rimorchiatori Riuniti for the trust they have placed in Damen. Over the years we have established a relationship that goes beyond that of customer and supplier – a partnership and friendship based on mutual trust. I wish for this relationship to continue for many years ahead." Mr Marte concluded saying, "I would like to offer my best wishes to the crew of St. Angelo, for many pleasant and safe operations aboard." (*Press Release*)

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PTP ENFORCED FAS DECISION ON THE APPEAL OF BALTIC SEA TUG AGENCY

Primorsk Trade Port executed the warning issued by the Leningrad Administration of the Federal Antimonopoly Service of Russia as regards the matter brought before court by Baltic Sea Tug Agency LLC (BSTA), says press center of FAS. BSTA provides towing services to both Russian and foreign ship owners. In November 2017, the terminal operator rejected to provide berths on the

pretext of no berths available, strong wind and high waves. Since the tugs of BSTA were not allowed to the water area of the port, towing of the oil tanker owned by a large Greek holding was not performed. According to the Leningrad Administration of the Federal Antimonopoly Service of Russia, mooring of BSTA tugs was possible



that day. According to data of North-Western Department for Hydrometeorology and Environment, weather conditions were normal. The statement says that was not the only incident in relations between the port and BSTA. “Having stated that it was unjustly accused the stevedoring company addressed the dispatching service of the port with an order declaring that unmotivated rejection of tugboats mooring, including tugboats of BSTA, is not admissible,” says the statement. Baltic Sea Tug Agency LLC owns and operates tugboats and industrial ships at Russia’s key ports in the Gulf of Finland. BSTA fleets consists of ice-class azimuth tugboats of up to 5,200 h.p. as well as small tugs and engineering ships to support underwater and hydraulic engineering, dredging and hydrographical operations. All vessels of the company are fitted with rescue equipment and can perform firefighting and oil spill response activities. *(Source: Port News; Photo: Damen)*

OCEAN MARINE CONCLUDES SALE OF 3,000 HP TUGBOAT TO AMERICAN SAMOA GOVERNMENT



Brokerage firm Ocean Marine recently concluded the sale of the 3000 HP tug **Peggy H** to the American Samoa Government's Department of Port Administration. The tug will be used for ship docking in the Port of Pago Pago, and it will sail on its own bottom to American Samoa. Sales agent Nick Kokinos helped find the best vessel for the port's needs. Ocean Marine enjoyed working with each and every person involved in the transaction, and it has been a pleasure every step of the way. We wish

smooth seas and fair winds to the crew of **Peggy H** on their voyage to Samoa. Let Ocean Marine find your next vessel for you. Contact us at comboats@oceanmarine.com. Ph: 985-448-0409. www.oceanmarine.com *(Source: Marex; Photo: Harold E Tartell)* Historytugboatinformation.com: Built in 1984, by the Delaware Marine and Manufacturing Company of Milford, Delaware (hull #124) as the **Kate** (Imo: 8207367) for Berman Enterprises, Incorporated of New York, New York. In 1994, the tug was acquired by E.N. Bisso and Son of Metairie, Louisiana. Where she was renamed as

the **Peggy H.** In 2012, the tug sank. The tug was raised, however she was removed from active service. Her current and or final disposition is unknown. Powered by two EMD 12-645 E6 diesel engines. She was a twin screw tug, rated 4,000 horsepower. (*Source: Birk Thomas*)

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JUNEAU MULLS ANCHORING LIMITS TO PREVENT DERELICTS

The Juneau Assembly is reviewing anchoring rules aimed at preventing vessels from becoming derelict in city waters. The initiative is in response to a notorious tug boat that's been anchored near a downtown boat harbor for years. Gastineau Channel is a patchwork of jurisdictions that fall under federal, state and local rules. Until now there's no time limit for anchoring in city waters. Juneau Harbormaster Dave Borg said that's a problem. "Our docks and harbors were not designed



for vessels to just sit in wet storage for, you know, eons," Borg said, "because they cause a lot of problems as far as deteriorating, pollution, they become a nuisance, basically." The Docks and Harbors board recently sent the Assembly draft regulations to address the issue. They require permits for boats anchored more than 24 hours in city-owned or managed waters and tidelands. The initiative is in response to the M/V **Lumberman**, a 1940s-era tug that's anchored at the entrance of Aurora Harbor. It's an unpermitted liveaboard paying no mooring fees. Tragedy struck in December when a skiff carrying five people heading out to the tug capsized. Three people made it safely to shore but two Juneau men, James Cole and Sheridan "Scott" Stringer, were never found. The incident was three months to the day after Juneau's port director told the vessel's owner to move the tug away from Aurora Harbor. "We've issued that vessel a notice to move prior to this regulation even being put in place, and obviously the boat's still there," Borg said. Borg said the Lumberman's owner Brenden Mattson has kept a low profile and hasn't been seen in weeks. The tug's engine and bronze propeller were removed long ago. "We'll be monitoring the situation and coming up with a

plan next. I really don't want the boat, I would rather that someone would up and leave the area but I don't think that's going to be an option," Borg said. "We're going to have to handle it somehow or another." The Coast Guard recently boarded the vessel and found oily waste, aerosols, batteries and other hazardous waste. An Anchorage-based contract crew was paid about \$62,000 from the federal Oil Spill Liability Trust Fund to remove nearly 5 tons of waste in mid-January. "They removed 830 gallons of miscellaneous oils and chemicals, just under 2,000 pounds of hazardous batteries," said Sector Juneau spokesman Lt. Nicholas Capuzzi. "Over 500 pounds of miscellaneous hazardous material like aerosols, paints, cleaners and that kind of thing, 300 pounds of oily waste and 200 pounds of other oily debris." The Coast Guard spokesman said the proposed anchoring limits could help the local harbormaster keep these kinds of problem vessels from laying anchor and becoming a long-term problem. "I think the idea is to hopefully prevent this scenario from happening again where a vessel is anchored and becomes essentially a floating storage shed for these hazardous materials," Capuzzi said. "There's either a pollution event or, in this case, you had to spend a lot of money to go out there and remove it." Mariners seeking to drop anchor for longer than 24 hours would still have federally managed navigable waters as an option. That's provided they don't block shipping. *(Source: KTOO by Jacob Resneck)*

MED MARINE HAS DELIVERED A RAMPARTS 2500W TO ARPAŞ PILOTAGE AND TOWAGE



Med Marine has delivered its RAmports 2500W (project name "Eregli 52") tugboat to Arpas Pilotage and Towage. An identical sister, **Med Yarımca** had been delivered to Med Marine's national fleet last November. **Eregli 52** is a RAmports 2500W series model designed by Robert Allan Ltd. The high quality vessel is an ASD type tugboat. She has the length of 25,3m, the beam of 12,00m and the depth of 4,6m. Two CAT 3516C diesel engines develop a total output of 4200 kW (5,632 bhp) with a free sailing speed of 12.0 knots and bollard pull of 73 tons. Two Caterpillar C4.4 ship service gensets provide total 172 ekw electrical power for vessel services, including the

deck machinery. **Eregli 52** drives two Schottel SRP1515 azimuthing thrusters with controllable pitch propellers of 2,600 mm diameter. The fire-fighting (FiFi) pump for the tug's FiFi 1 system is located centrally in the engine room. Diesel-driven pump can deliver 2,600 m³/h to two electrically-controlled monitors, which can deliver 1,200 m³/h each. SEC Groningen supplied electric frequency controlled anchor & towing winch for chain 20,5mm U2 with one chain and electric frequency controlled aft towing winch with one towing drum. The RAmports 2500W's MLC-compliant high-quality and great-comfort accommodation is climate-controlled and includes a captain's cabin, an officer cabin and two double crew cabins. The vessel's general notations are as follows: RINA C ✘ TUG ✘ AUT-UMS; Unrestricted Navigation; Fire-Fighting Ship 1; Water Spraying; Mlc Design; Greenstar3. Construction of two more RAmports 2500W tugboats has recently commenced. The company continues the construction of six tugboats of RAmports 2300-MM that are nearing

completion, an exclusive Robert Allan Design for Med Marine, as well as two Camarc design pilot and nine mooring boat projects. *(Press Release)*

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KIRBY CLOSES ACQUISITION OF HIGMAN MARINE

Kirby Corporation has announced the completion of the acquisition of Higman Marine, Inc. and its affiliated companies (“Higman”), an operator of tank barges and towboats participating in the inland tank barge transportation industry in the United States. The total value of the transaction was approximately \$419 million in cash before post-closing adjustments and transaction fees. The cash consideration



was financed from the proceeds of a new issuance of senior notes, which closed on February 12, 2018. The new senior notes provided for \$500 million in fixed rate debt at 4.2% with a 10-year maturity on March 1, 2028. The unused balance of the senior notes will be used for general corporate purposes. Higman’s marine transportation fleet consists of 159 inland tank barges with 4.8 million barrels of capacity, and 75 inland towboats which primarily transport petrochemicals, refined petroleum products, crude oil, natural gas condensate, and black oil on the Mississippi River System and Gulf Intracoastal Waterway. Higman’s tank barge fleet has an average age of approximately 7 years, and the towboats have an average age of approximately 8 years. Higman’s customers include large midstream and global integrated oil companies, many of which are current Kirby customers for inland tank barge services. *(Source: MarineLink)*

ACCIDENTS – SALVAGE NEWS

DUTCH CABLE-LAYER IN TROUBLE AGAIN, THIS TIME IT’S FIRE

Fire erupted on board of a cable-layer [Living Stone](#) in the evening Feb 14 at Santurtzi Ship Yard, Biscay Province, Spain. Vessel is under construction to be completed this year, berthed at one of



Yard's piers. Four technicians from the owner, Dutch company Tideway, were treated for smoke inhalation. Fire screening the ship with a lot of black smoke was put under control in about an hour. **Living Stone** is haunted by mishaps, in September last year owner tried to hijack the hull from bankrupted La Naval Ship Yard, see [http://maritimebulletin.net/20](http://maritimebulletin.net/2017/09/22/dutch-company-tried-to-hijack-its-ship-under-construction-in-spain/)

[17/09/22/dutch-company-tried-to-hijack-its-ship-under-construction-in-spain/](http://maritimebulletin.net/2017/09/22/dutch-company-tried-to-hijack-its-ship-under-construction-in-spain/) Cable layer **Living Stone**, IMO 9776925, GT 18900, flag Netherlands, under construction, to be built 2018, owner Tideway BV Netherlands. (Source: *Maritime Bulletin*)

SALVAGE UPDATE: KEA TRADER REMOVAL CONTRACTOR CHOSEN

Lomar Shipping, owner of the **Kea Trader** wreck in the southern Pacific, is close to awarding a removal contract following a three-month tender process. As reported by Tug Technology & Business, **Kea Trader**, which was new out of the shipyard in January 2017, struck the Durand Reef on 12 July 2017, while sailing from



Papeete in French Polynesia, to Noumea in New Caledonia. This 2,194 TEU capacity ship split in two on 12 November. Despite continued pounding by stormy seas and harsh weather, the two hull segments have remained in situ on the reef and need removal. On 13 February, Lomar said it had chosen an approved contractor and would award a removal contract within the next few weeks after completing contractual negotiations. It has already formulated a plan to remove two sections of vessel intact from the reef to protect the marine environment. This would require a heavy-lift unit, tugs and use of local suppliers within the New Caledonia region. Ardent Global has been in charge of salvaging containers and fuel from **Kea Trader** since it became lodged on the rocky reef. During that time, it has removed heavy fuel oil and other pollutants and extracted 26 flat-racks and 652 of the 756 containers that were originally on board. Lomar said Ardent will continue working in a caretaker capacity until the ultimately successful contractor is awarded the contract for the full removal of the wreck. "Since the original grounding, the authorities and owners have placed paramount importance on the safe removal of **Kea Trader** in a way that mitigates any damage and protects the marine environment," said a Lomar spokesman in a statement. "The chosen methodology has faced very close scrutiny and rigorous evaluation, and we are all equally convinced, subject to contractual agreement, that it is the best and quickest option for us moving forward." Adverse weather, including cyclones and heavy storms, have hampered salvage operations from the start. Waves of up to 7 m have battered the wreck, ripping it in two and listing the aft and

bow sections. A large fleet of support vessels, including tugs, remain on site to support the recovery operation. This fleet includes two main offshore bases equipped with offshore anti-pollution collection booms, two storage barges and two shallow draft tugs with further pollution collection arms. **Kea Trader** was delivered in January 2017 at the Guangzhou Wenchong Shipyard in China. The 25,293 dwt vessel is registered in Valletta, Malta. *(Source: Tug Technology & Business)*

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The advertisement for ARMON tugs & Offshore features the company logo on the left, which consists of a circular emblem with a stylized 'A' and 'M' and the word 'ARMON' in a bold, blue, sans-serif font. To the right of the logo, the text 'tugs & Offshore' is written in a large, bold, blue, sans-serif font. Below the text, there are four small, square images of different tugboats in various colors and configurations, including one with 'BALTIC' written on its side.

P&I CLUBS STRONG BUT PRICING UNDER PRESSURE



Balance sheets of clubs operating in the marine protection and indemnity (P&I) sector are generally strong, bolstered by several years of positive earnings but underwriting discipline will be tested over the February 2018 renewal period, according to a new report by A.M. Best. The

Best's Special Report, "Balance Sheets of P&I Clubs Strong But Pricing Under Pressure Amid Strong Competition" states that ahead of the Feb. 20, 2018 renewal deadline, pressure from members and brokers to reduce rates is growing. Competition is intense, exacerbated by a growing fixed-premium market. Catherine Thomas, senior director, analytics, said: "Historically, clubs were able to use investment income, not only to enhance free reserves, but also to offset underwriting losses. However, in recent years, this strategy has been challenged by changing regulation and an investment environment characterised by low interest rates and volatile equity markets. Consequently, there has been a greater focus on underwriting performance, and most clubs have increased rates, introduced minimum deductibles and expanded deductible levels in order to achieve breakeven technical results." The report states that, over the year ahead, performance is likely to be adversely affected by downward pressure on rates. It adds in general, the average cost of claims continues to grow due to a number of factors, including higher liability limits, an increase in the size of ships and stricter liability regimes. By way of contrast, A.M. Best has noted that the frequency of attritional claims has trended down in recent years. Increased use of deductibles by clubs is likely to have had an impact on both the average cost of claims and claims frequency. Filippo Novella, associate financial analyst, said: "A slowdown in world trade has led to fewer voyages by ships,

smaller cargo volumes and less competition for experienced crews, all of which would be expected to reduce the number of claims. Additionally, longer-term trends such as improved risk management practices, more stringent regulation, a fall in the age profile of vessels and technological advances in navigation are likely to have reduced claims frequency. However, as the global economy recovers, the number of loss events could increase, and pricing decisions made now should reflect the prospect of higher claims frequency, as well as claims inflation.” The report also states that improved underwriting performances in recent years have increased free reserves and strengthened the sector’s overall risk-adjusted capitalisation. However, the prospect of modest investment returns due to the prevailing low interest rate environment means that clubs must achieve close to break-even technical results if current levels of free reserves are to be maintained. This will be difficult to achieve given the competitive pressure on premium rates and challenging claims environment, characterised by volatile loss experience and inflationary pressure on the cost of claims. Nevertheless, there is a buffer in current levels of capitalisation to absorb the potential impact of these challenges on performance and free reserves. *(Source: MarineLink)*

US NAVY CARRIES OUT C-2A GREYHOUND WRECK SURVEY

A US Navy-led mission aboard research vessel **RV Petrel** has mapped the wreckage of a C-2A Greyhound aircraft that crashed into the Philippine Sea en route to **USS Ronald Reagan** on November 22, 2017. Using the vessel’s side scan sonar and an ROV to survey the aircraft from February 2-5, the team determined the aircraft lies



on the ocean floor in two main sections – cockpit and fuselage – and that the C-2A’s flight recorder or black box is still intact. Planning continues for an upcoming salvage mission, during which every effort will be made to bring both sections to the surface. At a depth of 18,500 feet (more than three nautical miles) this will be the deepest aircraft recovery to date and the team will have to contend with several variables including deep water rigging and weather that may affect retrieval. The aircraft was initially discovered late last year by a U.S. Navy Supervisor of Salvage and Diving (SUPSALV) team using a towed pinger locator (TPL-25) system aboard a different contracted vessel. In January, the Navy contracted **RV Petrel** to support debris field mapping and inform aircraft recovery planning. **RV Petrel** is a 250-foot research and exploration vessel with advanced underwater equipment and technology, making it capable of exploring to more than 3.5 miles. A team of SUPSALV personnel embarked **Petrel** late January and returned to the crash site. Assigned to Fleet Logistics Support Squadron (VRC 30) forward deployed to Japan, the C-2A aircraft was carrying 11 crew and passengers when it crashed. Eight personnel were recovered immediately by U.S. Navy Helicopter Sea Combat Squadron (HSC 12). For the next three days, Ronald Reagan led combined search and rescue for three Sailors with the Japan Maritime Self Defense Force (JMSDF), covering nearly 1,000 square nautical miles before ending the search. An investigation is in progress. *(Source: Subsea World News)*

OFFSHORE NEWS

EGS BEGINS SURVEY OFF MOZAMBIQUE FOR ANADARKO



EGS Survey, a marine survey services company, has begun a 'major' offshore hydrographic and geophysical survey for Anadarko's Mozambique Area 1 (AMA1) LNG development. EGS said that the survey was expected to last up to three months and involved deploying a range of hydrographic and geophysical survey tools in a remote environment. The

company added that offshore operations included shallow and deep water high resolution geophysical and hydrographic surveys, utilizing EGS' vessel RV [Ridley Thomas](#) and the recently acquired shallow daughter craft. The surveys will support the onshore development of two liquefaction trains to be constructed by Anadarko-led Area 1. EGS VP Chris Dougherty stated that EGS worked closely with Anadarko in the time leading up to the beginning of field operations so that the team of 15 offshore geophysicists, surveyors, and engineers can be as well prepared for the variety of survey tasks to be performed at the remote site. Anadarko is developing Mozambique's first onshore LNG plant consisting of two initial LNG trains with a total capacity of 12 million tonnes per annum (MTPA) to support the Golfinho/Atum field located entirely within Offshore Area 1. In July 2017, Anadarko finalized two agreements with the Government of Mozambique which will allow the company to design, build and operate the marine facilities for its LNG project in the country. *(Source: Offshore Energy Today)*

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POLARCUS IN 4D SURVEY IN WEST AFRICA

Seismic specialist Polarcus has won a contract to carry out a 4D marine seismic survey. The company on Wednesday said the project would be carried out in West Africa, without providing any details on the client, or the value of the contract. The project is due to start in the second quarter of 2018 and will run for approximately one month. This is the second 4D survey award for Polarcus in less than a month. The company late in January received a letter of award from an undisclosed client for a 4D marine seismic acquisition project in the Asia Pacific region. Polarcus in

January said the project was due to begin in the first quarter of 2018 and would run for approximately one month. The January award meant that the Polarcus active fleet was 100 percent booked in the first quarter. *Extension with NOC*



In a separate statement on Wednesday, Polarcus on said it had secured a one-year extension of a support services agreement which covers seismic operational support, maritime management and crewing support with an undisclosed National Oil Company. (*Source: Offshore Energy Today*)

TURKISH PETROLEUM EXTENDS POLARCUS SUPPORT SERVICES DEAL



Polarcus has been awarded a one-year extension of the support services agreement with Turkish Petroleum. The deal follows the extension of the support services agreement secured in January 2016, covering seismic operational support, maritime management and crewing support. The initial contract was completed in 2013 when Polarcus agreed the sale and re-flagging of the 8-streamer 3D seismic vessel **Polarcus Samur** combined with

the provision of the support services. The vessel was repainted red and white in the design of the new vessel owner and renamed **Barbaros Hayreddin Pasa**. The total value of the first collaboration arrangement, including the sale of the vessel, was approximately \$213 million. The value of the next two extensions was not disclosed. (*Source: Subsea World News*)

LOCAL LÜDERITZ MAN ACQUIRES OFFSHORE SUPPLY VESSEL SAKAWA SURVEYOR

Local born and bred Lüderitz resident Peter Sylvester is the new owner of the offshore supply vessel **Sakawa Surveyor**. Sylvester recently acquired the vessel from Sakawe Mining Corporation (Samicor), reports Namibian newspaper New Era. The vessel, which was sold for N\$6 million (R6 million), has operated as a supply vessel to Samicor's mining fleet, and since 2011 has been used as a seabed sampling and surveying vessel. Sylvester was previously employed as... the captain of the vessel from 2008 and took advantage of the opportunity to enter the exclusive offshore supply industry

once Samicor had deemed the vessel to be surplus to requirements. By the end of 2017 an agreement had been finalised with his former employers for him to purchase the vessel. The vessel will operate from the port of Lüderitz as a supply vessel. The 33-metre long steel-hulled **Sakawa Surveyor** was purpose built as a supply vessel with a cargo carrying capacity of 33



tons along with ample deck space. The vessel can additionally carry 100 cubic metres of diesel fuel for bunkering purposes and 70 cubic metres of fresh water. The vessel carries a crew of eight, all recruited locally and thus assisting with local employment opportunities. Sylvester will offer his services to the two other offshore mining companies currently operating off the coast of Namibia. De Beers Marine operates with a fleet of six vessels from Oranjemund, while Nutam has two vessels mining closer to Lüderitz. New Era reports that **Sakawa Surveyor** is to sail immediately for Walvis Bay to undergo a dry docking at the Namport synchrolift facility, after which it will be available to commence operations out of Lüderitz. *(Source: New Era)*

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Telford Offshore: A New Offshore Services Provider

There's a new name in the global oil and gas industry: Telford Offshore, which officially launched today after acquiring four vessels from Sea Trucks Group following its liquidation. The newly formed contracting company acquired four DP3 multipurpose offshore construction vessels which can support multiple activities, focusing on high capacity accommodation combined with lifting, fabrication and installation services. The Dubai headquartered company said it will focus on areas where the vessels and company project personnel have demonstrated their capabilities, namely West Africa, South East Asia, Middle East and Latin America, with subsidiaries or representatives in each of these territories. Telford Offshore's fleet comprises four modern vessels, all built between 2007 and 2011: **Telford 25**, **Telford 28**, **Telford 31** and **Telford 34**. Each vessel features DP3 capabilities and permanent walk to work systems, and is able to provide accommodation services, to transport, lift and install subsea or topside components, lay pipe and carry out subsea construction. Telford Offshore said it expects to expand its fleet in the coming months. Tom M. Ehret, Chairman of the Board, stated, "Throughout the downturn, the oil and gas industry has been focused on reducing



cost. The pain and the lessons learnt must not be forgotten as we start to recover. Indeed, the focus will remain on keeping costs low while increasing efficiency. This is why we believe the time is right for Telford Offshore to launch their value proposition which is firmly anchored on these two driving forces and our strong culture of service, performance and safety.” Fraser Moore, Chief Executive Officer, commented, “Our goal is to

reward the support our investors have provided to Telford Offshore by increasing the value of our company over the coming years. With the combination of our proven multi-purpose assets and our strong, resourceful teams, both onshore and offshore, we are confident we will succeed. “We have a sustainable balance sheet which should provide the confidence to both clients and other contractors that Telford Offshore will be a reliable partner in offshore engineering and construction activities. We have formed a new executive team, including Ivan Coyard (CFO) and Duncan MacPherson (COO), and combined with a hugely experienced board of directors and the full support of investors, we believe we have developed a business platform that can provide stability and growth in the coming years.” (Source: [MarineLink](#))

SAIPEM PICKS GRANENERGIA’S ACCOMMODATION UNIT FOR KAOMBO

Italian offshore contractor Saipem has awarded GranEnergia, a Brazilian offshore accommodation solutions provider and a subsidiary of GranInvestimentos, a contract for the DP3 compact semi-submersible vessel **Venus**. GranEnergia said on Thursday that the contract entails the provision of offshore accommodation services for Total’s Kaombo project offshore Angola. The company added that the contract was for a period of three months firm with further



three one-month options. The deal is scheduled to begin in April 2018. The value of the deal was left undisclosed. GranEnergia took delivery of the **Venus** at Fujian Mawei Shipyard in Fuzhou, China, in early February and is currently mobilizing the vessel for the project. It is worth mentioning that Saipem was awarded a \$4 billion contract for the conversion and delivery of two FPSOs for the Kaombo project, following the final investment decision made by Total in April 2014.

The Kaombo project will develop six of the 12 discoveries already made on Block 32 offshore Angola. The six fields (Gengibre, Gindungo, Caril, Canela, Mostarda, and Louro) cover an area of 800 km² in the central and southeast part of the block will be connected via 300 km of subsea pipelines to two FPSO units, Kaombo Norte and Kaombo Sul. As for the newbuild accommodation vessel **Venus**, it is a sister vessel of GranEnergi's 2014-built **Olympia**. **Venus** is 84 meters long, 32 meters wide, and can accommodate up to 501 people. (*Source: Offshore Energy Today*)

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GOOD TIMES COMING FOR OSV OPERATORS



The day has finally arrived for companies in the deepwater oilfield, especially offshore service vessel (OSV) operators, when they can put a halt to their strategic retrenchments and start planning for what may become a rapidly expanding market. This will be true worldwide as oil demand and prices rise, but it will apply

especially to the U.S. Gulf, where a convergence of technology, good fortune, politics and infrastructure may soon offer a perfect storm of opportunity for U.S. OSV operators. First, advances in drilling technology have been matched by advances in support-vessel design and construction. Cutting edge vessels like the 310'x64' **Harvey Energy**, the first U.S. LNG-powered OSV delivered in 2015, demonstrate how farsighted deepwater OSV companies can adapt to new opportunities — like cheap natural gas for bunkers — as well as new challenges. So getting hydrocarbons out of the seabed in depths unimaginable to the hands on the Mr. Charlie in 1949 is well within our capability today. Second, at least for the U.S. Gulf, good fortune comes in many forms. Huge new discoveries in the deepwater Gulf make the higher costs and risks in drilling at those depths more reasonable. The Feb. 1 blog by G. Allen Brooks on WorkBoat.com details some major recent discoveries in the Western Gulf, including a strike by Chevron's Whale well at 23,000' drilling depth, about 200 miles southwest of Houston. Added to the proven production of Shell's Perdido platform and the close proximity of other developing Western Gulf regions, and you have a new deepwater oilfield that, in some ways, will be easier and cheaper to service than the mid-Gulf fields. Add to that significant discoveries in Mexico's waters — which join U.S. waters (in terms of drilling rights) at a point 200 miles east of Brownsville, Texas, — and the Mexican government's groundbreaking decision to allow foreign companies to participate in deepwater drilling, and you have a demand for oilfield

services that could quickly exceed infrastructure capacity. And then there's the Bureau of Ocean Energy Management's planned offshore lease sale next month that the Trump administration predicts will be the largest in history. Fraught with controversy — including California's vow that nary a drop of offshore oil will cross its shores and the administration's curious agreement to exempt Florida — the sale will nonetheless reflect the major oil companies' perception that demand for oil is going to explode. Certainly, OSV company planners can't ignore politics. With the Trump administration on a jihad to roll back regulations generally and offshore-oilfield regulations specifically, service companies in the U.S. Gulf may find themselves breathing the friendliest regulatory air in decades. And the benefits don't stop there. Demand for oil is driven by industry, not residential use, and industry had been in the doldrums for a decade. Pent-up demand and deregulation across the board will spur industrial output and place additional demands on oil supply. This, coupled with changes in corporate taxation, will spur investment in offshore drilling and, inevitably, in demand for offshore service and supply. The competition to sell oil will remain fierce, especially with growing competition from landside fracking. But of all the costs in producing a barrel of oil, infrastructure is one of the biggest: many large oilfields in Africa remain undeveloped due to lack of infrastructure. But the U.S. Gulf is a mature, highly developed oilfield with a number of full-service shore facilities: Port Fourchon, La., for example — centrally located for the entire Gulf — has grown quickly from a network of sleepy canals almost inaccessible by land to a large, bustling deepwater port with its own causeway. And farther west, it's not inconceivable that U.S. ports like Port Arthur, Texas, could prove better supply points for the far-offshore Mexican oilfield than corruption-ridden, shallow-draft Mexican ports. Clearly, for OSV operators and other deepwater offshore suppliers in the U.S. Gulf who survived the downturn, it's a wonderful time to be alive. *(Source: Workboat.com)*

ESVAGT'S NEXT ERRV WELL LAUNCHED

H-053 has been launched – still ahead are 3 months of work to ready the vessel for its 12 year contract in the South Arne field. The 82 metre long ERRV H-053 was launched from the Cemre Shipyard in Turkey at the beginning of January. There are still 3 more months of work to be done at the shipyard before the vessel can set sail for



Esbjerg. “There are around 170 people constantly working on board now, and the largest single job is installing the fuel optimising Blue Drive-system,” says John Laustsen, Project Director for ESVAGT: H-053 will be one of the largest and most modern ERRV in ESVAGT's fleet and its charter for the next 12 years for Hess in the South Arne field will bring new duties. For the last 17 years, ESVAGT has been servicing Hess in South Arne with standby vessels, supply vessels and connecting work to tank vessels. From now on, ESVAGT will also supply servicing, maintenance and inspection of the tubing system. In addition, the new ERRV will make it possible to service work on the unmanned platforms in the area; something that up to now has been performed by specialised vessels. *(Press Release)*

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GC RIEBER'S SUBSEA VESSELS SOLD OUT FOR SUMMER SEASON



Norwegian shipping company GC Rieber Shipping is sold out for the summer season of 2018, following the latest charter deal for the CSV vessel **Polar Queen**. GC Rieber said on Friday it has entered into a time charter agreement with a European offshore client for the CSV vessel **Polar Queen**. The agreement is for a fixed period of four months with options to extend by up to one month. With this charter, all GC Rieber Shipping subsea vessels have secured contracts for the summer season 2018. The **Polar Queen** will be used in British sector to perform walk-to-work duties and the beginning will be in May 2018. GC Rieber Shipping CEO, Christian W. Berg, said: "We are pleased to see **Polar Queen** build on her success in the walk-to-work market and secure a new substantial charter with Tier 1 clients. "With this charter, GC Rieber Shipping is sold out for the summer of 2018. Both **Polar King** and **Polar Onyx** are now on solid long terms charters, and the agreement for **Polar Queen** proves the robustness of our crew and organizational capabilities." The **Polar Queen** was built at Freire Shipyard in Spain, and was delivered in October 2011. It is a multipurpose subsea vessel, and the sister vessel to **Polar King**. The vessel is specially designed for operation under severe weather conditions. It can provide services including offshore construction (CSV), inspection, maintenance and repair (IMR) operations as well as walk-to-work (W2W) projects. *(Source: Offshore Energy Today)*

SEABIRD TERMINATES SEISMIC VESSEL CHARTER

Marine seismic acquisition provider SeaBird Exploration has terminated an agreement for the charter of the **Munin Explorer** seismic vessel. The company has entered into a settlement agreement with Ordinat Shipping, the owners of **Munin Explorer**, for the termination of the charter party agreement and re-delivery of the vessel. SeaBird said on Friday that the transaction is conditional on the fulfillment of certain preconditions and is expected to be approximately cash neutral to the company in 2018 and 2019. The company is estimating that the transaction will save in excess of \$2 million over the term of the contract, including the forgiveness of the \$2.4 million charter hire

payment due June 30, 020. The settlement agreement provides for a three year non-competition restriction whereby the vessel cannot compete in the company's markets. With the termination of the Munin charter agreement, the company has completed its



historical fleet optimization effort. The entire SeaBird fleet is now composed of vessels that are optimally configured and well positioned to address the company's core markets and the evolving technology requirements, SeaBird explained. The [Munin Explorer](#) was built in 1990 and re-built 2007 when it joined the SeaBird fleet. The vessel can operate worldwide as either 2D long offset or source vessel. *(Source: Offshore Energy Today)*

WINDFARM NEWS - RENEWABLES

ROLLDOCK, SAL TO SET UP WORLD'S FIRST POOL FOR DOCK VESSELS



RollDock and SAL Heavy Lift will establish the world's first pool for dock vessels on 1 April to jointly handle Roll-On / Roll-Off and Float-In / Float-Out heavy lift cargoes with six geared dock vessels, all being operated under the RollDock brand. Five of

the vessels come from RollDock's fleet and one from SAL. The pool will consist of of SAL's Combi Dock I vessel and RollDock's three S-Class and two ST-Class vessels. One of RollDock's S-Class vessels, RollDock Sea, is currently transporting transition pieces for the Merkur offshore wind farm in Germany. At this moment, 34 transition pieces have been transported in five shipments. The company expects to transport the last 32 pieces in four shipments over the coming two months. The dock vessel pool will be managed by RollDock with SAL providing specialized heavy break bulk cargo support. Paul Könst, CEO at RollDock said: "Both SAL and RollDock stands for superior shipping solutions in their respective fields, where we place the engineering part of our work at the forefront. Our companies share the same philosophy on client focus, quality, innovation and safety. With our pool, we will be offering a competitive yet high quality heavy transport service." Justin Archard, Commercial Director SAL, said: "SAL wants to keep its place in the Roll-On / Roll-Off and Float-In / Float-Out market, however we also realize that our core service is lift operations. Whenever clients look for heavy transportation – with lifting, rolling or floating services or a combination – our setup offers them a one-stop-shop." Both companies will also continue

independently and operate vessels outside the pool. *(Source: Offshore Wind)*

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FIRST SOV BUILT IN SPAIN ON SEA TRIALS

Yesterday, 12 February 2018, the first SOV (Service Operation Vessel) built in Spain, **Edda Passat**, left the Ria del Eo to head towards the Port of Gijón, where she will be for the next weeks to complete her sea trials programme. Built by GONDAN for the Norwegian shipowner Østensjø Rederi A / S, the vessel will operate for Ørsted, in the wind farm of Race Bank, off the coast of the United Kingdom. **Edda Passat**, as well as her sister



vessel, **Edda Mistral**, have about 81 m length and 17 m beam. They have the capacity to accommodate up to 40 technicians who will perform maintenance tasks in these wind farms, and a crew of about 20 people. Both vessels are equipped with an UPTIME 23 m length heave compensated “walk-to-work” gangway, a cutting edge 3D compensated crane and a CTV landing system with bunkering facility. In addition to the gangway, the on-board-fitted 11 m daughter craft will allow the safe transfer of maintenance technicians to the offshore wind turbines. *(Press Release)*

NCCOS MAPS OUT NEW YORK WIND AREA SEAFLOOR

The National Centers for Coastal Ocean Science (NCCOS) has completed seafloor mapping in the New York Wind Energy Area, a proposed offshore wind site near Long Island in the US. The NCCOS scientists aboard National Oceanic and Atmospheric Administration’s (NOAA) ship **Nancy Foster** collected necessary data in a ten-day acoustic mapping mission in October 2017. The team is using the collected data to characterize seafloor habitats, morphology, topology, as well as fish distributions and abundance within the site. NCCOS will continue the works this year by conducting optical ground-truthing surveys, substrate and grain-size characterization, and hard-bottom predictive modeling in the area. Two cruises are planned to collect ground-truth data in



April and September 2018. The surveys are part of a three-year agreement signed in 2016 with the Bureau of Ocean Energy Management (BOEM) for producing comprehensive seafloor substrate maps and model validation of the New York Bight region in support of alternative energy development. Project partners include the National Marine Fisheries Service, the Office of Coast Survey, and private industry. *(Source: Offshore Wind)*

VESTLAND CYGNUS REPORTS FOR MERKUR DUTY

Service operations vessel (SOV) **Vestland Cygnus** has arrived at DHSS' new supply base in the Port of Eemshaven, the Netherlands, where it will mobilize for the Merkur offshore wind farm. GE Renewable Energy, the provider of 66 Haliade 6MW wind turbines for Merkur, recently awarded DHSS with a ships agency and port logistics services contract for the wind farm. The company will carry out the activities beginning mid-February with **Vestland Cygnus** and involved



crew transfer vessels. The SOV, operated by Norway-based Vestland Offshore, comprises a 100t offshore crane with a range of 40m, as well as an SPS (Special Purpose Ships) class notation. It has the capacity to accommodate 134 persons. Located some 35km north of the island of Borkum in Germany, the 396MW Merkur offshore wind farm is expected to be completed by the end of 2018 and fully commissioned in 2019. *(Source: Offshore Wind)*

ROLLDOCK ON MERKUR RUN

RollDock is currently transporting the transition pieces (TPs) for the Merkur offshore wind farm from Aviles, Spain, to the Buss Orange Blue Terminal in the Eemshaven port, the Netherlands. The company's vessel RollDock Sea has already transported 34 out of 66 TPs in five shipments, with four more shipments left. According to RollDock, the project is a major challenge as the components have caused the cargo weight, the lifting capacity of one crane and the available dock to be used to the maximum. The TPs, produced by the Idesa-Windar joint venture, are being transported in a verticalized manner due to a weight of 330 metric tons and a height of 27.9 meters. A2Sea's jack-up vessel Sea Challenger began installing the structures at the site 45km north of the German island of



Borkum in November last year. The 396MW Merkur offshore wind farm will consist of 66 GE Haliade 150-6MW wind turbines and is scheduled to be fully operational in 2019. (Source: *Offshore Wind*)

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VOLE AU VENT COMPLETES PREPS FOR BORKUM RIFFGRUND 2

Jan De Nul's jack-up vessel **Vole au vent** has left a shipyard in Poland where the vessel underwent certain modifications to the layout of the deck and is now ready for the Borkum Riffgrund 2 offshore wind farm project. The vessel's aft deck was re-arranged and the funnel houses were removed to create more free space and make more



efficient use of the crane's 1,500-tonne capacity, Jan De Nul said. The jack-up was also equipped with sea fastenings for the transport and installation of the 36 monopiles and transition pieces on Ørsted's 450MW Borkum Riffgrund 2 wind farm in the German North Sea. The wind farm is located 38 kilometres off the German island of Borkum and is scheduled to be fully commissioned in 2019. It will comprise 56 MHI Vestas 8MW wind turbines installed on 36 monopile foundations and 20 suction bucket jacket foundations. (Source: *Offshore Wind*)

DREDGING NEWS

ROYAL IHC LAUNCHES NEW CSD FOR GOLDEN FALCON MARINE CONSTRUCTION



Royal IHC successfully launched a 5,940kW cutter suction dredger (CSD) for Golden Falcon Marine Construction on 28 January at IHC's shipyard in Krimpen aan den IJssel, the Netherlands. Abu Dhabi based Golden Falcon Marine Construction was formed in January 2006, with the objective of carrying out dredging, reclamation and associated marine works anywhere in the world. The company has already successfully completed numerous dredging and reclamation projects in the Emirate of Abu Dhabi. Watch the video [HERE](#) (Source: *Dredging Today*)

YARD NEWS

NIBULON SHIPBUILDING AND REPAIR YARD TO LAUNCH SIX VESSELS AND TO START THE CONSTRUCTION OF THREE MORE ONES THIS YEAR

NIBULON says its Shipbuilding and Repair Yard plans to launch six vessels and to start the construction of three more ones this year. According to the statement, NIBULON is the only agricultural company in Ukraine that is engaged in the revival of shipbuilding constructing one hundred percent Ukrainian vessels at its own shipbuilding yard. NIBULON shipbuilding and repair yard in Mykolaiv successfully implements its shipbuilding program, as well as conducts repairs and performs maintenance of the vessels along with the reconstruction of the shipyard's capacities. Director of NIBULON shipbuilding and repair yard Dmytro Horbenko told us about construction of the orders and scheduled loading of the shipyard in 2018 and in the first half of 2019. The first non-self-propelled B5000 project vessel (101 m length) is being prepared for launching at the building berth. It should be noted that the vessel with such a length will be launched at the shipyard for the first time. It is possible thanks to reconstruction of the shipyard's slipway, namely the construction of additional launching ways. At the moment of the acquisition of the property complex in August 2012 and creation of NIBULON shipbuilding and repair yard it constructed vessels of 70 m. "The shipbuilders are constructing the second B5000 project vessel that will be launched in April and two **multipurpose tugs of 3,500 hp** (T3500 project). In addition, NIBULON shipbuilding and repair yard plans to construct four POSS-115 project tugs (two of them will be put into operation in August and in September) and a floating crane in 2018. In total, we will launch six orders in 2018", said Dmytro

Horbenko. The shipbuilders are conducting repairs and performing maintenance of the company's fleet along with the construction of vessels. Dmytro Horbenko explains, "The specialists are performing maintenance of NIBULON-1 tug. Then they will perform maintenance of the non-self-propelled NBL-008 vessel. Upon completion of these operations, we will be able to perform a long-awaited launching of the first 100-m B5000 project vessel on February 23". (*Source: PortNews*)

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VIGOR ADDS \$20 MLN DRYDOCK



Vigor built on its ongoing investments in critical infrastructure in the Puget Sound in 2017 with the \$20 million investment in another drydock. At 640 ft. long with a clear width of 116 ft., the new dock will be the third, and largest, at Vigor's Harbor Island shipyard. The drydock is expected to be operational in early first quarter 2018 and is part of Vigor's ongoing commitment to make Harbor Island a primary destination for ship

repair and conversion on the West Coast for both commercial and government customers. Major repair and conversion projects completed at Vigor's Harbor Island facility in Seattle in 2017 include a mid-life extension and repower for R/V **Thomas G. Thompson**, the 274-ft. research vessel operated by the University of Washington. The \$45 million project was funded by the U.S. Navy's Office of Naval Research and the National Science Foundation and included a complete overhaul of the propulsion, navigation and core engineering systems as well as improvements to lab space and science upgrades. The vessel was delivered to the University of Washington in December. The Vigor Seattle team has also been busy for the U.S. Coast Guard, performing structural enhancement drydock availability (SEDA) for National Security Cutters Bertholf and Waesche. Completion of the complex structural enhancements is designed to prevent long-term fatigue damage which would

result in additional life cycle maintenance costs. The USS Frank Cable, a U.S. Navy submarine tender, underwent \$56 million of improvements and maintenance, including more than 600,000 pounds of steel renewal at Vigor's Portland, Ore. shipyard returning the near 40 year old ship to its designed mission capabilities. In 2018, Vigor said it will be busy with a wide variety of commercial and government vessels of varying complexities. This includes re-powers and ship conversions, several cruise ships, fishing trawlers, dredges, tankers, containerships and many other vessel types.

(Source: MarineLink)

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

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- [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](#)

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