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

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TUGS & TOWING NEWS


UZMAR SHIPYARD OF TURKEY IS AWARDED WITH THE CONTRACT BY BUKSER & BERGING FOR NEW BUILDING OF A HYBRID OFFSHORE VESSEL.



The contract was signed for a new building RAmPage 4100BB-H Hybrid Offshore Tug between UZMAR CEO Mr. A. Noyan Altug and Bukser & Berging CEO Vetle John Sverdrup on the last week of December 2022 at the headquarters office of Bukser & Berging, Lysaker, Norway. The vessel is designed to fulfil the general

demands of the offshore industry and to be built for worldwide operation. The vessel is intended to carry out Tug operations inshore, offshore and towing. The vessel's hull is designed to give the maximum manoeuvrability, high Bollard Pull together with good seaworthiness and low fuel consumption. The new RAmPage 4100BB-H Hybrid Offshore Tug will have 41 mt LOA and 14,5 meters width and will accommodate 10 persons. Maximum Crew comfort is priority in the design of the new RAmPage 4000-H as the vessel will have COMF-NOISE 3, COMF-VIB 3 class notations. RAmPage 4100BB-H will be powered by two medium speed main engines of 2800 kW to run two azimuth thrusters with input of 3700 kW. One bow thruster of 500 kW will be used for high maneuverability and DP0 operations. The vessel will be equipped with 2x900 kW inline electrical motor/shaft generators for boosting the main engines to achieve maximum bollard pull of 120 tbP. These electrical motors will be powered by four powerful generator sets of 555 kW. Buksér & Berging is a leading supplier of marine services within ports and terminals, towage, offshore work and complex marine operations. It offers harbor towage and ship escort, offshore support and marine contracting, and salvage and emergency towage services. UZMAR Shipyard is the renowned builder of signature offshore vessels, MPVs, state-of-the-art tugboats, workboats, and a varied range of high-performance vessels. UZMAR is a leading shipbuilder in productivity, sustainability, and adaptations of modern technologies. UZMAR holds an unmatched record of on-time delivery with 200 vessels delivered to 25 countries in the world. (PR)

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UZMAR SHIPYARD INCREASED ITS PRODUCTION CAPACITY

Uzmar Shipyard has increased its production capacity and shortened delivery times, through investment in additional shipyard facilities during the pandemic between 2020 to 2022. Thanks to these investments, Uzmar has increased its production capacity by 95% and gained the opportunity to build more than 30 vessels simultaneously. The shipyard has five paint



halls, which are equipped with new-generation technological equipment according to the utterly dust-free steel grid management. These halls are operating at full capacity within the scope of the production area expansion investments. Uzmar put into operation a closed engine room with semi-mechanised loading support. It also has two completely closed production hangars, equipped with overhead cranes with a total carrying capacity of 270 tons. This enables 180-ton blocks to be lifted in one piece without the need for additional support in the main production hangar. Uzmar started construction of an additional production area of 10,000 m² in Q4 2022 to increase the simultaneously building capacity up to 37 vessels which are 23-100 m in overall length. In the project, it is planned to construct an auxiliary 6000 m² of enclosed production hangars and an approximately 4000 m² of social facility complex for 1500 people. The social facility building will have a modern and environmentally sensitive architectural design to comply with the basic needs of the blue and white-collar staff such as accommodation, resting areas, and food areas in the maximum comfortable and efficient way. In addition to the increase in production capacity with the new production hangars to be built, the production areas in the neighboring parcels will be completely connected to each other uninterrupted and a highly efficient production flow line will be created. The shipyard expanded its team of skilled engineers and designers in the design department to 35 people as of December 2022 and has successfully executed enhanced vessel construction projects. (PR)

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MARQUETTE TRANSPORTATION TEAMS UP WITH BOYD CAT TO KEEP GOODS MOVING



Inland waterways boats don't slow down for the holidays — at least not those operated by Paducah, Ky., headquartered Marquette Transportation. Its 134 vessels move essential goods across U.S. waterways 24 hours a day, seven days a week, 365 days a year. So, what happens when an engine on one of those boats encounters a problem at 10:30 p.m. on Christmas Eve? The Marquette team doesn't panic. They just get on the phone to Cat dealer Boyd Cat. "I can't think of a time we've

asked them to send a team to a vessel that was down and the answer was, 'We can't get to it' or 'It'll be a couple of days,'" says Josh Esper, executive vice president of engineering and procurement for Marquette. "They always figure out how to get us the support we need. We're extremely confident they'll do everything in their power to stand behind their products and provide the service our business demands." Building a relationship that strong doesn't happen overnight. Marquette began purchasing Cat marine engines from Whayne Supply (which was purchased by Boyd Cat in 2020) in 1992. The first engines, three 3606s and two 3612s, were for the Justin Paul Eckstein and Alix Anne Eckstein, respectively. Then, between 1997 and 2000, the company built three new boats powered by Cat. "I wasn't around back then, but I've heard the stories," Esper says. "We were the first operator of towboats with Cat 3600 engines. We were the pioneers of putting these high-horsepower, medium-speed Cat diesel engines on the river." All five of those original Cat powered vessels are still running strong today. "These vessels remain core to our vessel fleet and operate at very high annual utilization rates," Esper says. "Very rarely do we pull them out of service." Reliable power is critical for Marquette, which transports primarily grain but also many of other commodities — aggregates, fertilizer, salt, building materials, energy products, petrochemicals and

wind turbine blades, just to name a few. “If we aren’t moving, we aren’t providing our customers the high level of service they expect from Marquette,” Esper says. Currently, Marquette operates 170 Cat marine engines across its fleet today — and continues to work closely with both Caterpillar and Boyd Cat on new engine developments. “We’ve used Marquette as a test bed for new innovations and technologies over the years,” says Neilly Allen, marine engine product support representative at Boyd Cat. “They’ve been a great partner in helping us ensure our products are meeting the needs of dynamic river operations.” Esper expects that to continue as companies in the marine industry take on new challenges in the coming decades. “We are entering some very interesting times in the next 10 years when it comes to green initiatives and reducing our carbon footprint,” he says. “Our mode of transportation is the safest and most environmentally friendly compared to trucking and rail, but we are all evaluating opportunities to further enhance the efficiency of our vessels. There are a lot of innovative Cat products out there, and we look forward to continuing to evolve with state-of-the-art equipment.” For Marquette, keeping employees safe is mission number one. Moving cargo more efficiently is always a priority. To achieve these goals — and meet its customers’ demanding requirements — the company needs its vessels to operate as reliably as possible, every minute of every day. That’s where the relationship with Boyd Cat takes center stage. “Caterpillar has been a strong partner for Marquette,” Esper says. “Obviously engine reliability and parts availability matter, but what really counts is the support you have behind you when a boat goes down on Christmas Eve or Easter Sunday. We can absolutely count on Boyd Cat to help us mitigate any situation no matter what day it is or what time of day it is.” As Marquette continues to look for ways to increase performance and drive productivity on board its vessels, Esper is confident the company will keep partnering with Caterpillar and Boyd Cat for solutions. “We wouldn’t have 170 Cat engines in our boats if we didn’t think Caterpillar had a strong products and excellent service,” he says. (*Source: MarineLog*)

THE FLAG WAS RAISED ON THE RESCUE TUG "NIKOLAY SEMENCHENKO"

On January 17, in Novorossiysk, a solemn raising of the flag took place on the new marine fire-fighting rescue tug of project NE011

"**Nikolai Semenchenko**". According to Rosmorrechflot, the event was held in the Azov-Chernomorsk branch of the Marine Rescue Service. The ceremony was timed to coincide with the 88th birthday of Nikolai Nikolayevich Semenchenko,



the head of the technical department of the Azovo-Chernomorsky branch of the Sea Rescue Service, whose name was given to the new vessel. The tug "**Nikolai Semenchenko**" was built at the Akhtubia shipbuilding and ship repair plant in the Astrakhan region. The laying of the vessel took place on January 22, 2020, the acceptance certificate was signed on December 22, 2022. The NE011 project

was developed by Nordic Engineering. The tug is designed to tow non-self-propelled watercraft, install and remove signs of floating and coastal navigation, anchor and hoist anchors, carry cargo on the working deck, ensure the operation of the dredging fleet, provide hydraulic construction work, deliver and deploy OSR equipment, and help extinguish fires. The navigation area is the sea area and inland waterways. The tug can move in small broken ice up to 0.7 m thick, as well as behind the icebreaker in solid ice up to 0.65 m thick. 3.3 m Draft - 2 m. Displacement of the vessel at DWL draft - 391.6 cubic meters. Main engine power (min / max) - 2x (595/640) kW (*Source: Sudostroenie; Photo: Rosmorrechflot*)

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SANMAR SHIPYARDS LAUNCHES HAISEA MARINE'S DUAL-FUEL ESCORT TUG



Turkey-based Sanmar Shipyards has undocked the first of two HaiSea Marine's LNG dual-fuel escort tugs. HaiSea Marine, a joint venture partnership between the Haisla First Nation and Seaspan ULC, won a contract to build and operate escort and harbor tugs required for LNG Canada's LNG export facility in Kitimat, British Columbia back in 2019. The ships have been

designed by Robert Allan Naval Architects and Marine Engineers, and are under construction at Sanmar Shipyards in Turkey. The technology group Wärtsilä will supply the main engines and LNG fuel gas supply systems for the two LNG-fuelled escort tugs. They will each be powered by Wärtsilä 34DF dual-fuel engines operating with LNG fuel. The engines will be fitted with Wärtsilä's NOx selective catalytic reduction (SCR) system to restrict emissions of nitrogen oxides. Wärtsilä will also supply its LNGPac fuel storage, supply and control system. At 40m in length and with 100 tonnes of bollard pull, these will be the West Coast of Canada's most powerful escort tugs when they arrive in BC later this year, according to Seaspan. Once delivered, the tugs will be involved in berthing and unberthing LNG carriers at the LNG terminal in Kitimat as well as escorting them from Triple Island to the facility in Kitimat, approximately 159 nautical miles. The tugs will also provide transportation

of material and personnel, marine emergency response, firefighting and oil pollution response. HaiSea Marine announced in 2021 that it will also provide battery-powered and low emissions tugboats for the terminal. Namely, the program includes the construction of three ElectRA 2800 electric harbour tugs bringing the total to five vessels. Designed by Vancouver BC-based naval architect company, Robert Allan Ltd. (RAL), the tugs are also being constructed at Sanmar and they are scheduled to arrive in British Columbia in 2023. The construction of the \$17-billion export LNG terminal in Kitimat, British Columbia is well underway with its peak construction activity set to take place in 2023. It will initially consist of two LNG processing units referred to as “trains,” with the capacity to produce 14 million tons per annum of LNG, with an option to expand the project in the future to four trains. The project is being developed by LNG Canada, a joint venture between Shell Canada Energy, a subsidiary of Royal Dutch Shell (40%), North Montney LNG (25%), Phoenix Energy (15%), Diamond LNG Canada (15%), and Kogas Canada LNG (5%). *(Source: Offshore Energy)*

MISURATA FREE ZONE ORDERED NEW MED-A2885 CLASS TUG

The Misurata Free Zone has ordered a powerful new MED-A2885 class tug from Med Marine to strengthen the tugboat fleet. The tug will be built to a RAsar-2800 design of the Canadian naval architecture and marine engineering firm, Robert Allan LTD. Following the contract signing ceremony held in Misurata, the tug will be built in Med Marine’s Eregli Shipyard in Turkey’s Zonguldak region. The RAsar



designed MED-A2885 technical details are: Bollard Pull: 85 TBP; Free Running Speed: 12 knots; Complement: 8 persons; Length, overall: 28,40 metres; Breadth, moulded: 13,00 metres; Depth, moulded: 5,40 metres; Draft, extreme: 5,70 metres; Med Marine’s General Manager, Mrs. Yıldız Bozkurt said the MED-A2885 has been proven in both model and full-scale testing to provide significantly enhanced escort towing performance. Med Marine is a leading Turkish shipbuilder and tugboat operator. The firm operates the Eregli Shipyard, one of the largest shipyards in Turkey, and has successfully completed the construction and delivery of almost 200 projects, including tugboats, chemical/oil tankers, mooring and pilot boats. *(Source: Africa’s Ports & Ships)*

FIRST LNG HYBRID TUG NAMED IN SINGAPORE

Sembcorp Marine has named the first tugboat built with hybrid propulsion to run on LNG in Singapore., Sembcorp subsidiary Jurong Marine Services (JMS) will operate **JMS Sunshine** to support ships calling at terminals, shipyards and harbours in the island nation. The hybrid tug was designed by Sembcorp Marine subsidiary LMG Marin and classed by ABS to run purely on LNG, with lithium-

ion batteries for emissions-free operations during idling and low-speed transits. Sembcorp Marine



plans to build a fleet of these LNG hybrid tugs to progressively replace the city-state's existing diesel-powered fleet. JMS, a licenced operator of the Maritime and Port Authority of Singapore, will operate the vessels. The tug's energy storage system is capable of taking over the vessel's additional energy needs if a spike in power is warranted,

and comes equipped with a reserve to ensure **JMS Sunshine** can safely return to its berth in the event of engine failure. According to JMS, the tug was built with maximum operability, safety and manoeuvrability, reliability, efficient fuel consumption and crew comfort under all environmental conditions. **JMS Sunshine** will be deployed in Sembcorp Marine's shipyards for use in ship manoeuvring, mooring and unmooring operations and can be deployed by ship operators to escort vessels within Singapore port limits. Its construction was part of Sembcorp Marine's adoption of green technologies in its operations and the development of its flagship Tuas Boulevard Yard as a future-proof, smart and sustainable facility. "We are playing our part in leading the way towards decarbonisation in Singapore," said Sembcorp Marine president and chief executive Wong Weng Sun. "We are also directly contributing to Singapore's strategy on climate change and decarbonisation, and IMO's strategy to [at least] halve greenhouse gas emissions by 2050. **JMS Sunshine** aligns with Sembcorp Marine's sustainability ethos, and the group's diversification into the renewable and clean energy industries." JMS assistant general manager Gordon Ng confirmed the company's plans to build more LNG hybrid tugboats. "We look forward to converting the rest of our tug fleet into LNG hybrid tugs to further greenify our operations." Sembcorp Marine head of research and development Simon Kuik confirmed the group's goal is to cut greenhouse gas emissions by at least 50% by 2050 compared with 2008 levels, as laid out in IMO's initial strategy on reducing greenhouse gas emissions in shipping. "To stay ahead of the curve, we invest selectively in innovative design solutions," he said. "Sembcorp Marine has consequently aligned its strategic position to develop a suite of sustainable product solutions specifically tailored to address the shift towards a low-carbon economy." (*Source: Riviera by Martyn Wingrove*)

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MARCON INTERNATIONAL'S TUG MARKET REPORT NOVEMBER 2022 NOW AVAILABLE

We are pleased to announce that Marcon International's November 2022 Tug Boat Market Report is now available on our website. This report contains summaries of data from Marcon's extensive databases regarding tugs for sale in the US and worldwide; compilation of news from vessel builders and operators worldwide; and featured listings from our files. [Marcon's Market Overview Summary](#) In November, Marcon reported 408 tugs officially on the market for sale out of 5,199 tracked. This is down 14.11% from one year ago and 35.75% from five years ago. Marcon closed 18 sales and one charter in 2022 and we have several additional sales pending. The US market for tugs has continued to tighten, and it's been nearly impossible to develop any Azimuthing style tugs in the USA. Owners appear to be keen on continuing to maintain their operating units, with upgrades for machinery as needed when Tier rating requirements are required or upgraded, such as with CARB - California Air Resource Board. Newbuilding costs continue to rise, and the largest component coming out of the US shipyards are Azimuthing ship assist / escort tugs. Shipyards are busy, however, as it doesn't look like the cost increases will reverse itself moving forward. Click on the link [HERE](#) to read the report (PR)

ACCIDENTS – SALVAGE NEWS

PATROL SHIP "ECHIGO" RAN AGROUND SUSPICIOUS VISION OF HUMAN ERROR OR "PROFESSIONAL NEGLIGENCE TRAFFIC DANGER"

In the early morning of the 18th, a patrol boat of the Niigata Coast Guard ran aground in the Sea of Japan off the coast of Kashiwazaki. It is said that there are no injuries to the crew, but the ship is flooded and is still in a state of immobility. According to the Japan Coast Guard, after 6:30 a.m., a crew member of the patrol boat "[Echigo](#)" reported that



the ship had run aground in shallow water near Shiroyabana. The place where I ran ashore is the sea off the Shiroyabana Lighthouse in Kashiwazaki City. None of the 33 crew members were injured, but the hull was flooded and oil was leaking. It is said that there is no danger of sinking or capsizing. In response to this accident, the Niigata Coast Guard Office held a press conference, and Director Yusuke Ono apologized, saying, "It is truly regrettable that a patrol boat calling for the prevention of marine accidents caused such an accident. We deeply apologize." bottom. According to the Niigata Coast Guard Office, the crew of the patrol ship "[Echigo](#)" discovered that the lights at the Shiroyabana Lighthouse had gone out during patrol. When I tried to approach it for confirmation, it ran onto a rocky place. It is said that navigation is manual, and the possibility of human error is also considered. ■[Niigata Coast Guard Department Director Yusuke Ono](#): "We are still investigating, but there is a high possibility of human error. At least there was no report that the engine stopped just before, so I

heard that they were checking the lighthouse until just before, so it is unlikely that there was a problem with the equipment. ” etc. are checking the condition of the bottom of the ship. No towing meds are standing. The Niigata Coast Guard Office is investigating the cause of the accident, with a view to suspicion of "professional negligence." Watch the YouTube video [HERE](#) (Source: UXTV)

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CARGO SHIP LISTS AGAINST PIER IN GENOA



Italian authorities are starting an investigation into the cargo handling and ballasting operations after a small general cargo ship tilted during a loading operation in Genoa. No one was seriously injured and there was no reported pollution from the incident, but the Genoa Prosecutor's office said it wants to investigate if the ballasting operations had been carried out correctly. The Harbor

Master's Office is also investigating the incident. The **Seven S**, a Panama-flagged general cargo ship was alongside at the Messina Group berth loading eco-bales on January 17 when the ship suddenly titled first to one side and then "heaved on to its starboard side," coming to rest against the pier according to the terminal operator. The national fire service and emergency medical services responded. The 3,715 dwt vessel was resting at a precarious angle on the pier. The emergency services assisted in evacuating the crew and dockworkers from the ship and the crane operator. According to local reports, one person was slightly injured and treated on the scene. The terminal operator later issued a statement saying that it had been following the instructions from the ship's master for the operation. They said the bales were being loaded according to plan. The 288-foot vessel had arrived at the port from Termini Imerese, a port on Sicily near Palermo, and was bound for Bulgaria with its cargo. Firefighters were later lowered to the cargo hold in a special harness and worked to assist in the offloading of the bales. The work continues overnight and this morning they confirmed that the vessel had regained buoyancy and stability with the offloading and ballasting operations. (Source: *Marex*)

AFTER THREE DAYS STILL FLAMES ON THE LA SUPERBA FERRY (

The provincial commander of the Palermo fire brigade reported that there are still problems with bridges 6 and 7. Three days after the fire that broke out in the port of Palermo last Saturday evening on the **La Superba** ship of the Grandi Navi Veloci company,



the flames have not been completely extinguished and the critical issues concern two decks of the ferry which is moored at the Santa Lucia pier. The work of the firefighters does not stop and on the input of the provincial commander a greater number of firefighters has been sent. The fire started from the garage premises, from a embarked vehicle, shortly before **La Superba** set sail for Naples. "The situation is stationary," says the provincial commander of the Palermo fire brigade, Sergio Inzerillo. "There are still problems on decks 6 and 7. I have arranged for the doubling of shifts to intervene on the decks with numerous teams, simultaneously, from various sides. The goal is to try and extinguish the fire. The operation is not risk-free and therefore must be planned very carefully. We have already made several attempts but the conditions are very variable, with sudden ignitions and high temperatures. The activities continue 24 hours a day, alternating the operators who are exposed. It's a considerable stress". (Source: *Shipping Italy*)

SALVAGE OPERATION IS UNDERWAY IN GIBRALTAR TO REMOVE OS 35 WRECK



Salvage operations are underway off Gibraltar to remove the wreck of the bulker **OS 35** after some weather-related delays. The port approved the salvage plan late in 2022 setting a target to complete the removal process of the 35,000 dwt bulker which was intentionally grounded and later sunk after fitting another vessel while

outbound from the port on August 29, 2022. The anchor handling tug **Koole 42** along with Barge **H-283** arrived in Gibraltar early in January from Suriname and after some initial preparations were positioned alongside the 584-foot hull which is sitting on the sandy bottom. At the beginning of the week, port officials said that work had started with the removal of the first two of the four boom cranes aboard the vessel. They were still working to remove two additional booms so that they would be able to gain access to the cargo holds. Port officials reported today that they have been able to open the cargo hatches and the first phase of the salvage operation is fully underway. This effort

focuses on removing and then recycling the cargo which consists of a load of 33,632 tons of steel bars. Salvage crews had previously stripped much of the interiors of the ship as well as removed equipment and worked to capture residual amounts of oil on board. The Captain of the Port also announced that they have also received confirmation that the tug **Koole 31** towing barge **K10030** have successfully departed from Brest on January 20. The vessel had been waiting in the French port due to bad weather before beginning the trip to join the efforts. The Captain of the Port's office is saying that they expect the second tug and barge to arrive in Gibraltar before the end of the month, weather permitting. John Ghio, The Captain of the Port said at the beginning of the week, "The works continue to progress around the clock in a good and timely manner to ensure the clean-up operation is done as diligently as possible." This morning he added, "Today's developments represent important progress towards the removal of the wreck and its contents." Dutch salvage firm Koole Contractors is managing the operation. After the cargo is removed the plan is to complete the separation of the vessel into two sections. The **OS 35** partially broke after the grounding and the port decided with the salvage team to sink the stern to prevent an uncontrolled break. The salvage plan calls for completing the separation and then lifting the sections one at a time onto the barges for removal and recycling. The local authorities continue to say they believe the deadline of May 30, 2023, for the removal of the ship and its contents can be met. *(Source: Marex)*

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MOTOR TANKER SEVERELY DAMAGED IN BRIDGE COLLISION

A motor tanker has collided with the Schweich road bridge. The wheelhouse was severely damaged. It was not possible to continue. The accident happened during the descent near the Detzem lock, the police said. The motor tanker had come unloaded from the port of Trier. Presumably, the strong transverse current caused by the high water pushed the ship to the left when passing through the



middle arch of the Detzem lock. The wheelhouse and the stern on the port side were reportedly damaged in the collision with the bridge. The skipper injured his left hand slightly in the accident. The Water and Shipping Authority (WSA) Trier issued a ban on further sailing until a foresight was restored. (Source: *Binnenschifffahrt*)

TUGBOAT CAPSIZES IN COLOMBIA; THERE ARE 3 MISSING PANAMANIAN



The **Sea Voyager** vessel, which sailed from the port of Cartagena to Panama this Friday and had a Tanzanian flag, was crewed by nine people from Colombia, Cuba, Honduras, Panama and Venezuela, four of whom were rescued alive, the Navy detailed. it's a statement. One person dead and four others missing left the shipwreck of the tugboat **Sea Voyager II**, which sank near the

Colombian city of Cartagena de Indias, capital of the Caribbean department of Bolívar, the Colombian Navy reported this Friday. The **Sea Voyager** vessel, which sailed from the port of Cartagena to Panama this Friday and had a Tanzanian flag, was crewed by nine people from Colombia, Cuba, Honduras, Panama and Venezuela, four of whom were rescued alive, the Navy detailed. it's a statement. The victim was identified by international media as the cook of the boat, Luz Dary Muñoz Posada, a Colombian national, but resident in the city of Colón, in Panama. Among the missing crew members are Alcides Jackson Ávila (Panamanian captain), Rodrigo Roderick Silva (Panamanian deck officer), Carlos Eduardo Brand Ríos (Venezuelan) and Ángel Catuy Monserrate (Panamanian oiler). On the other hand, among the crew members rescued on a raft and who were transferred to Cartagena, are: Augusto Cruz (Colombian oiler), Cleto Marcelino Martínez (Honduras engine Watch Rating), Alberto Hernández (Panamanian Watch Rating), Oswaldo Girado (Watch Rating Cuban). The commander of the Cartagena coast guard station, frigate captain Juan Gutiérrez, stated that "once the alert call was received from the Maritime Agency, the search and rescue operation was activated." He added that "after two hours of searching , the Colombian Navy , with the support of a merchant ship, managed to locate four crew members alive ." "We managed to reach the area and rescued four castaways and recovered a lifeless body," said Gutiérrez, who added that the rescued received "first aid to verify their state of health." Likewise, the officer pointed out that the coast guard found the body of the deceased crew member in the sea , whose nationality was not specified, but that it was later learned that it belonged to the cook of the boat. For its part, the Board of Directors of the National College of Seafarers (Conagemar), a Panamanian trade union organization of maritime, logistics, port and fishing professionals, issued a statement through which they expressed their solidarity with the families of the missing Panamanian crew members. and also with those of the survivors and made a call to the general population to join them in prayer. "We trust the Colombian coast guard, in charge of maritime affairs, to provide the necessary support in the search, rescue and repatriation tasks of the crew found on behalf of the Panamanian Consulate in Barranquilla , " they

said. The union also took advantage of this public pronouncement to urge the Panama Maritime Authority (AMP), through Captain Juan Maltez, General Director of Gente de Mar, to share any information about this tragic event with them, as well as with the Panamanian maritime community and families of the missing crew members. (*Source: Critica; Photo. M.L.Jacobs*)

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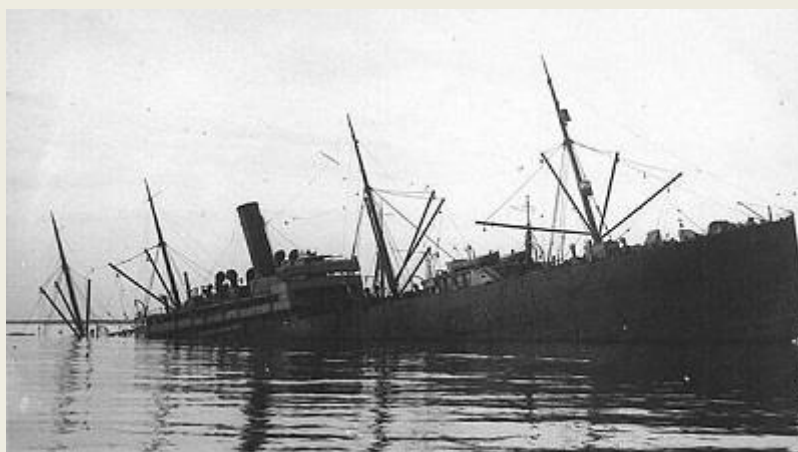
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REMEMBER TODAY

S.S. NORSEMAN – 22ND JANUARY 1916

SS **Norseman** was a British cargo liner that was torpedoed by the German submarine SM **U-39** in the Mediterranean Sea off Thessaloniki, Greece on 22 January 1916 while on route from Plymouth, United Kingdom to Thessaloniki, Greece, while carrying a varied cargo including about 1,100 mules and munitions. Norseman was subsequently beached at Moudros, Greece, and



declared a total loss. She was scrapped in situ in 1920. **Construction Norseman** was launched on 27 November 1897 and completed in March 1898 at the Harland & Wolff Ltd. shipyard in Belfast, United Kingdom as **Brasilia** for the Hamburg America Line. The ship was 152.6 metres (500 ft 8 in) long, had a beam of 19 metres (62 ft 4 in) and had a depth of 10.3 metres (33 ft 10 in). She was assessed at 9,546 GRT and had 2 × 4 cylinder quadruple expansion engines driving two screw propellers. The ship could generate 604 n.h.p. with a speed of 13 knots. She was also fitted with four masts instead of two in 1899. **Career Brasilia** set out on its maiden voyage on 21 March 1898, sailing from Belfast, United Kingdom to New York City. The ship held accommodation for 300 second class and 2,400 steerage passengers. She continued to serve the Hamburg America Line on the Hamburg, Germany Baltimore, United States route, making the crossing 13 times between May 1898 and October 1899, after which she was resold to Harland & Wolff. Harland & Wolff added two more masts to the ship's existing two for her conversion into a cargo liner before selling her to the Dominion Line in February 1900. The ship was renamed **Norseman** and was first used as a troop

transport ship, shipping cavalry troops from Liverpool, United Kingdom to Cape Town, South Africa to aid the British army in fighting the Boers during the Second Boer War. Following its military service, [Norseman](#) returned to its usual North Atlantic route, carrying cargo and steerage passengers only after Dominion eliminated the 300 second class accommodations. In 1910 [Norseman](#) was chartered to the Aberdeen Line to serve the London, United Kingdom – Cape Town, South-Africa – Sydney route. When the First World War commenced in 1914, Norseman contributed to the British war effort against the Central Powers. [Sinking Norseman](#) set sail from Plymouth, United Kingdom bound for Thessaloniki, Greece via Marseille, France. The ship's cargo consisted of vehicles, clothing, munitions, barbed wire, about 1,100 mules and oats. She was also transporting 150 men of the 26th Infantry Division. In the early morning of 22 January 1916, [Norseman](#) reached the Thermaic Gulf alongside a convoy of six other ships including a destroyer and two warships. [Norseman](#) was spotted by the German submarine SM [U-39](#) at 4.25 am and was first attacked at 5.10 am by a torpedo fired from U-39. However the torpedo missed the ship and a second attack at 5.36 am also resulted in the torpedo failing to find its target. The attacks were not noticed by any of the ships, so the submarine was able to gain another opportunity in striking the ship. [Norseman](#) was ultimately struck by a torpedo on [U-39](#) her third attempt. The attack left the ship heavily damaged and to save her, she was towed by a torpedo boat, a fishing vessel and two French tugboats to the harbor of Moudros. The towing effort was commanded by Captain Alexander Campbell once his ship the HMS [Prince George](#) arrived to offer their assistance. Captain Campbell ordered the [Norseman](#) to be abandoned while the ship's stern began to sink before it was beached near Moudros. The stern ultimately sank in 14 metres (45 ft 11 in) of water, drowning many of the mules, however many others that were stored in the intermediate decks were rescued. No humans lives were lost in the incident. [Wreck](#) The wreck of [Norseman](#) was subjected to many recovery attempts by the British before they abandoned their efforts in 1919. Thereafter the wreck changed hands multiple times, being dismantled and scrapped bit by bit each time until the mid-1950s. She was officially scrapped in situ in 1920, but the large pieces of sheet metal that still lie at the wreck site to this day at a depth of 14 metres (45 ft 11 in), speak of a long and tiresome salvage operation. (Source: Wikipedia)

OFFSHORE NEWS

MULTI-YEAR CHARTER FOR GLOMAR WAVE



The [Glomar Wave](#) of Glomar Offshore from Den Helder, which has been moored at the Nieuwediepkade for some time, will start working for the diving company Helix Robotics Solutions from Aberdeen. A charter contract with a term of three years has been concluded for this purpose. Two options have also been included to extend the contract for another year. For work in both the oil and gas industry and the wind

energy sector, the 66-meter diving support vessel will be equipped with underwater robots and special equipment to locate and clear large stones and other obstacles on the seabed. Built in 2014, the Glomar Wave is equipped with a class 2 dynamic positioning system and a 25-tonne crane. The ship sails under the flag of Panama. (Source: <https://www.maritiemdenhelder.eu/>)

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FUGRO TAKES ITS SURVEY SERVICES TO BRUNEI

Netherlands-headquartered Fugro has secured a contract with Petronas Carigali Brunei to perform surveys at a deepwater gas field development offshore Brunei. Fugro will deliver various site characterization surveys to support the front-end engineering design for offshore production facilities and the pipelines to prospective buyers onshore as part of the Kelidang Cluster gas field development project. Geotechnical and geophysical data will be acquired using autonomous underwater vehicles



(AUVs), among others, and a seafloor geotechnical drill. The majority of the work is set to be executed during this year in different phases. The Kelidang Cluster development consists of the Keratau and Kelidang North-East fields located offshore Brunei Darussalam. “We are pleased to support our clients, who understand the value provided by our Geo-data expertise for the responsible development of this transition fuel,” said Amar Umap, Group Director Asia Pacific region at Fugro. “Fugro’s global track record, especially in deep to ultra-deepwater, exemplifies our market-leading position. This new award demonstrates that our Triple A approach of Geo-data acquisition, analysis and advice is recognised by the client.” At the end of 2022, Fugro added a new geotechnical vessel, equipped with advanced deep-water technology, to its fleet. **Fugro Quest** provides increased personnel and operational safety, whilst its energy-efficient design results, on average, in significantly lower fuel consumption than for other geotechnical vessels, the Dutch company said. (Source: *Offshore Energy*)

GOLDEN ENERGY OFFSHORE SELLS PSV FOR US\$6.5M



Golden Energy Offshore Services has made US\$6.5M on the sale of an 18-year-old platform supply vessel (PSV). The sale of 2005-built **Energy Scout** was completed 19 January 2023, raising more funds for the Ålesund, Norway-headquartered shipowner. Golden Energy said this UT 755-L design mechanically driven

supply and pipe-carrying ship was delivered to the buyers and it received the sales proceeds. It initially announced the agreement for the sale 24 November 2022, when it entered into a memorandum of agreement with the unnamed buyer. Before the sale, **Energy Scout** supplied oil and gas platforms and drilling rigs in the UK sector of the North Sea. According to MarineTraffic automatic identification system (AIS) data, Energy Scout was berthed in Aberdeen, Scotland, having previously been at the port of Peterhead, Scotland. The 2,152-gt vessel also visited Ijmuiden, the Netherlands in between stays at Aberdeen in December 2022, according to Vesselfinder AIS data. **Energy Scout** has an overall length of 72 m, beam of 16 m and dynamic positioning to DP2 class from its four thrusters. It has an integrated system of two passive stabilising tanks below the main deck for minimised roll and a speed of 12 knots. This sale leaves Golden Energy with a fleet of two multipurpose offshore support vessels (built 2019 to Ulstein PX121 H design) and one PSV – 2005-built **Energy Swan**, which is currently on charter to Repsol in Norway until May 2023. MPSV Energy Duchess operates from Aberdeen, Norway and is available for charter after working for Peterson. MPSV **Energy Empress** is on long-term charter to BP and Delta until November 2023. When this sale was initially announced, Solstad Offshore also notified the sale of a construction support vessel. (Source: Riviera by Martyn Wingrove)

UK DEFENSE MINISTRY BUYS OFFSHORE CONSTRUCTION VESSEL FOR SUBSEA CABLE, PIPELINES PROTECTION

The UK defense ministry has acquired a subsea construction vessel that used to work in the offshore energy industry. The vessel, Topaz Tangaroa, will undergo a period of military modification and will be used to protect subsea cables and oil and gas pipelines. The **Topaz Tangaroa**, to be renamed as it joins the Royal Fleet Auxiliary fleet, is the first of two future undersea surveillance ships, and it arrived at Cammell Laird, Birkenhead. Thursday. Once operational, the ship will be used to protect seabed telecommunications cables and oil and gas pipelines. "The 98-meter-long, adaptable offshore patrol vessel – the length of Big Ben – will act as a 'mother ship', operating remote and autonomous offboard systems for underwater surveillance and seabed warfare, vital to our national security," the UK defense ministry said. "Shortly after arriving at Cammell Laird, the ship will be repainted and have critical military equipment installed, before taking up its role as the first of two Multi-Role Ocean Surveillance (MROS) ships, operated by the Royal Fleet Auxiliary (RFA) later this year," the

ministry said. The vessel will be formally handed over to control of the RFA in the next few days, several months ahead of schedule – following an acceleration of the acquisition announced by the Defence Secretary in November 2022. Defence Secretary, Ben Wallace, said: "The first of two dedicated subsea surveillance ships will join the fleet this summer, bolstering our capabilities and security against



threats posed now and into the future. It is paramount, at a time when we face Putin's illegal invasion of Ukraine, that we prioritize capabilities that will protect our critical national infrastructure. The Topaz Tangaroa was selected to meet the requirements of the Royal Navy, having been built four years ago to support a mix of underwater operations, including work on oil rigs, construction, maintenance, and inspection work, as well as autonomous submarine operations. The 6,000-tonne vessel is equipped with a helipad, crane, and expansive working deck and features a 'moon pool' – a large access point in the underside of the hull through which submersible capabilities can be launched. Head of the Royal Fleet Auxiliary, Commodore David Eagles RFA, said: This is an entirely new mission for the Royal Fleet Auxiliary – and one we relish. We have been entrusted with supporting a key operation to safeguard the UK's infrastructure, security and prosperity and that fills all of us in the RFA with pride. These are really exciting times. The vessel, will be crewed by around two-dozen RFA sailors, while around 60 Royal Navy specialists will operate the undersea surveillance systems and other survey and warfare systems when embarked. The vessel is due to enter operational service in Summer this year, with the programme for the acquisition of a second ship currently in concept phase, the ministry said. *(Source: MarineLink; Photo: Jan Verhoog)*

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OCEAN INSTALLER BRAND MAKES COMEBACK

Marine construction contractor Havfram Subsea is reclaiming the Ocean Installer brand. Havfram's

subsea business was known as Ocean Installer from the company's inception in 2011, with the 2020



name change reflecting its diversification into the offshore wind industry. The relaunch follows last year's announcement of the sale of Havfram's wind business lines to US private investment firm Sandbrook Capital. As part of the transaction, Havfram's subsea activities were separated into an independent company, which remained wholly

owned by energy investor HitecVision. Ocean Installer's operations focus on all aspects of offshore marine construction, encompassing both the traditional oil and gas and emerging renewables markets. The business will move forward with a new strategy to expand service offerings and a new visual identity. Kevin Murphy, Ocean Installer's CEO, said: "By refocusing our strategy and reclaiming the Ocean Installer name, we are laying a solid foundation for the future growth of our company. We will continue to partner with other like-minded companies as we expand our services. "Over the last 4 years we have grown our revenue fivefold within the SURF installation and mooring market. As overall demand for marine construction services is growing, we now experience customers inviting us to enter new markets requiring our competence, such as offshore floating wind, CCS and IRM." (Source: *Splash24/7*)

SAIPEM WINS \$900M IN OFFSHORE CONTRACTS


Italian energy services player Saipem has been awarded two offshore contracts worth a total of around \$900m. The first contract, in partnership with Aker Solutions, has been awarded by Total Energies, for the Lapa Southwest development project, a deepwater oil field in the Santos Basin, 270 km off the coast of São Paulo, in Brazil. The scope of work encompasses the



engineering, procurement, construction, and installation (EPCI) of subsea umbilicals, risers, and flowlines (SURF) as well as a subsea production system (SPS). Saipem said it would use its yard Guarujá CTCO (Centro de Tecnologia e Construção Offshore) for logistics activities and Quad Joints Fabrication and some other manufacturing activities. The other contract has been secured from Equinor for the Irpa pipeline project. The project, located in deep waters in the Norwegian Sea,

consists of the installation of 80-km-long swagged pipe-in-pipe pipeline connecting the subsea production template of Irpa field to the existing Aasta Hansteen platform. The offshore operations are planned to take place in 2025 and will be performed by Saipem's flagship vessel [Castorone](#).
(Source: [Splash24/7](#))

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By Rotortug

FIRST FOREIGN ASSIGNMENT FOR HEAVY-DUTY PONTON "BHV INNOVATION"



The subsidiary BVT Chartering, which belongs to the Rönner Group in Bremerhaven, has now received its first foreign orders for the 95.5 meter long and 32 meter wide heavy-duty pontoon "[BHV Innovation](#)". As announced by Arndt Lohner, Managing Director of BVT Chartering, two orders are pending in the Netherlands in the next few weeks. Last Thursday, the heavy-duty pontoon, which was only extended by 25 meters two years ago and can now be

lowered, set course from Bremerhaven for Rotterdam in the trailer of the tugboat "Wulf 7". Here, in close cooperation with the Dutch company HEBO Maritiemservice BV, an order is initially pending at the Oceano yacht shipyard. At the shipyard in Alblasterdam, an approximately 100-metre-long overhauled yacht is to be launched with the help of "[BHV Innovation](#)". The pontoon then moves further south to Vlissingen in the estuary of the Schelde, where again with Hebo Maritiemservice a total of four lock gates, each weighing 4000 tons, are to be watered one after the other with the "BHV Innovation". Lohner assumes that the work will be completed in February, after which the pontoon will return to Bremerhaven. Because in March, the Rönner subsidiary Stahlbau-Nord has another order for the pontoon. Then a 90 meter long new yacht built in the Lunehalle in the fishing port,

which was subcontracted to a German shipyard company, is to be launched. The heavy-duty pontoon "BHV Innovation" has so far had 17 ballast tanks and was put into operation in 2011, in particular for the transport of foundation structures and large components for the then rapidly growing offshore wind turbines. This pontoon with a transport capacity of over 12,000 tons has a smooth main deck with an integrated rail system and a special coupling system for mooring at the quay directly in front of the Lunehalle, so that loading and unloading with the help of electro-hydraulic rail vehicles is possible. In addition, loading large components is also possible with Self-Propelled Modular Transporters (SPMT) and cranes. The pontoon has two redundant electric diesel generators that can independently drive ballast pumps (each 1,200 m³/h). As part of the conversion two years ago, the white, several meter high buoyancy bodies were also installed for a planned lowering process, two of which are firmly connected to the pontoon, two of which can be dismantled. To lower the pontoon, the ballast water tanks are flooded so that the pontoon lowers and the vehicle on it can be lowered into the water. The modern, heavy-duty pontoon "BHV Innovation" has so far had 17 ballast tanks and was put into operation in 2011, in particular for the transport of foundation structures and large components for the then rapidly growing offshore wind turbines. This pontoon has a smooth main deck with an integrated rail system and a special coupling system for mooring at the quay directly in front of the Lunehalle, so that loading and unloading with the help of electro-hydraulic rail vehicles is possible. In addition, loading large components is also possible with Self-Propelled Modular Transporters (SPMT) and cranes. The pontoon has two redundant electric diesel generators that can independently drive ballast pumps (each 1,200 m³/h). The Rönner Group, founded more than 30 years ago in Bremerhaven, consists of twelve independently operating companies at different locations in Germany. The majority of the more than 1,000 employees work in Bremen and Bremerhaven. Stahlbau Nord gained a great reputation with the new construction of the RoRo ship "Kugelbake" and the three-masted barque "Alexander von Humboldt II". For three years now, after the Petram family left, the Rönner Group has been the sole shareholder of the Bredo-Dry-Docks with several floating docks in the Kaiserhafen and fishing port in Bremerhaven. In addition, the Mützelfeld shipyard in Cuxhaven is one of them. (Source: *Weser Maritime News*)

ARGO SRL TOWARDS THE AWARD OF THE OWNER MANAGEMENT OF THE GAIA BLU

The Pozzuoli-based shipmanagement company would have prevailed over the other four operators in the tender, namely Rti Ocean, Ships Surveys and Service Srl, Sirius Ship Management Srl and K-Ships. Argo Srl, the shipmanagement company that dealt with the activities related to the transfer of ownership of the oceanographic vessel **Gaia Blu**, donated to the Cnr by the Californian Schmidt Ocean Institute, will also (barring surprises) be the operator in charge of taking care of its shipowner management for the next 3 years



(with an option for a further 2). According to SHIPPING ITALY, the company from Pozzuoli (Naples) would in fact have been the best bidder in the tender announced last November by the institution, worth 4.95 million euros (including any renewal and technical extension), and would therefore have prevailed over the other four participants in the procedure. These, according to what had been officially communicated by the Cnr, were Rti Ocean (with Pb Tankers agent and principal Mama Shipping, or two of the three components - Monegle Shipping is missing - of the almost homonymous Ocean which had been awarded the management of the Laura Bassi), Ships Surveys and Service Srl (part of the Perseveranza di Navigazione group), Sirius Ship Management Srl (subsidiary of the d'Amico Società di Navigazione group) and K Ships, a Genoese company that offers various technical management and consultancy services in the naval and maritime. Slightly smaller than Laura Bassi (in fact she is about 83 meters long, but with a gross tonnage of 2,088 tons), Gaia Blu (previously known as Falkor) was built in Germany in 1981 and last October an expedition in the Gulf of Naples. Subsequently she was a guest of the Palumbo shipyards in the Neapolitan capital, available for any inspections by the experts of the companies participating in the tender for its management. *(Source: Shipping Italy)*

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MUSEUM NEWS

WONEN OP EEN SCHIP: JOSÉ EN BRAM WONEN OP SLEEPBOOT ALCYON



In de Schuttevaer serie 'Wonen op een schip' van Sanne van der Most deze week aandacht voor José en Bram die wonen op sleepboot Alcyo. José van Ulsen en haar man Bram wonen op twee plekken. In een Brabantse boerderij en op een oude sleepboot aan de Rotterdamse Jufferkade. 'Hebben we zin in rust en natuur, dan zitten we op de boerderij. Hier op het schip

ontmoeten we onze Rotterdamse vrienden en kunnen we lekker de stad in.’ Een vriend had een historische sleepboot’, vertelt José. ‘Dat vonden wij helemaal geweldig. Dát willen wij ook, dachten we.’ En zo geschiedde. In 2009 kwam de **Alcyon** op hun pad. Een authentieke zeesleper uit 1939 gebouwd voor de firma Kooyman & Zn in Harlingen. ‘We waren meteen enthousiast en hebben al onze vaarbewijzen gehaald, inclusief een Rijnkursus’, zegt José. ‘Al hebben we uiteindelijk nooit op de Rijn gevaren, maar wel op een heleboel andere rivieren. De **Alcyon** is vaarklaar. We kunnen zo de motor starten en pad gaan. Nu doen we dat niet zo vaak meer, maar het kán wel. In het verleden hebben we er ook fanatiek mee gevaren en avonturen beleefd.’ Wonen op een schip is echt iets heel anders dan wonen in een huis, weet José inmiddels. ‘Maar het is allebei leuk. In Den Bosch wonen we op een boerderij met een grote tuin en veel dieren. Hier in Rotterdam zitten we midden in de stad. Ook dat is heel erg leuk. Juist die mix maakt het bijzonder. We kunnen kiezen waar we zijn en we hebben op allebei de locaties vrienden wonen.’ *(Source: Scheepspost)*

WINDFARM NEWS - RENEWABLES

RWE CHARTERS REM OFFSHORE’S CSOV NEWBUILD

Norway-based Rem Offshore has secured a long-term charter contract with RWE for its newbuild construction service operations vessel (CSOV) **Rem Power**. Under a two-year contract, with options to extend, the 85-metre long vessel will operate on the 1.4 GW Sofia offshore wind farm in the UK. The vessel will support the project’s construction phase, providing welfare and transfer services to personnel for asset maintenance and also operating



as the construction and marine coordination hub, with the startup in the second quarter of 2024. Rem Power will work out of the Port of Blyth which will be the base for the project’s offshore construction. *(Source: Offshore Wind)*

JAN DE NUL’S NEXT-GEN OFFSHORE WIND NEWBUILD SETS SAIL TO EUROPE

Jan De Nul’s next-generation floating offshore installation vessel, **Les Alizés**, sailed out of the China Merchants Heavy Industry’s (CMHI) Haimen shipyard in China on 19 January and is now on its way to Europe, where it will debut on Ørsted’s offshore wind farms in Germany. The CMHI shipyard delivered the vessel to Jan De Nul on 16 January, some two years after the construction started at the CMHI Haimen shipyard and a year after the vessel was launched for the final phase of the

construction. Les Alizés, designed for the transport and installation of offshore wind turbine



foundations, is now the largest heavy lift vessel in Jan De Nul's fleet. The vessel is capable of installing XXL offshore wind components in floating conditions and with ultra-low emissions, according to the company. The vessel sports a main crane of 5,000 tons, a deck loading capacity of 61,000 tons and a deck space of 9,300 m², enabling it to easily transport several heavier future

foundations in one trip. The vessel's crane with Universal Quick Connector (UQC), developed by Huisman, is among the largest in its class, according to Jan De Nul. Furthermore, **Les Alizés** is also fitted with an innovative motion-compensated electrical pile gripper with an integrated guidance and survey system; and a fully automated monopile handling system which consists of a set of cradles, a skidding system, and an upending hinge to handle and install XXL monopiles. Once the new vessel arrives in Europe, it will prepare for its first mission: the transport and installation of 107 monopile foundations and one offshore substation topside at Ørsted's Gode Wind 3 and Borkum Riffgrund 3 offshore wind farms in Germany. Located close to Ørsted's existing offshore wind farms Borkum Riffgrund 1 & 2 and Gode Wind 1 & 2, both new projects will feature Siemens Gamesa 11 MW offshore wind turbines. The 900 MW Borkum Riffgrund 3 will be built simultaneously with the 242 MW Gode Wind 3, with Gode Wind 3 expected to be commissioned next year and Borkum Riffgrund 3 coming online in 2025. (Source: Offshore Wind)

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BRIGGS MARINE & ARB WIND SECURE CONTRACT WITH NNG TO PROVIDE JACKET DEHUMIDIFICATION SYSTEM

Briggs Marine, in conjunction with sister company, ARB WIND, is embarking on its latest offshore wind project. The company has been awarded a contract to install, maintain and finally decommission a temporary dehumidification system for 10 Transition Pieces (TPs) on the offshore platforms to control humidity levels until permanent power is installed. Arran Bell, Managing Director of ARB WIND commented: "We are delighted to bring our inhouse knowledge and experience to the table to ensure the protection of the TPs from the North Sea weather conditions."

“As a business, we are committed to a preventative maintenance regime in all aspects of our work so this follows that same model. “By utilising sensors to control the humidity inside the transition pieces, the relative humidity will be maintained at an agreed level which should not only protect the condition of the equipment but provide a safer environment for people to work in.” Managing Director of Briggs Marine, Collieson Briggs advised: “We are proud to be providing this additional service to NnG Windfarm. Our involvement in Offshore Wind is increasing and this is another service that will add to our portfolio, we are grateful to NnG for selecting us to deliver this work, and their continued commitment to support local content.” NnG is currently in the construction phase of the offshore wind farm. With the jackets now installed, the temporary dehumidification system will be required until activation of the actual wind turbine generator (WTG) dehumidifiers. NnG, jointly owned by EDF Renewables and ESB, will supply enough low carbon electricity for around 375,000 homes and has a capacity of around 450 megawatts (MW) of low carbon energy. It will offset over 400,000 tonnes of CO2 emissions each year. The first turbines are planned to be operational in mid-2023, with completion of the entire wind farm scheduled for 2024. (PR)



SMST GANGWAY AND CRANE ON BOARD FIRST EVER ASIAN CSOV



After being on board the first ever Chinese SOV with its walk-to-work equipment, SMST has reached another milestone in the Asian market. Recently, Marco Polo Marine, the Singapore-based marine logistics company, has awarded SMST the contract for the delivery of their mission equipment to the first ever Asian Commissioning Service Operations Vessel (CSOV). This vessel will be used in

commissioning works during construction of offshore wind farms, as well as maintenance operations. SMST's mission equipment consisting of an Access & Cargo Tower with motion compensated gangway, the so-called Telescopic Access Bridge L-Series, and a 5t 3D Motion Compensated Crane will assure transferring personnel and cargo safely from the vessel to the wind turbines. The CSOV, with a length of 83m, is based on the latest design which has been co-developed by Marco Polo Marine and Seatech Solutions International. “We have integrated the

SMST mission equipment into the design of the vessel. Their proven track record, expertise in technology, innovative solutions, and customer-oriented organization gives us full confidence in a successful cooperation”, states Sean Lee, CEO of Marco Polo Marine that builds, owns and operates the CSOV. “SMST is very pleased to support Marco Polo Marine with this solid step towards further development in the rising Asian offshore wind industry”, says Charlotte Hietkamp-Luo, Sales Manager at SMST, “Our industry high-standard equipment is operating worldwide and we are very proud to once again gain a foothold in the Asia Pacific region.” The CSOV with SMST mission equipment is planned to enter the market by the end of the first quarter of 2024 and Marco Polo Marine, via its Taiwan-based subsidiary PKR Offshore, has since signed a MOU with Vestas Taiwan for her deployment across offshore wind farms in Taiwan, Japan and South Korea, over a 3-year period. “We are looking forward to working closely together and realizing successful projects in this part of the world”, state both Marco Polo Marine and SMST. (PR)

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DREDGING NEWS

THE BROADS TO START RIVER ANT DREDGING PROJECT

The Broads Authority (UK) is about to begin dredging works on the River Ant, near the Sutton Staithe 24hr mooring. According to the Broads, the Sutton Staithe 24hr mooring will be temporarily closed to navigation due to dredging works in the area from Monday, 20 February, 2023 until Friday, 3 March, 2023. During this period there will be no public access to the mooring and therefore no



access from the mooring to the adjoining footpaths, the Broads Authority said. The dredging of the navigation channel, situated on Sutton Broad grid ref TG380236, will involve the use of floating pontoons and small works vessels. During the works, navigation will remain open with possible delays. However, vessels must exercise great care whilst proceeding past the vicinity of the works.

(Source: Dredging Today)

SUSTAINING WEEKS MARINE FUTURE: DREDGE TENDER TUGBOATS BUILT FOR VERSATILITY



With the lion share of Weeks Marine's revenue stemming from dredging efforts, the company has made significant investments in new equipment to help sustain growth. But this new equipment is not just the trailing suction hopper dredges like [Magdalen](#) and [R.B. Weeks](#); it also includes new tugboats built with tending dredges in mind. "Our tugboats support our dredging operations in

many ways, including moving hopper barges into position to be loaded by dredges, moving full hopper barges to discharge locations, assisting dredges in positioning and repositioning and moving other non-propelled equipment to and from dredging locations," said Weeks. "Our newest fleet of dredge-tending tugboats is a series based on a lugger tug design. The smaller two of the three tugs – the [Jack K.](#) and [William O.](#) – are very versatile and handle very well, with fish-tail rudders and inboard offset rudders," said Jim Greco, Marine Services Division Manager at Weeks Marine. "While versatility and maneuverability is important, we also need the power that the largest tug in the series, the [James K.](#), brings with its three 800-hp Cummins engines." The [Jack K.](#) and [William O.](#) are 62.5 foot twin-screw tugs and the [James K.](#) is 78 feet long and 30 feet wide, powered by those three Cummins engines. The towing aft on the [James K.](#) is significantly larger than that of its smaller sisters in this series. By comparison to other tugs, all three have a shallow draft, perfect for tending dredges. Tugboats that support dredging work have to be tough as well as nimble. Thick steel plate hulls and side shells and stainless steel deck connections, handrails and stern cap rails ensure that these three vessels can handle the elements and the work they are tasked with doing, said Weeks. *(Source: Dredging Today)*

DREDGER MISS KATIE ON TRACK TO WORK IN HATTERAS INLET

The Dare County Waterways Commission is hopeful that maintenance issues in Hatteras Inlet finally can be addressed in a timely manner, the Island Free Press reports. "We don't want to wait until the last minute," Commission Chair, Steve Coulter, said at Monday's meeting in Manteo. "We want it fixed and maintained so we can tell the people to come." With permission from the Oregon Inlet Task Force, the new state dredge [Miss Katie](#) is on track to be able to work in the Connector Channel by early February, waterways administrator Barton Grover said. The Oregon Inlet panel, which controls the dredge's schedule, voted at its Tuesday meeting to approve the Commission's

motion requesting the Hatteras work, Grover said. There will likely be another request for the **Miss Katie** to go back to Hatteras at the end of March, he added. The goal is to prevent another shoaling crisis by keeping the channel in good shape before the six-month sea turtle moratorium begins on April 1. But work is possible in the warmer months with permission from regulatory agencies. The 156-foot shallow-draft hopper dredge, christened on Oct. 13 at a ceremony in Wanchese, is a public-private partnership with Greenville, N.C.-based EJE Dredging Service, built with a \$15 million allocation from the state Shallow Draft Navigation fund. *(Source: Dredging Today)*



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Photo: Courtesy by Sanimar

PAYRA PORT DREDGING IN FULL SWING



Jan De Nul Group has been busy lately working on the second phase of Payra Port dredging project. One year after the first phase of the project was completed, JDN in late October 2022 began phase two of this capital dredging project. Payra Port, Bangladesh, situated at the Rabnabad channel near the Bay of Bengal, is currently the object of extensive dredging works. A project for which more than 400 JDN colleagues

are giving their best every day, the company said in the update. The main objective of the project is to open the Port for large seagoing container ships and vessels in order to render the port fully accessible and operational for worldwide trade. If all goes according to schedule, the capital dredging of the 75km-long Rabnabad channel will be completed in mid-2023. *(Source: Dredging Today)*

TSHD TEUNIS HUIBERTUS SEA TRIALS UNDERWAY

The sea trials of the new trailing suction hopper dredger (TSHD) **Teunis Huibertus** are currently underway. IHC Dredging recently sold this Beagle® 4 with a hopper volume of 4,000 m³, to contractor Gebr. van der Lee. The Dutch family business was looking for a sustainable trailing suction hopper dredger with this hopper volume available on short term. The Beagle® 4 is a trailing suction



hopper dredger from the series of 'standard' medium-sized hoppers from IHC Dredging – equipped with the latest innovations. The dredger has an optimized hull shape for the lowest resistance possible and is also equipped with a well-balanced efficient engine room. This combination results in best-in-class fuel efficiency with adequate low greenhouse gas emissions, said Royal IHC. *(Source: Dredging Today; Photo: Reinier van de Wetering)*

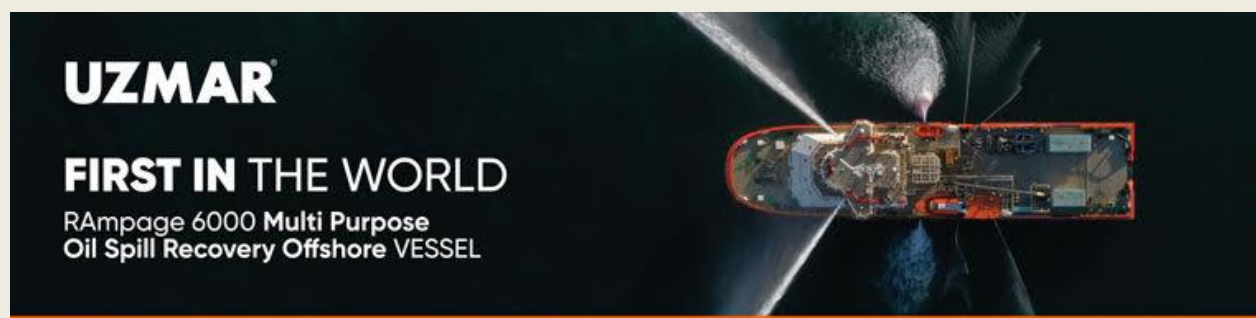
DREDGE CURRITUCK MAKEOVER COMING ALONG NICELY



The Army Corps Dredge **CURRITUCK** is currently at Memphis District's world class Ensley Engineer Yard where it's getting a \$9.6 million makeover by a team of master craftsmen. This 18-month overhaul project includes replating of the hull and repairing significant structural damage found when hull plating was removed; fabrication of a new pilot house, deck house, fuel tanks, and two winch houses. The project also calls for

complete rewiring of the vessel; installation of new fuel lines, dredge lines, hydraulic lines, potable water system, generators, motors, z-drive propulsion units, and marine sanitation device; replacement of damaged structural members and bumper rails all the way around; realigning the entire vessel; and completely sandblasting and painting it. According to the Corps, the last few weeks' worth of work focused on completing the pilot and deck house. The team intends to turn it over to be painted by the end of this week. "Now, the team is working on mounting fuel tanks, modifying doorways, as well as putting up handrails and stairwells. They also worked on putting on some finishing touches so the painters can paint the entire pilot and deckhouse without needing to come back for unfinished portions later," said Welder Joey Cabay. The completed project will return the **CURRITUCK** to its vital mission of dredging the shallow-draft ocean bar channels along the Atlantic coast from Maine to Florida. *(Source: Dredging Today)*

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YARD NEWS

CROWLEY-ESVAGT JV PICKS FINCANTIERI MARINE GROUP TO BUILD JONES ACT SOV

Fincantieri Marine Group (FMG) has reached agreement on a contract with CREST Wind, a joint venture between Crowley and Esbjerg, Denmark-headquartered Esbjerg, to design and build a 288-foot HAV 832 Service Operation Vessel (SOV). As we reported yesterday, the vessel will operate under a long-term charter with Siemens Gamesa Renewable Energy to support Siemens Gamesa's service operations on the Dominion Energy Coastal Virginia Offshore Wind project.



The SOV will be built at FMG's Fincantieri Bay Shipbuilding (FBS) in Sturgeon Bay, Wis., with support from Crowley's on-site construction management group, and is set to go into service in

2026. “We are proud to be associated with important ‘green’ projects like this,” said Marco Galbiati, CEO of Fincantieri Marine Group. “The SOV market is one of the most interesting and important markets for our company.” “The SOV for CREST Wind will bring the latest innovations and performance capabilities to support the emerging clean energy sector in the U.S. — combining Esvagt European designs and operating practices with Crowley’s safety and operational expertise of the premier U.S. vessel operator,” said Bob Karl, senior vice president and general manager at Crowley Wind Services. “We are excited to partner with CREST in the construction of this SOV,” said Craig Perciavalle, vice president of FBS. “The incredible shipbuilding professionals here at FBS are eager to successfully execute this important strategic program and to continue to solidify our position as a premier shipbuilding supplier in the offshore wind market.” Kristian O. Jakobsen, Deputy CEO of Esvagt said, “The partnership between Fincantieri Bay Shipbuilding and CREST has been developing for some time, and it has been a great pleasure to cooperate with such dedicated and accommodating professionals from FBS, and we look forward to continue the journey together within the green energy transformation in the U.S.” The HAV 832 design has been developed by Norway’s Hav Design, a subsidiary of HAV Group ASA. “We have designed and developed numerous SOVs for use in demanding offshore climates, but this is the first time we are designing a vessel for the U.S. market. We are confident in the operational benefits our vessel design brings to the table, so we believe that this contract can open the door for further work in the USA,” said Gisle Vinjevoll Thrane, vice president of sales at HAV Design. *(Source: MarineLog)*

STEEL CUTTING CEREMONY FOR ACTA MARINE’S CSOV AT TERSAN SHIPYARD



The steel cutting ceremony of the first of two next-generation Methanol MDO/HVO powered DP2 Construction Service Operating Vessels (CSOVs) for Acta Marine was arranged on 18 January 2023 at Tersan Shipyard. The SX216 design of the vessel has been developed exclusively and in close collaboration with Ulstein Design & Solutions AS. The steel cutting is the official kick-off for the construction at the shipyard. The 89 metres long

vessels will be equipped with an SMST-provided motion-compensated crane and a motion-compensated gangway for safe personnel transfer in significant wave heights up to 3.0 metres. The CSOV provides excellent accommodation facilities for up to 135 people. In addition to the Methanol MDO/HVO engines the vessels feature a battery power storage system creating further energy efficiency and CO2 reduction. These vessels are the first contracted to implement Ulstein’s TWIN X-STERN design. This design has several unique characteristics, but the main distinguishing features of the vessel are the two sterns and main propeller units at each end. The combination of thrusters and symmetrical hull design results in lower energy consumption and reduced motions, and therefore, higher operability and comfort. This concept dramatically improves the manoeuvrability and ability

to stay in position. Further, the design allows for reduced noise, increased comfort on board and the potential to save significant amounts of energy in operation. The design is being noticed, and the TWIN X-STERN was recently nominated for the Offshore Support Journal Innovation of the Year Award and the Acta Marine CSOV project is nominated for the Offshore Renewables Award. Together with the second newbuild CSOV, which will follow three months later, these state-of-the-art vessels will be added to the Acta Marine fleet in the second quarter of 2024, enabling Acta Marine to continue its prominent position in the offshore wind market industry. (PR)

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MARAD OFFERING NEARLY \$20 MILLION IN SMALL SHIPYARD GRANT FUNDING

The U.S. Department of Transportation's Maritime Administration (MARAD) on Thursday announced the availability of nearly \$20 million in Federal Fiscal Year 2023 funding to help modernize small U.S. shipyards and train the workforce in this sector. MARAD's Small Shipyard Grant Program provides grants that can be used by shipyards to purchase equipment or provide employee training. "Small shipyards play vital roles in their local economies and



our national economy," said U.S. Transportation Secretary Pete Buttigieg. "With these funds, we are helping small shipyards across the country train their workers, modernize their equipment and improve their operations." MARAD's Small Shipyard Grant Program has awarded 323 grants totaling approximately \$282 million since the program was first funded in 2008. Small Shipyard Grants are available to U.S. shipyards with fewer than 1,200 production employees. In July 2022, DOT

announced \$19.6 million in grant awards to 24 small shipyards in 19 states through the program. “Small shipyards are essential to the U.S. maritime industry and critical to ensuring that we have a resilient industrial base,” said Maritime Administrator Ann Phillips. “These shipyards are an economic pillar, strengthening our maritime industry and the communities along and near our nation’s ports and waterways, and employing thousands of Americans, who ensure the nation maintains expertise and skills critical to our economic and national security.” *(Source: MarineLink)*

KEEL-LAYING FOR THE THIRD WSV MULTI-PURPOSE SHIP IN LITHUANIA



The keel of the third new multi-purpose ship has now been laid at the Western Baltija Shipbuilding shipyard in the Lithuanian port of Klaipeda, a subcontractor of the shipyard Abeking & Rasmussen, which was commissioned to build three multi-purpose ships. Construction of the first new multi-purpose ship began as early as September 2021. This means that all of the federal government's new

special ships are now in the construction phase. The entire construction process from the first draft to the completion and handover of the new ships is carried out by the Federal Institute for Hydraulic Engineering (BAW). The three new buildings completed by A&R in Lemwerder are identical in construction and are operated with liquefied natural gas (LNG) and have emergency towing equipment with a bollard pull of 1450 kN (145 t). In addition, all three WSV ships will receive special equipment - chemical tanks, explosion-proof container hold, oil collection equipment, etc. - which will significantly improve operations in the event of accidents. With a length of 105 meters, they tower over the current multi-purpose ships "[Scharhörn](#)" (56m), "[Arkona](#)" (69m), "[Neuwerk](#)" (79m) and "[Mellum](#)" (80m). The extra length accommodates the extensive hardware needed for emergency towing, oil, chemical and firefighting. Unlike the previous ships, the new buildings will now also be equipped with a helipad. The special ships will replace three of the four federal multi-purpose ships that are deployed around the clock as part of maritime emergency preparedness in the North Sea and Baltic Sea. In addition, the Federal Waterways and Shipping Administration has chartered four emergency tugs and two so-called boarding teams, which are used in emergencies at sea. The federal government's four multi-purpose ships are operated by the Shipping Center of the Waterways and Shipping Administration. According to the original plan, the first of the new special ships is scheduled to go into operation at the end of 2023, the second a year later and the third ship in 2025. *(Source: Weser Maritime News)*

NMT: DUTCH COMPANIES SHOULD BUILD NEW RIJKSREDERIJ FLEET

Netherlands Maritime Technology (NMT) presented a petition to Dutch parliament on 17 January on the importance of involving Dutch companies in the replacement of as many as ninety ships of the Rijksrederij in the coming years. This is necessary to remain competitive in a world where, among other things, massive Chinese domestic state support has completely distorted the European maritime market, NMT argues. NMT, the trade organisation for shipbuilders, maritime suppliers and service



providers, presented the petition to Tjeerd de Groot (D66), chairman of the Permanent Committee for Infrastructure & Water Management, and maintains that the fleet renewal programme is crucial for the Dutch shipbuilding sector to survive and innovate sustainably. *Ninety Rijksrederij ships* The fleet of the Rijksrederij (Government Shipping Company) comprises over ninety ships for customs, the Ministry of Agriculture, Nature and Food Quality and the Netherlands Coast Guard. Much of that fleet is at the end of its lifespan; the ships are polluting and maintenance-intensive by today's standards, and many ships are simply obsolete after many years of service. The Netherlands still has an innovative, knowledge-intensive shipbuilding industry; a sector that is working hard to contribute to the energy transition by developing sustainable ships and equipment, states NMT. This entails high investment costs, but also delivers: The Netherlands leads the way internationally and the sector generates many jobs. Currently, there is even a shortage of well-trained staff. *Chinese state aid* However, the number of niche markets in which the Netherlands stands out is shrinking, mainly due to the more than EUR 100 billion of Chinese state aid with which China has been dumping ships on the European market at forty per cent below market value for the last ten years. Ships that Chinese yards would never be able to deliver at that price without that state support. In addition, countries like Germany, France and Spain almost always contract out ships for government tasks domestically, barring some exceptions. With the fleet renewal of the Rijksrederij, the government can strengthen the maritime industry and make the Netherlands a leader in building sustainable and even emission-free ships. In addition, given the shifts in global political power structures, increasing national (and European) strategic autonomy is important. A healthy manufacturing industry with knowledge, resources and capabilities contributes significantly to this. NMT concludes: 'Maritime and inland waterway transport, sustainable energy supply, coastal protection, military tasks and even food supply: a strong Dutch maritime sector is of strategic importance for the whole of society.' (Source: SWZ/Maritime)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - *MISURATA free zone ordered new MED-A2885 class tug*
 - *SANMAR Shipyards launches Haisea Marine's dual-fuel escort tug*
 - *UZMAR Shipyard increased its production capacity*
 - *UZMAR Shipyard of Turkey is awarded with the contract by Bukser & Berging for new building of a Hybrid Offshore Vessel.*
 - *Sanmar Shipyards delivers cleaner and greener tugs at end of successful year*
2. Several updates on the Broker Sales page posted last week
(New page on the website. If you are interested to have your sales on the website)
(pls contact jvds@towingline.com)
 - *Newbuild 32m 5220Bhp 70TBP ASD Escort Tug available for sale*
3. Several updates on the Newsletter – Fleetlist page posted last week
 - *Smit Lamnalco - Rotterdam by Jasiu van Haarlem (new)*
 - *Svitzer - København by Jasiu van Haarlem*
 - *Saint Malo Industrie - Saint Malo by Jasiu van Haarlem*
 - *Fairplay – Hamburg by Jasiu van Haarlem*
 - *T.Muller En Avant - Dordrecht by Jasiu van Haarlem*

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

[mailto: jvds@towingline.com](mailto:jvds@towingline.com)

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