

24<sup>th</sup> Volume, No.08      **1963 – “59 years tugboatman” – 2022**      Dated 25 January 2023

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

*Distribution twice a week 20,100+*

MIDWEEK – EDITION

## TUGS & TOWING NEWS

### *TWO BRAZILIAN PUSHER TUGS DELIVERED*



Uzmar Shipyard has completed two pusher tugs for Hidrovias do Brasil and they left the Turkish builder's facilities 17 January 2023 on a heavy-lift vessel. Both **HB Mapara** and **HB Dourada** were built to Robert Allan Ltd Rapide 4600 design and have diesel-electric propulsion, with three Wärtsilä 20 main engines driving three

azimuth propellers in tunnels. These triple-screw, shallow-draught vessels, each with an overall length of 47 m and a beam of 17 m, will push barge convoys of 299 m total length and 48 tonnes maximum deadweight, on inland waterways in northern Brazil. These pusher tugs have a bollard pull of 65 tonnes and three resiliently mounted medium-speed generator sets for onboard electrical applications. The hull, machinery casing, deckhouse, wheelhouse and funnels are made of welded steel. The hullform was designed to include a tunnel stern to permit the fitting of large-diameter propeller L-drives to maximise propulsive efficiency in shallow waters. The shallow draught constraint meant utmost attention was paid to weight control throughout the design and construction of every aspect of these vessels. Robert Allan Ltd performed extensive analysis of the naval architecture to meet the demands for manoeuvrability and fuel economy, and to comply with the crash-stop requirement. The hullform, tunnel geometry and propulsive components were optimised for those specific requirements. Uzmar secured the contract to build these diesel-electric push boats in 2021, held a steel-cutting ceremony July 2021, then launched them 2022. **HB Mapara** and **HB Dourada** will be transported across the Atlantic to transport cargo along the north channel of the Amazon River from 2023. *(Source: Riviera by Martyn Wingrove)*

advertisement

---

 **+31 10 8208905**



**MARINE STEEL**  
WORKS & SUPPLY BV - ROTTERDAM

 **info@marinesteel.nl**

---



**FERROUS & NON FERROUS WHOLESALER**

We can offer hydraulic pipes and fittings in stainless steel and steel etc.  
Also for tailor made products, according to your drawing.

**WWW.MARINESTEEL.NL**





---

## THE EX-AIRCRAFT CARRIER FOCH ON HER WAY TOWARDS THE UNKNOWN

---

After she was banned by Türkiye on August 26, 2022 and after she was banned by Brazil in October 2022, the NAeL [Sao Paulo](#), ex-*Foch*, remained for three months off the port of Suape, State of Pernambuco, in the limit of the Brazilian territorial waters; a court injunction prohibits her to leave for the international waters.



On January 19, 2023, the end-of-life aircraft carrier under tow of the Dutch-flagged [ALP Guard](#) escaped, heading east, at a speed of 3/4 knots. She was briefly followed by the Brazilian Navy patrol boat NPA [Macau P71](#). The patrol boat then sailed back to the port of Suape. The convoy is about to leave the Brazilian Exclusive Economic Zone. In the wake of an incredible financial, technical and political imbroglio, the NAeL [Sao Paulo](#), 266 meters long, 30,000 tons of steel including several hundred tons of toxic paints, asbestos, hydrocarbon residues and PCBs (polychlorinated biphenyls), has been banned for six months and does not find any port of refuge to be inspected and dismantled. This is a first in the history of scrapping of military or civilian ships. The fate of the NAeL [Sao Paulo](#) is in the hands of the Brazilian government, of the Marshall Islands-based MSK Maritime Services which won the auction bid in March 2021 on behalf of the Turkish yard Sök Denizcilik, and of the Dutch company ALP Maritime Services BV, owner of the tug [ALP Guard](#). The [ALP Guard](#) took over from the [ALP Centre](#) on December 3, 2022. *MSK threatens to abandon the hull in the high seas*. In its January 19, 2023 press release, Ibama (Instituto Brasileiro do Meio Ambiente e dos Recursos Naturais Renováveis) says that asbestos and paints do not present any risk as long as the NAeL [Sao Paulo](#) remains afloat. Ibama also says the only solution is to tow her to a EU-approved yard. The closest one to Brazil is located in Brownsville, Texas. Brazil's main practice is to send its ships for scrapping in the Indian subcontinent. The aircraft carrier [Minas Gerais](#) was scrapped in Alang in 2004. Latin America lacks shipbreaking yards. A dry-dock is available in Suape to carry out these works that are essential for the protection of the environment and helpful for metal recycling. The aircraft carrier NAeL [Sao Paulo](#), ex-*Foch* built in Saint-Nazaire in 1957-1960, sistership of the [Clemenceau](#), is in a blind spot. Unless an express



solution can be found in the coming days or weeks by Brazil or eventually the European diplomacy,



the aircraft carrier's shipbreaking yard could be indeed the bottom of the Atlantic Ocean. *January 21, 2023 - 3:30 p.m Update – Aircraft carrier Sao Paulo, ex-Foch* Yesterday, 315 km off the Brazilian coast, the Dutch tug **ALP Guard** was replaced by the Brazilian Navy deep sea-going tug **Purus**. The Brazilian Navy staff stated in its press release that considering the state of deterioration of the hull of the aircraft carrier NAeL **Sao Paulo**, ex-*Foch*, it would not allow her return to a port or to

Brazilian territorial waters. Robin des Bois believes that a scuttling operation is being prepared. For the NGO, this is the worst solution. It has been feared since the ex-*Foch* was banned from Türkiye, from the military port of Rio de Janeiro and from the civilian port of Suape in the State of Pernambuco. The Brazilian Navy is about to open a new underwater dumpsite. In June 2020 already, it got cheaply rid of the ore carrier **Stellar Banner** by scuttling her 150 km off the port of Ponta da Madeira in the State of Maranhao. (PR)

Advertisement

		<p>Tug &amp; Workboat company</p> <p>Herman Senior b.v.</p> <p>Shoalbusters &amp; Multicats for charter on a worldwide basis</p>
<p>chartering@hermansr.com</p>	<p>+31(0)78 619 25 07</p>	<p>www.hermansr.com</p>

## IN THE SPRING, ASZ PLANS TO SEND THE SHIP "KERCH STRAIT" TO THE OUTFITTING BASE

At the Amur Shipbuilding Plant (ASZ, part of the USC), cable tightening continues on the multifunctional rescue tug "**Kerch Strait**" of the MPSV06 project. As the press service of the USC reported on January 23, the total length of cable routes on the ship is about 190 km, of which 164 km have already been tightened. At the same time, fire extinguishing systems, fuel system pipelines, ventilation and gas outlets are being installed on board the rescue ship. It is planned that in the spring the ship will be transferred to the commissioning base in Vladivostok for further completion and testing. Recall that the construction of a multifunctional rescue vessel of the MPSV06 project "**Kerch Strait**" (formerly "*Spasatel Petr Gruzinsky*") began at the NEA in 2010. The vessel was launched in November 2020. The MPSV06 project rescue vessel "**Kerch Strait**" is designed for: patrolling, rescue

duty in the areas of navigation, fishing, offshore oil and gas fields; maintenance of transport operations in ports; search and assistance to ships in distress with the evacuation and accommodation of people, the provision of medical assistance to them. Multifunctional salvage vessel of MPSV06 project. Project developer - "Marine Engineering Bureau"; Beam – 19.1 m; Draft – 6 m; Power – 7 MW; Ice class – Icebreaker6; (Source: Sudostroenie; Photo: USC)



### MARIE S. MORAN FIRST DIESEL POWERED TUG FOR MORAN



New York City is home to one of the most recognizable towing companies in the world – Moran Towing & Transportation. Moran was founded back in 1860 by Michael Moran. The company would become one of the largest tugboat firms on the east coast. But, this is not a history of Moran Towing – for that I defer to the company history on Tugboatinformation:

<https://tugboatinformation.com/company.cfm?id=59> In 1936, Moran was operating a fleet of around 40 tugboats, from small Canal tugs, to larger ocean going and everything in-between. A new era opened in the fall of 1936 – The **Marie S. Moran** was launched. She would become Moran's very first diesel powered tug. The **Marie S. Moran** would be powered by a single direct reversing Winton 6-164 engine, a huge 15"x22" engine making a mere 550HP at 275RPM. The 89' tug was designed by Edmund J. Moran himself, and built at Pennsylvania Shipyards in Beaumont, Texas. The low profile tug was designed for use in the New York State Barge canal, composed of the Erie, Champlain, Oswego, Cayuga & Seneca canals, all of which required the low profile due to numerous low bridges and whatnot. When **Marie S. Moran** was constructed, Diesel engines were still being "figured out" so to speak, and companies would tend to try different engines and combinations. Like many tugs of the era, the **Marie S. Moran** would be retrofitted with a retractable wheelhouse later in her life (more on this later), and the original Winton would be replaced with a more reliable 12-567 engine. The tug was sold foreign in 1961. Two more similar tugs would be built in 1937, the **Eugenia M. Moran** and **Elizabeth W. Moran**, powered by Alco-Sulzer engines. Both of these would also be sold foreign in 1950's as well. (Source: Vintage diesel)



Advertisement



WWW.CFBV.COM

## SOV's DP Gezina & DP Galyna

This is what clients say:

- Good vessel, good crew.
- We recommend both!
- I believe Chevalier Floatels is doing a great job in the industry





## FURY AT SHIPYARD DE HAAS ROTTERDAM

On Tuesday morning, January 24, at half past nine, the tension rose a bit among the crew of the **Furie** on the site of the De Haas Rotterdam shipyard. The hoists are then already stretched around the hull of the ship at four points and the new, gigantic ship's crane starts the task of hoisting the 180-tonne old lady out of the water. 'A great facility here at De Haas,' says chairman of the Hollands Glorie Foundation, Ton Raemakers, enthusiastically. "It really is a bizarre sight to see the **Furie** hanging in the hoists like this! It all goes very slowly, but with the help of those four wheel sets of the ship lift, the **Furie** is now being driven very slowly



to its place for the coming weeks. *Activities* The work that is now being carried out on the **Furie** was supposed to start three years ago. The impressive list of outstanding restoration and repair work has become quite long. The complex matters will be carried out by the experts of the De Haas shipyard, but where possible we mainly do all the work with our own team. Our crew members will therefore be present daily; either for their own work, or to act as a fire watch. In the coming weeks, the **Furie** will be absent from the port of Maassluis and will therefore not be available for guided tours on board. *Project costs* A gigantic project like this is simply not possible

without the indispensable support of subsidy funds! From De **Furie** we are therefore very grateful to the following funds for their contribution to this preservation of our beautiful ship: Mondriaan Fund, Fund Schiedam/Vlaardingen e.o., Prince Bernhard Fund, De Grootfonds and Stichting 75 jaar NBB. They have ensured that we can get started with a balanced budget. It is expected that the **Furie** will return to the beautiful picture on the Stadhuiskade at the beginning of April and will therefore be home again. (PR)

### *DUTCH NAVY TUG NOORDZEE AT DAMEN WHARF*

The **Noordzee A871** was moored at the quay at Damen Shipyards Den Helder on Tuesday 10 January for repairs and maintenance. The Damen ASD Tug 2810 Hybrid naval tug, which is more than 28 meters long, is used in the outer harbor for the mooring and unmooring of the larger naval vessels. This work is being done together with the sister ships **Waddenzee A872** and **Zuiderzee A873**.



All these tugs have both electric and diesel propulsion. Their tractive effort is over 60 tons. The three sisters entered service in 2016 to replace four outdated Linge-class tugs. (Source: [www.maritiemdenhelder.eu](http://www.maritiemdenhelder.eu))

### *A TUG JUST PURCHASED AND ANOTHER ORDER ARRIVING FOR RIMORCHIATORI RIUNITI PANFIDO*



Rimorchiatore Riuniti Panfido has once again been awarded the port towage service in Venice, has purchased a new tug and is preparing to order a second bunker barge equal to the one under construction at the Rosetti Marino shipyard. The managing director Davide Calderan to SHIPPING ITALY first of all announces the victory of the tender announced last September with a duration

of 15 years and an amount put on the plate of over 326 million euros . "The formal awarding has not



yet taken place but we have been informed that our company was the only entity that participated" explained the shipowner, specifying that "the terms of the tender required the purchase of at least three tugs over the next years but as Rimorchiatori Riuniti Panfido I can say that we will probably buy at least 4 already within five years". The first of this series has just arrived in Venice: "With an investment of around 7 million euros – reveals Calderan – we have just acquired a 2012 75-tonne Bollard Pull tug that will be used in the Venice and Marghera ports". The vessel in question, renamed **Marti C.** (the former name is *Shinano Maru*), arrived in the Adriatic after a long transfer journey from the Far East (it operated in Japan) which lasted over a month. The tug "**Maru C**" arrived from Japan after 55 days of transoceanic journey. The Rimorchiatori Riuniti Panfido fleet will also be enriched by two tugboats with bunkering barges, an integrated system whose first example has been commissioned and is currently still under construction at the Rosetti Marino shipyard in Ravenna. For the second sister unit, the Calderan family company has just obtained the green light from the Ministry of Transport for the application for admission to the contributions provided by the Complementary Fund for the development of the LNG distribution chain in Italian ports. In the category of bunkering vessels, Rimorchiatori Riuniti Panfido was awarded 11.1 million euros in co-financing but, as Calderan himself explains, it is far from obvious that the second unit will also be ordered in Ravenna, Italy. The first Italian tug powered by liquefied natural gas with integrated bunkering barge, after the launch celebrated in October 2021, was to be delivered during the spring of last year but, as Calderan himself explains, "the ship under construction is almost completed but the shipyard is very late in completing the work due to financial problems. Our hope is that the delivery can take place during next spring. If it's not possible to do the second one with Rosetti Marino, we'll do it in another European construction site". (*Source: Shipping Italy*)

Advertisement



**Landfall**  
Marine Contractors bv

Anchor handling tugs & workboats | Multi-purpose & Flat top pontoons | Ship management  
Contact us: +31 (0)180-769033 or info@landfall.nl

## CHINESE TUG BUILDER HAS HECTIC START TO 2023

Jiangsu Zhenjiang Shipyards had a busy few months with multiple tug launches and deliveries. The Jiangsu province shipyard delivered four azimuth stern drive (ASD) tugboats to Lianyungang Xuwei Port Investment Group January 2023. **Xu Wei Gang Xiao 3** and **Xu Wei Gang Xiao 4** have an overall length of 37 m, beam of 11 m and hull depth of 5 m. Their 3,824 kW of propulsion power generates 67 tonnes of bollard pull ahead, a pull of 61 tonnes astern and a speed of 13 knots. **Xu Wei Gang Xiao 7** and **Xu Wei Gang Xiao 8** are 41-m ASD tugs with 4,780 kW of power, a beam of 11 m and a depth of 5 m, with bollard pull ahead of 81 tonnes, astern of 73 tonnes and speed of 13 knots. On the same day, Jiangsu Zhenjiang delivered one of its most powerful ASD tugs built to date. Jiangsu Bohang Shipping Co welcomed **Bo Qiang Tuo 8** with 5,360 kW of power to its fleet. This 45-m vessel has a beam of 13 m, a depth of 6 m, a speed of 13 knots and a bollard pull ahead of 91 tonnes and astern of 77 tonnes. Through January, Zhenjiang Shipyard launched ASD tugboats for Fujian Port, Tangshan Port Caofeidian Tug Co, Suzhou Ming Shipping Service Co and another for Lianyungang Xuwei Port.

In December 2022, Jiangsu Zhenjiang completed China's first ASD tugboat with hybrid propulsion and smart systems. **Qing Gang Tuo 1** was delivered to Qingdao Port, passing a milestone in Chinese shipbuilding. This 39-m vessel is the first tugboat to have intelligent systems and lithium-ion (Li) batteries on board for electric propulsion and to augment diesel power during towage operations. Its two main diesel engines, each with 1,912 kW of power and batteries with 2,760 kWh capacity, drive two 600-kW electric motors. When the diesel engines are engaged, **Qing Gang Tuo 1** has bollard pull ahead of 61 tonnes and astern of 58 tonnes. When using just the batteries and electric motors, bollard pull ahead is 25 tonnes and astern is 23 tonnes. This tug has a beam of 11 m, a depth of 5 m and maximum speed of 11 knots. It can transit for 2.5 hours on batteries alone at a speed of 10 knots. The Li batteries can be charged fully in around 2.5 hours using shore power and can be charged by the diesel engines. **Qing Gang Tuo 1** is one of the first to have China Classification Society (CCS) notations i-Ship (N, M, E, I) for autonomous machinery spaces, remote monitoring and intelligent navigation. *(Source: Riviera by Martyn Wingrove)*



## ROVCO EXPANDS OFFSHORE CAPABILITIES WITH GLOMAR SUPPORTER CHARTER



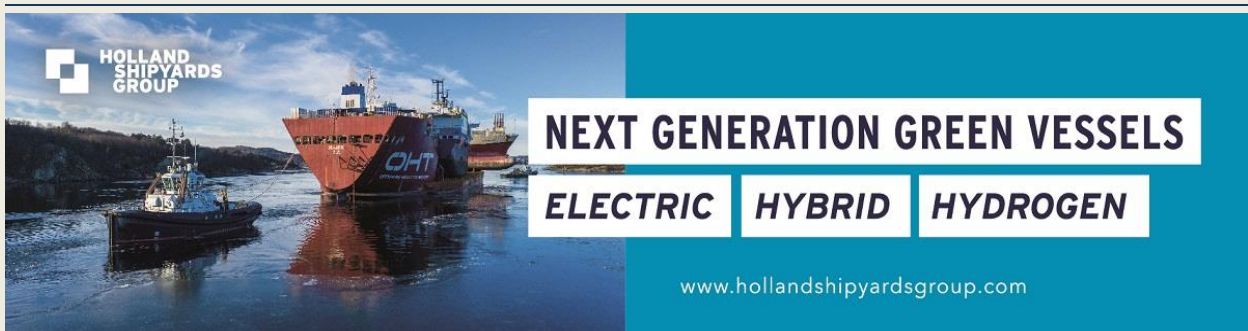
Rovco, a UK-based subsea robotics and survey firm, has signed a three-year charter with Glomar Offshore of the multipurpose support vessel, **Glomar Supporter**. The company said the charter was part of its growth strategy within its site characterizing business unit, and market a significant expansion of the company's offshore hydrographic, geophysical, and shallow geotechnical survey capabilities. "Responding to high client demand amid a rapidly

growing offshore wind market, Rovco, working in collaboration with Glomar and marine design consultants, Medea, will reconfigure the vessel to permanently carry an entire suite of state-of-the-art survey sensors and equipment, aimed at providing the highest quality data capture, reporting, and technology-enabled solutions for a streamlined and efficient site characterization offering," Rovco said. Upon completion of dry docking in February 2023, the vessel will be delivered to Rovco



complete with a keel-mounted gondola, an array of deck equipment, and dedicated high-end survey and reporting office suites, Rovco said. The gondola, designed and analysed for performance by Medea, will contain a suite of permanently installed survey sensors including dual head multibeam configurations, with inbuild roll and pitch stabilization for high quality acquisition, Rovco added. The main deck will be reconfigured to feature a main stern A-Frame for the deployment and towing of multiple sensor types, including seismic equipment, as well as adding secondary deck handling equipment for deployment of cone penetration test (CPT) and Vibrocorers to facilitate efficient sampling of in-situ soil conditions and taking advantage of the stable DP2 platform. Upon delivery, Rovco will install a host of additional technology to enable force multiplication during survey operations and fast, large data packet transfers to shore for reporting efficiency. "The entire package is designed to bring significant schedule efficiencies and cost savings to clients," Rovco said. "Rovco will mobilize a dedicated survey team onboard the **Glomar Supporter** to deliver a comprehensive package of site characterisation solutions and specialised offshore survey projects, with a key focus on supporting the rapidly growing pipeline of offshore wind projects from their Aberdeen operational base, across ScotWind, the Southern North, Irish and Celtic Sea developments," Rovco added. Built in 2009, the **Glomar Supporter** underwent an extensive rebuild and refurbishment in 2021. The 60m vessel is equipped with DP2 station keeping capabilities, a carrying capacity of around 1395t DWT and a combined deck space of 497 m<sup>2</sup>. (Source: [MarineLink](#))

Advertisement



**HOLLAND SHIPYARD GROUP**

**NEXT GENERATION GREEN VESSELS**

**ELECTRIC   HYBRID   HYDROGEN**

[www.hollandshipyardsgroup.com](http://www.hollandshipyardsgroup.com)

## ER119 WAS LAUNCHED SUCCESSFULLY

Hull Number **ER119** – MED-A2875 RAsar 2800 W Tug Boat was launched successfully. It measures 28.40 m in length, 13.0 m in width, 5.40 m in depth and it is equipped with CAT 3516E 2100kW @1600 RPM engines and KONGSBERG US 255 P30 FP HD SLIPPING CLUTCH. Watch the YouTube movie [HERE](#) (Source: [Eregli](#))



## ACCIDENTS – SALVAGE NEWS

### *AN IRISH TUG SEIZED AS A PRECAUTION IN LE HAVRE*



Immobilized in Le Havre for more than two months, the [Apollo Sun](#), tug of the Irish company Apollo Offshore, has been seized at the request of the Spanish ferry company Balearia eurolineas maritimas. The 37-meter long tug, built in 1998 and flying the flag of Panama, left the Dutch port of Terneuzen on November 12 to tow the barge Wonder of the port, six sailors on board, to Gibraltar in Spain, for the

account from Balaria. A generator failure forced the [Apollo Sun](#) to seek refuge in Le Havre on 15 November. After an initial list of sixteen deficiencies noted during its inspection, the Ship Safety Center (CSN) of Maritime Affairs had suspended the control and asked the Panama shipping registrar classification society to continue the inventory. On January 18, the commercial court made a protective seizure of the ship, at the request of Balearia, whose debt is valued at 230,000 euros, and the [Apollo Sun](#) is due to be lifted from the barge shortly and then towed into a dock in the inner harbour. *A second ship detained in England* Accompanied and welcomed by the International Federation of Transport Workers (ITF) and the Seamen's Club of Le Havre, the Panamanian and Indonesian sailors on board were finally repatriated in December and January, but wages remain to be paid. The [Apollo Moon](#), second tug of the Irish company created in 2010 by the family of ex-fishermen O'Malley, which also announces on its website two new ships for the beginning of 2023, has also been detained since July in the English port. of Lowestoft. Balearia, which broke the contract with Apollo, sent Dutch tug Muller Dordrecht's [En avant 10](#) to recover its barge this weekend.

*(Source: Le Marin)*

### *11 TUG CREWMEN JAILED FOR OIL THEFT*

Eleven crew members on two tugs were jailed between six weeks and four months last Friday for stealing 4,200 litres of gasoil from one of the vessels in Singapore. The incident occurred on 21 December 2022, when the tugs, Singapore-flagged [PW Iota](#), owned by PACC Offshore Services Holding, part of Malaysian conglomerate Kuok Group, and Mongolia-flagged Banyu, were docked next to each





other at Inparco shipyard in Singapore. Around 8 pm, Pareng Budiman, the master of Banyu, shouted at PW Iota's crew, enquiring if they had any gasoil to sell. Tempted, PW Iota's chief engineer, Yohanis Baturapa, conveyed the request to his vessel master, Aswar Mansyur. Following negotiations, Aswar agreed to sell some excess gasoil on **PW Iota** for US\$600/tonne. The errant crewmen decided to execute the fuel transfer at 2a.m. local time on 22 December, as the shipyard would be deserted at that time. PW Iota and Banyu were fastened together with rope. However, just 30 minutes later, as the gasoil was being transferred through a fuel hose, they were caught red-handed by patrolling officers from the Singapore Maritime and Port Authority (MPA). The crewmen frantically disconnected the fuel hose, resulting in some oil spillage on PW Iota. PACC's subsidiary, Pacific Workboats, which owns **PW Iota**, conducted tests showing that 4,208 litres of gasoil were stolen, and the siphoned fuel was valued at US\$3,261. The 11 men pleaded guilty to criminal breach of trust and receiving stolen property. The tug master, Aswar Mansyur received the heaviest sentence, four-month imprisonment. *(Source: Ships & Ports)*

Advertisement



**GRS**  
OFFSHORE  
RENEWABLES

**ANY ACCOMMODATION VESSEL ANYTIME**

**VESSEL OF THE DAY:**

An Accommodation Vessel for housing your offshore workers at sea!

**Your benefits:**

- Comfortable Accommodation
- Offices and Conference Rooms
- Storage Area



CHECK ALL TODAY VESSEL AVAILABILITIES ON OUR WEBPAGE

[www.grs.group](http://www.grs.group) | T +49 40 411 60 68 0

## CARGO SHIP GROUNDED OFF SORSOGON



A cargo ship ran aground off Barcelona, Sorsogon due to rough weather condition, the Philippine Coast Guard (PCG) reported Sunday, Jan. 22. An incident report from the PCG said landing craft tank (LCT) Regent 101 departed from Lazi, Siquijor on Jan. 19 enroute to Lidong, Albay

when it encountered bad weather on Jan. 20. "While navigating the vicinity waters off Barcelona, the vessel encountered strong winds and big waves, causing it to be drifted into the shallow waters," the PCG said. The vessel was dragged into the vicinity waters of Sitio Boracay in Barangay Luneta, the PCG said. The Coast Guard Station Sorsogon inspected the hull integrity of the distressed vessel for possible oil spill, and the nearby seabed for marine damage. The distressed vessel is owned and operated by a certain Southern Regent Shipping Inc. *(Source: Manila Bulletin)*

## TUG GROUNDS NEAR CORPUS CHRISTI AFTER REPORTED COLLISION WITH BULK CARRIER

The U.S. Coast Guard is responding to a tug that ran aground near Corpus Christi, Texas, reportedly

following a collision with a bulk carrier. Coast Guard Sector Corpus Christi command center watchstanders received a call at 4 p.m. Sunday, from the agent of G&H Towing stating that the tug **Mark E. Keubler** had run aground outside the channel near the South Texas Gateway refinery and was taking on water. Watchstanders issued a safety marine information broadcast and directed the launch of a Coast Guard Station Port Aransas 45-foot Response Boat–Medium crew to assist with de-watering. The Coast Guard’s 8th District reports that before the grounding there was reportedly a collision between the tug and the bulk carrier *Nisalah*. Photos of the **Mark E. Kuebler** show its mast collapsed. Responders have not observed



any signs of pollution and there are no reported injuries. The Coast Guard currently has pollution responders on scene monitoring salvage operations. AIS data on Monday showed the Saudi Arabia-flagged M/V **Nisalah** is moored in Ingleside, Texas at the Port of Corpus Christi. (Source: *gCaptain*; Photo: U.S. Coast Guard)

---

## BOSPHORUS TRAFFIC HALTED AFTER VROON ANCHOR-HANDLER HIT BY RUDDER FAILURE

---



Transits in the Bosphorus Strait were temporarily halted after a Dutch anchor-handling tug supply unit suffered a rudder failure. Turkish authorities brought in a tug escort to assist the 5,221-hp **Vos Apollo** (built 2011) on Saturday, according to shipping agency Tribeca. The Directorate General of Coastal Safety said the Gibraltar-flag vessel was towing a barge when the incident happened. The 59-metre ship was “safely anchored in Buyukdere under the coordination of our Istanbul Ship

Traffic Services Center, accompanied by our Nazim Tur and **Kurtarma-11** tugboat”, it added. AIS data showed the vessel remained at anchor in the strait on Monday morning. The **Vos Apollo**, which has



no port state control detentions on its record, was travelling from Filyos to Istanbul. Shipowner Vroon told TradeWinds the vessel experienced a short loss of steering. "She was assisted by a tug within minutes. No injuries, no damage to the environment and no damage to property," a spokesperson said. This is the second stoppage in less than a week at the busy waterway. *(Source: TradeWinds)*

### RAVEN TOWED TO PORT AND THE PRESIDENT ON BOARD

The guard ship **Freyja** is on its way with the tug Hrafn Sveinbjarnarson in tow to port after Hrafn lost power about 50 nautical miles north-northwest of Straumnes last night. Landhelgisgæslan reports this on its Facebook page. Freyja was then heading into Patreksfjörður Bay, where it was planned that the ship would be part of a commemoration ceremony due to



the avalanche on Patreksfjörður four decades ago. *The president is monitoring the situation* "The guard ship **Freyja** left for the tug and arrived at the ship at 11 o'clock this morning. A line was thrown between the ships and headed for land. It is expected that the ships will arrive at Ísafjörður this evening and it is expected that they will arrive at the port in the morning," says Gæslan in his column. Guðni Th. Jóhannesson, the president of Iceland, is on board Freyja with his driver, but Guðni planned to be at the ceremony on Patreksfjörður. The president chose not to delay the rescue operations for Hrafn Sveinbjarnarson by going ashore, and the driver is therefore still on board **Freyja**, the president has become seafaring and is closely following the progress of things according to the captain. *(Source: Mbl)*

Advertisement



### BULK CARRIER TAKES ON WATER IN ENGINE ROOM WHILE MOORED OFF MACKAY COAST

A bulk carrier estimated to be about 300 metres long has taken on water off the coast of Mackay in Queensland's north. A distress call was made before midday for the bulk carrier **Frontier Unity** while the ship was waiting to moor at Hay Point in a coal-loading zone. A Maritime Safety Queensland (MSQ) spokesperson said there were 24 people on board the ship, which was located about 15 nautical

miles offshore. MSQ general manager Kell Dillon said the boat began taking on water in the engine



room when the pumps ceased to work. Volunteer Marine Rescue was called by police to assist in the incident, ferrying divers and engineers to assess the damage. Mr Dillon said emergency repairs had been initiated with the situation "stabilised" as of 5pm, but emergency boats remain on stand-by to move the vessel to shallower water if the situation were to deteriorate. "Tugs from Hay Point have been deployed to undertake

this task under the oversight of MSQ," he said. MSQ is leading the response with Queensland Police Service, Queensland Fire and Emergency Services, and Australian Maritime Safety Authority advised and supporting. *(Source: ABC News)*

## REMEMBER TODAY

### *S.S. WASHINGTONIAN – 26<sup>TH</sup> JANUARY 1915*

SS [Washingtonian](#) was a cargo ship launched in 1913 by the Maryland Steel Company of Sparrows Point, Maryland, near Baltimore, as one of eight sister ships for the American-Hawaiian Steamship Company. At the time of her launch, she was the largest cargo ship under American registry. During the United States occupation



of Veracruz in April 1914, [Washingtonian](#) was chartered by the United States Department of the Navy for service as a non-commissioned refrigerated supply ship for the U.S. fleet stationed off the Mexican coast. In January 1915, after a little more than one year of service, [Washingtonian](#) collided with the schooner [Elizabeth Palmer](#) off the Delaware coast and sank in ten minutes with the loss of her \$1,000,000 cargo of 10,000 long tons (10,200 t) of raw Hawaiian sugar. In the days after [Washingtonian's](#) sinking, the price of sugar in the United States increased almost nine percent, partly attributed to the loss of [Washingtonian's](#) cargo. Lying under approximately 100 feet (30 m) of water, [Washingtonian's](#) wreck is one of the most popular recreational dive sites on the eastern seaboard. *Collision* At 3:30 a.m. on 26 January, some 20 nautical miles (37 km) from Fenwick Island, Delaware, the American schooner [Elizabeth Palmer](#) was under full sail at 8 knots (15 km/h) on a southwest by south course. [Elizabeth Palmer's](#) captain saw a large steam vessel, [Washingtonian](#), on an apparent collision course ahead, but did not change course since navigational rules require steam-powered



vessels to yield to vessels under sail power. The captain of [Washingtonian](#), two quartermasters, and a seaman were all on watch and saw [Elizabeth Palmer](#), but misjudged the schooner's rapid pace. When [Washingtonian](#), underway at 12 knots (22 km/h), did not change course or speed, [Elizabeth Palmer](#) collided with the starboard side of the steamer, leaving a large hole that sank [Washingtonian](#) ten minutes later. Less than a mile (2 km) away, [Elizabeth Palmer](#), with her jib boom and the top of her foremast stripped away by the impact, began taking on water through her split seams. When it became apparent that the big schooner would sink, her captain ordered her abandonment, and she slowly settled and went down about an hour after the collision. After [Washingtonian's](#) crew abandoned ship, one crewman, a water tender, was found to be missing and was presumed drowned. [Washingtonian's](#) 39 survivors and all 13 crew members from [Elizabeth Palmer](#) were picked up about an hour after the collision by the passenger liner [Hamilton](#) of the Old Dominion Line, which arrived at New York the next day. The collision had repercussions for American-Hawaiian and the world sugar market. The financial impact of the collision on American-Hawaiian, estimated at \$2,000,000, was devastating. Contemporary news reports in The New York Times and The Wall Street Journal both told of the collision's impact on the sugar market. Claus A. Spreckels, president of Federal Sugar Refining, noted that the loss of even such a large cargo would not normally have much effect on the sugar market. However, weather in Cuba, then the largest supplier of sugar for the United States, had reduced that island nation's crop by more than 200,000 tons. Further affecting the situation was World War I, then ongoing in Europe, which had reduced the tonnage of shipping available to transport commodities like sugar. With all of these factors, the asking price for sugar futures contracts for February 1915 delivery was 2.90 cents per pound (6.39 cents per kg) a week before [Washingtonian's](#) sinking, but had risen to 3.16 cents per pound (6.96 cents per kg) the day after the sinking. [Washingtonian's](#) wreck, a skeletal framework of hull plates and bulkheads, lies upside down in about 100 feet (30 m) of water, and is one of the most-visited wreck sites along the eastern seaboard. A popular night dive, [Washingtonian's](#) wreck is also a favorite with sport divers catching lobster. (Source: Wikipedia)

---

Advertisement



---

## OFFSHORE NEWS

### STRENGTH SHIP JOINS THE FLEET

---

Energy and Natural Resources Minister Fatih Dönmez said, "We want to bring gas to our nation as soon as possible. This project will be one of the most important actors in Turkey's energy independence story." Efforts are continuing to deliver the Black Sea Gas, which is 170 kilometers offshore from Zonguldak, to the national distribution line. In the region where Kanuni, Yavuz and Fatih Drilling Ships continue their work, the Strength Ship was included in the fleet for the equipment to be lowered 2,200 meters below the ground. Efforts to transport 710 billion cubic meters

of natural gas to Filyos in the Sakarya Gas Field off the Black Sea region continue. Minister of Energy and Natural Resources Fatih Dönmez, who stated that the project will be one of the most important actors of Turkey's story of independence in energy, in which 9,500 personnel, 7 thousand 300 on land and 2 thousand 200 on the sea, will work, visited the Strength Ship, which was



included in the fleet. Minister Fatih Dönmez, who was welcomed by the crew of the ship docking at Filyos Port, visited the ship and received technical information. Afterwards, Minister Fatih Dönmez, who made a statement to the journalists about the work in the field and the technical information of the ship, said: will be one of the most important actors in the story of independence in energy. We believe this. Hopefully, we want to bring this gas to our nation in a very short time. The motivation of our teams is complete and on point. If nothing goes wrong, I hope it will be put into service on the date we planned. In addition, a lot of work is done on the sea side. Among these, we need special quality ships. This ship, which we call Strength, has joined our fleet to carry out operations on the seabed. Over 50 ships operate in this operation. The ship, which we named Strength, arrived at our port in a very short time. Here there is equipment equipped to place heavy tonnage equipment on the seabed. We have two cranes. One is 150 and the other is 40 tons. An underwater platform is being prepared for underwater robots, which we also call arovi. We carry out operations at a depth of 2,200 meters from afar, over ships. through private operators. With the precision of a surgeon, these operators and engineers have become able to perform these operations on the ship without human touch. I would like to take this opportunity to wish all the crew and captain of the ship all the best in their work. Currently, our three deep-sea drilling vessels Fatih, Kanuni and Yavuz continue their operations. By the way, I have to say this. Our friends work with great dedication. Sometimes they spend days and weeks away from their families here with us. The incident I have seen in them is this: They want to bring this gas to our nation as soon as possible. This is their biggest motivation. *7 thousand 800 barrels of production per day in Gabar* Answering the questions of journalists about the oil reserve in Gabar, Minister Fatih Dönmez said, "We had an exploration in Esma Çelik in that region before. As of now, 7 thousand 800 barrels of daily production is in question in 7 wells. Another exploration drilling in the very close region is to begin. "The tower is again in the region. If the weather conditions allow, we will start drilling there as well. Hopefully, we hope to get results there in a few months," he said. Minister Fatih Dönmez and the accompanying delegation made examinations in the region where the works on the land were continuing. (Source: *Deniz Haber*)

## THE EUROPEAN FISHERIES CONTROL AGENCY RECEIVED ITS THREE PATROL BOATS

The European Fisheries Control Agency, based in Vigo, received its three 62-meter offshore fishing patrol boats in mid-January. Renamed **Ocean Guardian**, **Ocean Protector** and **Ocean Sentinel**, these three ships were built in 2018 and 2020 (for the second) and were previously called *Biscay Sentinel*, *Malin Sentinel* and *Bailey Sentinel*. They are operated on behalf of the agency, known by its English acronym Efca, by a consortium led by the oil services company Sentinel marine Netherlands. This subsidiary of the British group Sentinel Marine won the contract in June. Signed for an initial period



of 24 months, the charter contract can be renewed for a maximum of six years, explains Efca in a press release . Flying the flag of Portugal, these vessels are intended for fisheries surveillance plans carried out in all European waters, such as for the bluefin tuna fishery in the Mediterranean, but also in international waters where European vessels fish, such as in the North Atlantic. -west or in the Black Sea. They will also be required to participate in other coast guard, surveillance or pollution control missions.



The Efca changes dimension with this contract, since it had so far only chartered one ship at a time, the Lundy Sentinel in 2017 then the Aegis since 2021. The agency also awarded in September a aerial surveillance services contract with DEA, which will come into effect next May. A DA62 fisheries surveillance aircraft from the Austrian company Diamond aircraft is in fact included in an interinstitutional framework service contract. Like ships, it will also be able to provide border and coast guard services. (Source: Le Marin)

*Advertisement*

 <p>-Dutch quality since 1927- <b>Kraaijeveld</b> WINCHES</p>	<p>Towing winches Anchor handling Winches Escort Winches <i>SafeWinches</i> <b>www.winches.nl</b></p>
---	---

## SAIPEM SECURES DECOMMISSIONING WORK IN UK NORTH SEA



Italy's Saipem has secured a contract from UK-based operator EnQuest to remove the upper jacket that has supported its Heather platform in the North Sea. The contract covers all the engineering, preparation, removal, and disposal of the upper part of the jacket in accordance with the submitted decommissioning programme, EnQuest said. Saipem will deploy its S7000 14,000t combined twin

crane capacity to conduct a single lift and transport on hook of the upper jacket structure. This will include nine conductors, caissons, and riser sections. Allseas was awarded the contract to remove the Heather topsides by EnQuest last year. The operator said the two companies will work closely with the Heather decommissioning team to deliver both heavy lift programmes. The Heather facility was brought online in 1978 and produced oil until a fire incident in October 2019. The topside removal is set for 2025. *(Source: Splash24/7)*

## ROYSTON COMPLETES NEW ENGINE SERVICE WORK FOR NORTH STAR SHIPPING

Work to overhaul diesel power systems on four North Star Shipping offshore support vessels has been completed by marine engineering and propulsion specialist Royston. The work saw engineers from UK-based Royston carry out the servicing of a number of Volvo Penta diesel generators onboard the vessels **Grampian Talisman**, **Grampian Endurance**, **Grampian Talisker** and **Grampian Conquest**. This was all part of an extensive package of planned maintenance and overhaul of



critical power systems for North Star Shipping that included the disassemble of engine blocks to install cylinder heads, fuel pumps and injectors. Valves, pistons and conrods, cylinder liners, bearing blocks, crankshaft were all checked and cleaned. Water pumps, fuel injectors, cylinders and turbochargers, camshaft bearings, main bearings and gears were also overhauled and replaced where necessary among other essential repair and replacement work undertaken by engineers, who completed incremental load testing in line with the engine manufacturer's specifications. Shaun Cairns, Royston's Operations Manager, said the work for North Star Shipping reflected further the



company's extensive onshore and offshore engineering capabilities. He added: "We're delighted to have completed these four projects for North Star. They fully recognise our experience with the engines and OSV types and reflect our ability to deliver the highest standards of work and service value, enabling vessels to return to sea going operations as swiftly and effectively as possible." Michael Peace, Technical Manager at

North Star Shipping, said: "As an independent service operator, Royston has impressed throughout



work on these jobs with its capabilities; drawing on its professionalism, extensive experience and resourcefulness to complete the work on time and to the highest quality standards.” The four vessels are currently part of the largest wholly UK-owned fleet engaged in supporting the North Sea offshore industry while also capable of providing comprehensive operational experience of the seas around the UK coastline. (PR)

Advertisement



It's a people business  
we make it personal!

+31 10 436 62 93  
tos.nl/ship-delivery

**GLOBAL SHIP DELIVERY**  
YOUR DESTINATION IS OUR CHALLENGE!

## ATLANTICA SHIPPING ADDS FOURTH PSV TO FLEET

Oslo-based offshore vessel owner Atlantica Shipping has taken delivery of its fourth platform supply vessel. The company said in a social media post that it had expanded its fleet with the 2005 built UT 755L **Atlantica Server**. The vessel, previously known as **Energy Scout** (according to the VesselsValue database), will be under technical management by Vestland Offshore. According to the



vessel's AIS, the 71.9-meter-long platform supplier with a 693-square-meter deck is currently in Aberdeen. The **Dina Scout**, the **Atlantica Provider**, and the **Atlantica Supplier** are the other three offshore supply ships in Atlantica Shipping's fleet. (Source: MarineLink; Photo: Gwenole de Kermenguy)

## USACE INTRODUCES NEW HYDROGRAPHIC SURVEY VESSEL – THE BEEMAN

The U.S. Army Corps of Engineers' Portland District officially welcomed its newest hydrographic survey vessel, the **Beeman**, with a dedication and christening ceremony in Newport, Oregon, January 11. The **Beeman**, whose name honors the legacy of Ogden Beeman, chief of the Portland District's Waterways Navigation Branch from 1960-1967, replaces and continues the work of the district's

aging vessel, the Patterson, which surveyed Oregon's coastal entrances for 22 years. "This is a vessel



with a critical mission, as dredging and structural operations and maintenance can't take place without the data it will collect," said Karla Ellis, the Portland District's chief of Waterways Maintenance. "It's always nice to get a new piece of equipment like this, but it's equally meaningful to know that it also represents a legacy for family and friends, and we're always honored

to be a part of that." The Portland District maintains the vital navigation channels of the Pacific Northwest by performing maintenance dredging, which ensures channels remain deep enough to accommodate the drafts of shipping vessels. The district's survey vessels collect hydrographic data from river and harbor bottoms to determine where that dredging is needed. The six survey vessels owned and operated by the district inform the dredging of 244 navigable river miles and 22 ports from Nehalem to Chetco, keeping the region's waterways safe and reliable for the commercial transport of billions of dollars of goods annually, as well as for recreational uses. *(Source: Dredging Today; Photo: USACE photo by Chris Gaylord)*

## OLYMPIC ELECTRA SPOTTED IN HARBOUR

We had not yet seen one of the two new suppliers that logistics service provider Peterson Den Helder recently chartered for deployment in the Southern North Sea (SNS) Pool. It concerns the **Olympic Electra** of Olympic Subsea from Fosnavaag. Since its arrival in Den Helder, this 80-metre long supplier has already completed its first cargo run to the G17A platform in the Dutch sector of the North Sea. The other new supplier in the SNS Pool, the 83-metre-long supplier



**Energy Duchess** of Golden Energy Offshore from Alesund, Norway, has already completed a cargo run to the E17A platform, also in the Dutch sector. (Source: [www.maritiendenhelder.eu](http://www.maritiendenhelder.eu))



*Advertisement*

### *PGS AWARDED MORE WORK IN THE MEDITERRANEAN*



Norwegian offshore seismic acquisition specialist PGS has won a new 3D survey contract in the Mediterranean region. The 2017-built Titan-class vessel **Ramform Hyperion** is mobilising for the survey which should complete in late April. PGS has built a solid acquisition campaign in the Mediterranean through the winter season and this will be the vessel's third sequential survey. The 24-streamer ship most

recently executed a 3D survey in the region which started in late November. (Source: Splash24/7)

### *2010-BUILT MULTI-PURPOSE SUPPORT VESSEL RECEIVES CONTRACT EXTENSION*

Norway's Simon Møkster Shipping has secured a contract extension for its multi-purpose support vessel (MPSV) with an existing client. The offshore vessel owner reported that a sixth-month option had been declared for the **Stril Explorer** with an existing client, following a contract period of more than eight years since the start in 2014. The vessel is on a long-term charter with



MMT. This continued cooperation will keep the contract firm until 1 October 2023. [Stril Explorer](#), delivered in 2010, features DP2, a main hangar for two work-class remotely operated vehicles (WROVs), a separate deck hangar suitable for one Obs ROV, and a 50t offshore crane. The 76.4-meter-long vessel is in general certified for 20 marine crew and 50 special purpose personnel. Early in 2022, Simon Møkster Shipping secured a new deal with an undisclosed North Sea operator for its platform supply vessel (PSV) [Stril Luna](#). The vessel was awarded a four-well firm contract which started on 25 February 2022. (Source: *Offshore Energy*)

---

## MUSEUM NEWS

---

### LAST YEAR, THE LENIN ICEBREAKER WAS VISITED BY 60,000 TOURISTS

---



In 2022, the Arctic Exhibition Center "Nuclear icebreaker ["Lenin"](#) of FSUE "Atomflot" was visited by 60 thousand tourists. In total, since 2009, from the beginning of the museum stage of the icebreaker's life, more than 500 thousand people have visited the nuclear-powered ship, Atomflot reported on January 20. "Interest in the activities of the nuclear icebreaker fleet is growing from year to year, - said acting. Director General of FSUE "Atomflot" Leonid Irlitsa. "People

want to visit the operating nuclear-powered ships. As part of federal and regional campaigns - such as "A Day Without a Turnstile", "Let's go to work with our parents" - we organize excursions on icebreakers. It is important for us that people know about our work, understand the structure of the nuclear icebreaker, and be able to be convinced of its safety and efficiency. Priority excursions for schoolchildren and students. The fleet is being updated, and we are interested in young people." Recall that the project of the world's first nuclear-powered icebreaker was developed by the Leningrad TsKB-15 (now the Iceberg Central Design Bureau). The construction of the nuclear icebreaker ["Lenin"](#) began at the Leningrad "Admiralty Plant" (now the Admiralty Shipyards) in the summer of 1956. The ship was launched in December 1957. The physical start-up of the reactors took place in August 1959. The appearance of the icebreaker ["Lenin"](#) on the Northern Sea Route made it possible to significantly increase the duration of navigation and reduce the time for piloting ships. For 30 years, the ship has passed more than 650 thousand nautical miles. The icebreaker was decommissioned in 1989. Currently, the icebreaker ["Lenin"](#) is permanently moored in Murmansk. Nuclear icebreaker ["Lenin"](#) Length - 134 m; Beam - 27.6 m; Depth - 16.1 m. The power of the main plant is 44 thousand hp. Speed in clear water - 19.6 knots. (Source & Photo: Sudostroenie)

---

## WINDFARM NEWS - RENEWABLES

---

### GULF MARINE SERVICES INKS FRENCH WIND FARM VESSEL DEAL

---

UAE-based liftboat operator Gulf Marine Services (GMS) has penned a contract with an unnamed



client to support the construction and development of a major offshore wind farm in France. The London-listed firm with a fleet of 13 self-propelled self-elevating support vessels (SESVs), said the contract is due to complete in the first quarter of 2023, without disclosing further details. Earlier this month, GMS said it had a contract in France with bankrupt Danish crew transfer vessel operator World Marine Offshore. This contract was also due to complete in Q1




2023. Mansour Al Alami GMS executive chairman noted the deal further reflected the strong demand for the company's vessels and GMS' long-term commitment to the renewable energy sector, in addition the oil and gas sector. (Source: Splash24/7)

Advertisement

**YOUR PROPULSION EXPERTS**

100 SINCE 1921



**WE KNOW WHAT MOVES VESSELS**

[www.schottel.com](http://www.schottel.com)



## SEMCO MARITIME TO REVAMP CADELER'S TWO O-CLASS JACK-UPS



Denmark-headquartered Cadeler has awarded its compatriot Semco Maritime a contract for vessel modifications to upgrade the main crane capacity on Cadeler's two O-class wind farm installation vessels (WFIV). Semco Maritime has previously fitted new and extended crane booms on the two WFIVs, **Wind Orca** and **Wind Osprey**. The scope of work comprises planning and supplier coordination, fabrication and installation of

a new boom rest, reinforcement of the crane pedestal, and various electrical and mechanical upgrades during the installation of new improved cranes supplied by GustoMSC. Fabrication of an estimated 300 tonnes of steel structures will be initiated in early 2023 with planned installation on both vessels in the Port of Rotterdam from late 2023 and over a five-month period. Cadeler contracted NOV to upgrade [Wind Orca](#) with a new and improved crane in December 2020. A year later, the company decided to do the same on Wind Osprey which will make the two vessels ready for the next generation of offshore wind turbines, according to Cadeler. According to AIS data, [Wind Orca](#) is currently in the North Sea. The vessel was installing wind turbines at the 1.1 GW Seagreen offshore wind farm, which is being built 27 kilometres off the Angus coast in Scotland. On the other hand, [Wind Osprey](#) is in the Dutch North Sea, according to AIS data. The jack-up was installing Siemens Gamesa 11 MW wind turbines at the 1.5 GW Hollandse Kust Zuid offshore wind farm. (*Source: Offshore Wind*)

---

## BALTIC EAGLE OFFSHORE SUBSTATION LEAVES BELGIUM, HEADS OUT TO GERMANY

---

The substation topside for the Baltic Eagle offshore wind farm in Germany sailed out of Hoboken, Belgium, this morning (24 January) and is now on its way to the German Baltic Sea. Iberdrola, the developer of the 476 MW Baltic Eagle offshore wind farm in Germany, posted an update on social media on 23 January saying the offshore substation was completed. Smulders and Equans, the joint venture



partners responsible for the manufacturing of all structural elements of the substation, have now announced that the substation left the yard in Belgium, in the presence of the Belgian Federal Minister of Energy, Tinne Van der Straeten. Iberdrola, after signing a cooperation agreement for the substation with 50Hertz in 2021, awarded contracts for its construction to the joint venture between Iemants (a Smulders subsidiary) and Fabricom (now Equans), who were contracted for the structural elements, and Siemens Energy, responsible for the delivery of all main electrical equipment for the low-voltage part of the OSS. The installation contract has been awarded to Heerema Marine Contractors, who will deploy its semi-submersible crane vessel (SSCV) [Thialf](#) to perform the work after the vessel completes the installation of wind turbines at the nearby Arcadis Ost 1 offshore wind farm. The Baltic Eagle offshore wind farm is located northeast of the Rügen island off the Pomeranian coast in the Baltic Sea in a water depth of 40-45 metres. The wind farm will comprise 50 Vestas's V174-9.5 MW wind turbines, which are expected to be fully commissioned in 2024. Once operational, the wind farm will produce around 1.9 TWh of electricity per year, enough to meet the demand of 460,000 homes and to avoid the emission of 800,000 tonnes of CO<sub>2</sub> into the atmosphere each year, according to Iberdrola. (*Source: Offshore Wind*)

---



## KEEL LAID FOR SECOND CREW TRANSFER VESSEL FOR ATLANTIC WIND TRANSFERS



St Johns Ship Building in the US held a keel-laying ceremony 18 January 2023 for the second of a series of aluminium crew transfer vessels (CTVs) for Atlantic Wind Transfers. Once in service, the CTVs will service offshore wind projects in the US. They were designed by Chartwell Marine in the UK. The Ambitious-class catamarans have the

capacity to transport 24 people to and from windfarms. The vessels are Jones Act-compliant and certified under US Coast Guard Subchapter L and are able to operate at any offshore windfarm in the US under the safety and inspection standards of the Coast Guard. Atlantic Wind Transfers currently operates the only two CTVs in the US. They are under long-term contracts, servicing the Block Island offshore windfarm and Coastal Virginia offshore windfarm for Dominion Energy. *(Source: Riviera by David Foxwell)*

Advertisement

**Fire Detection & Alarm**  
**Clean Gas**  
**CO2 System**  
**Watermist**

**AKSISFIRE**  
 since 1994  
 www.aksisfire.com

**Dry Powder**  
**Deep Fat Fryer**  
**External FI-FI**  
**Gas Detection**

**MARINE FIRE PROTECTION SYSTEMS**

## DREDGING NEWS

### SPOTLIGHT ON NAPA RIVER MAINTENANCE DREDGING

Pacific Dredge & Construction (PDC) has won the Napa River Maintenance Dredging project by the U.S. Army Corps of Engineers. The project goal was to make the river deeper back to its original navigational depths, allowing boats to always transit fully throughout the river. The last time the Napa River was dredged was in 2016, and it was performed hydraulically. The scope of work for this maintenance dredging period restricted dredging to a clamshell method only and upland disposal. To perform this project, Pacific Dredge & Construction used the smaller rig “[Horton](#)”, in conjunction with the 300 cu yds scows [Thing 1](#) and [Thing 2](#) along with the In-Harbor tugboat named [Cadet](#). A



subcontractor was hired to perform the upland offloading portion of the project with an E-Crane barge and earth-moving equipment. In conjunction, the County of Napa offered a disposal site to be used for offloading dredged materials and hired a subcontractor to off-haul sediments to their destination. The dredged material was taken by scows to the temporary off-loading disposal site. The river is also divided into three Reaches 1, 2, and 3



where working hours are different as the project is conscious of the proximity to commercial & residential properties to minimize disturbance to all of them. (Source: *Dredging Today*)

### ROYAL IHC WINS AUTOMATION CONTRACT FROM JAN DE NUL



Jan De Nul Group and Royal IHC have signed a contract for the upgrade of cutter suction dredger (CSD) J.F.J. De Nul. Built in 2013 by Royal IHC and with a total power of 27,240 kW installed, this CSD belongs to the top-end in the world cutter dredging fleet. The **J.F.J. De Nul** is the second largest CSD in the fleet of Jan De Nul Group. With the automation upgrade, IHC will enable the **J.F.J. De Nul** for another decade of efficient dredging. Part of the

automation upgrade of the vessel is the implementation of IHC showpiece the Automatic Cutter Controller®. A feature to assist the operator maximising the performance of the dredge in enabling a fully automatic swing, cutter and mixture pump control. Furthermore, the automation upgrade comprises the replacement of outdated SCADA hard- and software, PLC processor hardware and networks and the introduction of a PC Virtual Machine environmental. (Source: *Dredging Today*)

### DEME, JAN DE NUL: OOSTERWEEL PROJECT ENTERS NEXT PHASE

The Oosterweel infrastructure project is entering the next phase, DEME Group announced today. The official starting signal was given yesterday for the construction of the eight tunnel elements for the Scheldt Tunnel, which will be built in a dedicated drydock in Zeebrugge. Once the tunnel

elements are ready, the dock will be filled with water so they start to float. The tunnel elements will then be towed to Antwerp via the North Sea and Westerschelde. The Flemish Minister of Mobility and Public Works, Lydia Peeters, launched the construction work during a press event this week, hosted by project developer Lantis, and attended by Dirk De fauw, Mayor of Brugge, Port Alderwoman Annick De Ridder and



representatives from the consortium, including BESIX, Jan De Nul Group and STADSBADER NV. In 2020, Lantis awarded the contract for the construction of the Scheldt tunnel to the “Tijdelijke Handelsvereniging Combinatie Oosterweeltunnel” (THV COTU) consortium. Known as the jewel in the crown of this crucial infrastructure project, the Scheldt tunnel will be the most important connecting element in the Oosterweel link and closes the Antwerp Ring Road on the north side. The tunnel has a total length of 1,800m and will be built according to the ‘immersed tube’ method. Eight tunnel elements of approximately 60,000 tonnes each will be built in the inner port of Zeebrugge and then towed to Antwerp via the North Sea and the Western Scheldt, where they will be immersed in a pre-dredged trench in the River Scheldt. This technique, in which gravity and the upward force of water are constantly competing with each other, is one of the most ingenious building methods in concrete and hydraulic construction. *(Source: Dredging Today)*

*Advertisement*



**CINTRANAVAL**  
Ship Design

*Tailor-made Designs*

**600** innovative designs  
**30** different countries  
Since **1964**



www.cintranaval-defcar.com
+34 944 631 600
info@cintranaval-defcar.com

### *DAMEN TAKES LEAD IN 3D MODEL BASED CLASS APPROVAL*

New route to class notation prevents errors and saves time. Classification society Bureau Veritas has successfully reviewed a 3D design of a 2500 m<sup>3</sup> hopper dredger from Damen Shipyards, being a step to granting it approval in principle. The pilot project for 3D model-based class approval is meant to pave the way towards using three dimensional computer designs as standard procedure to achieve class notation for seagoing vessels. Vessel steel hull Design evaluation based on 3D models in parallel to its classification review process has become possible thanks to the new data exchange format - OCX. The OCX is an open standard that facilitates data exchange of 3D ship models for class approval. This Open Class 3D Exchange standard has been developed by a consortium of software

companies including NAPA and Aveva, together with classification societies including DNV, Bureau



Veritas and Lloyds Register. In close collaboration with Finnish software developer NAPA and Bureau Veritas, Damen has presented the three dimensional design of their TSHD 2500 (Trailing Suction Hopper Dredger with 2500 m<sup>3</sup> hopper capacity). All the mission equipment as specified for a client had been integrated into this design. Bureau Veritas assessed the steel hull structure to be strong enough and safe to

SOLAS standards, with all of the heavy equipment operational. The OCX format has been available since 2022. First pilot projects for partial designs were finished in November last year. The project for the Damen Dredger with NAPA and Bureau Veritas is the first complete steel hull to achieve class approval by 3D design. Damen intends to apply this approval process with more vessels, also in co-operation with class society DNV and others. Today's best practice is 2D technical drawings remain an explicit requirement when naval architects and shipyards submit their hull designs to classification societies, to ensure they fulfill both Class and Statutory requirements. After the class society studies the drawings, sometimes changes are required. The designers take the remarks from the drawings and apply them in the 3D model. Then the process repeats. Presenting the 3D models to classification societies saves a lot of time and present making mistakes. Open data exchange standard facilitate exchange of 3D ship models for class approval. "Seeing the results of this first class approval for a vessel steel hull, we are certain that this is the way to go," Managing Director Kasia Romantowska from Damen Engineering Gdansk ensures. "Development time for the steel construction will be shorter thanks to class approval and us using 3D models only. We have more control over the technical risks embedded into a prototype vessel design process. It has been the first time that have we closed the 3D data exchange loop between parties. We expect to be able to save significant percent of design time when we integrate this way of working as a standard. The big benefit is the enhanced project team collaboration within the same, fully digital, transparent daily work context, applicable for designers and approval engineer at the same time." Kasia Romantowska announces more demonstrator projects for 3D model based class approval. The co-operation with Bureau Veritas and NAPA is very much appreciated, she underlines. (PR)

## YARD NEWS

### *PROVINCIAL SCOOP: WORK VESSEL THAT SAILS ON HYDROGEN*

The Province of Overijssel (Netherlands) presents a special scoop at the InfraTech 2023 trade fair in Rotterdam Ahoy. Overijssel is the first province in the Netherlands to launch a ship that is powered by hydrogen. On InfraTech's Provincial Boulevard, visitors get a preview of this ship through a 3D animation film. Overijssel will soon start the tender for the construction of this vessel that will be used from 2024 for the maintenance and inspection of the provincial waterways. The old work ship that sails on diesel dates from 1983 and is at the end of its life. A good time to look for an innovative alternative. *Why hydrogen?* A comparison with diesel and electrically powered ships of this type



soon proved to be in favor of hydrogen. For example, hydrogen provides a relatively high range compared to an electric drive. With hydrogen, the ship can be kept in service for two days in a row. In addition, the battery pack is more compact and efficient in use. Because the ship sails through protected nature reserves such as the Weerribben, an environmentally friendly solution is an important plus. The design that



Overijssel has had made for this ship forms the blueprint for the new construction. With a length of 20 meters and a movable wheelhouse that can be adjusted to the height of the bridges, this vessel will be an important asset for the provincial management of the Overijssel waterways. The fact that this work vessel is an interesting example project is underlined by the Netherlands Enterprise Agency, which has provided a subsidy to Overijssel. With this, Overijssel was able to close the financing and this special initiative will soon be launched. Bezoek de Provincieboulevard op [Infrastructure 2023!](#) From 17 to 20 January 2023, the twelve Dutch provinces will give a unique insight into the kitchen at the InfraTech fair in Rotterdam Ahoy. The Dutch provinces are among the largest infrastructure clients. It therefore goes without saying that they will be present at InfraTech 2023 with a combined stand. Every day, visitors can visit the Provincial Boulevard for a meeting with experts, representatives and contact persons of the provinces. (Source: Provincie Overijssel)

#### Advertisement



**CHEOY LEE  
SHIPYARDS**

[www.cheoylee.com](http://www.cheoylee.com)



**Premium builder of tugs  
and commercial vessels**



### NIGERIAN NAVY ORDERS NINE BOATS FROM OCEA

The Nigerian Navy has awarded a contract to French shipbuilding firm Ocea SSM for the construction of 9 Vessels in different size categories. The new vessels includes three 46 meters OPV 190, two 32m FPB 96, and four 15m Interceptors. The new contract, which entered into force at the end of 2022, this time covers nine boats. The Nigerian Navy plans to integrate these platforms into the Falcon eye Maritime Domain Awareness system. Ocea SSM has a long history of successful business dealings with Nigeria. Since 2013, OCEA has delivered 18 vessels to the Nigerian Navy including patrol boats of several kinds. In July 2022, the Chief of the Naval Staff Vice Admiral A.Z Gambo inspected one of the two 32 meters FPB 98 Mk1 vessels under construction at Ocea shipyard

in France. He was accompanied by Radm B.J Gbassa Chief of Administration, the Defence attaché,



Capt YG Goshi among others. These two vessels and the additional Offshore Survey Vessel (OSV 95) on order will bring the number of Ocea boats in NN inventory to a total of 21. These are; three FPB 98 MK1 ([NNS Dorina](#)), eight FPB 72 MKII, four FPB 110 MKII, a OSV 190 SC-WB

([NNS Lana](#)), a 35 meter OSV 95 and four C-FALCON Interceptors. OCEA announced in October 2021 that it has won an international tender to deliver a new 35-meter hydrographic research vessel to the Nigerian Navy, confirming the sale as first reported by Military Africa earlier in June. The new 35-meter OSB 115 SC-WB type vessel will complement [NNS Lana](#) in carrying out hydrographic duties in the Gulf of Guinea area and Nigeria's Economic Exclusive Zone. Ocea delivered an FPB110 class boat "[NNS SOKOTO](#)" (P193) and the C-Falcon 2 (P272) interceptor boat to Nigeria in November 2019. In 2018, the Nigerian Navy commissioned sixteen patrol boats at the Naval Dockyard in Lagos, the patrol boats includes two FPB 110 MKII hulls – [Nguru](#) (P 187) and [Ekulu](#) (P 188) which were delivered in April, four smaller FPB 72 MKII hulls – [Shiroro](#) (P 185), [Ose](#) (P 186), [Gongola](#) (P 189), and [Calabar](#) (P 190). All vessels were delivered between late 2017 and April 2018 by Ocea. At the time, two brand new 35 meters OCEA FPB 110 mk II fast patrol boats arrived the Nigerian shores. The patrol boats [NNS Nguru](#) (P187) and [NNS Ekulu](#) (P 188). OCEA has previously delivered 7 units of the FPB 72 MK II boats in three batches: three in 2012, one FPB 98 in 2013, two in 2017 and two in January of this year. The FPB 72 and FPB 98 were ordered by the Nigerian Port Authority but handed over to the Nigerian Navy. (Source: *Military Africa*)

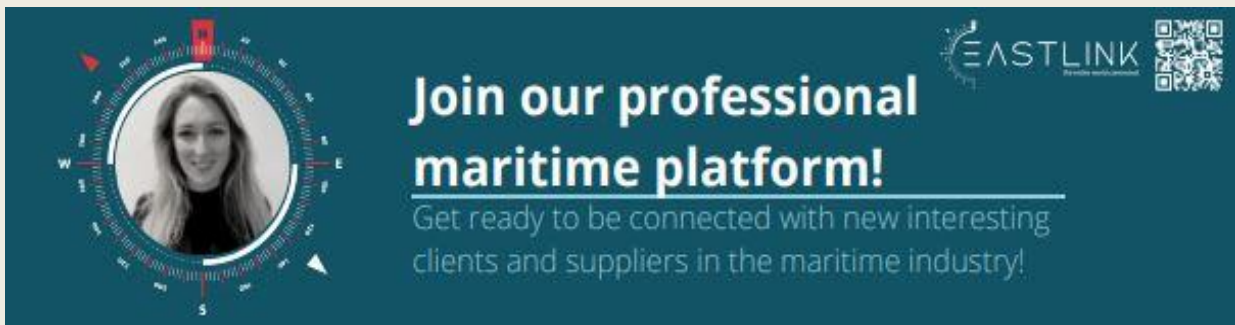
## GLOSTEN TO DESIGN NEW STATION BOATS FOR SAN FRANCISCO BAR PILOTS

Naval architecture and marine engineering firm Glosten announced it has been hired by San Francisco Bar Pilots to design new station boats that will meet California Air Resources Board (CARB) emission requirements. Glosten's support of the new station boats includes a propulsion feasibility study, which is currently underway, and a contract design package. The first two station boats are expected to be in service by the end of 2024, with the third in service by the end of 2025, making San Francisco Bar Pilots the first pilot association in California to acquire vessels that will meet CARB's Commercial Harbor Craft Regulation. The rules limit emissions below what is required by EPA for Tier 4 and must be met for any vessel considered a harbor craft by CARB operating in harbor and coastal California waters. "We are pleased to work with Glosten to



design our new cutting-edge station boats,” said John Carlier, president of the San Francisco Bar Pilots. “These new vessels will allow the Bar Pilots to continue to provide safe navigation throughout the San Francisco Bay and further our mission of environmental stewardship.” Glosten worked with San Francisco Bar Pilots in 2007, providing engineering support and construction oversight of the third San Francisco class 104-foot pilot station boat, Drake. “We are thrilled to be working with a long-standing client who shares our commitment to marine decarbonization,” said Morgan Fanberg, president of Glosten. *(Source: MarineLink)*

Advertisement



**Join our professional maritime platform!**  
Get ready to be connected with new interesting clients and suppliers in the maritime industry!

## DEVON SHIPYARD CUTS METAL ON WORLD'S FIRST UNMANNED FAST RESCUE CRAFT



Coastal Workboats has announced a new partnership with Scottish Search and Rescue technology innovator, Zelim. Metal was recently cut for Zelim's first 'Guardian Class' Fast Rescue Craft vessel at Coastal Workboats' Devon yard. As a first of its kind, the 8m 'Guardian Class' combines

Zelim's innovative Swift Rescue Conveyor with a Fast Rescue Craft that has unmanned operation capability. The two companies signed contracts for the build of the aluminium prototype at the end of 2022. Time is arguably the most critical factor in successful search and rescue operations. The need to reach the incident location then spot and recover casualties as fast as possible is paramount. Guardian is designed for speed and incorporates Zelim's two-step recovery system. The system's real time, AI-based casualty detection can spot and track multiple casualties in the water in all conditions. Once survivors are detected, Zelim's Swift Rescue Conveyor can recover casualties from the water in a matter of seconds. The technology was trialled and successfully demonstrated to offshore wind industry stakeholders at Race Bank Offshore Wind Farm, off the coast of Grimsby, in May 2022. Guardian will feature remote command and control capability, making it the world's first uncrewed rescue vessel. The design is aimed at providing enhanced capability to respond to person overboard incidents and close standby cover for offshore operations. Deploying from a larger vessel offshore, Guardian will be first to arrive on scene to recover casualties and bring them back to the safety of the parent vessel. The technology has already garnered interest from the offshore energy sector, however, could revolutionise emergency response across the maritime industry. This is largely due to the vessel's capability to respond in conditions usually deemed too dangerous for crewed Fast Rescue



Craft. For Coastal Workboats Director, Brian Pogson, the partnership marks a major step forward in marine safety, with the potential to significantly remap search and rescue possibilities. “We’re delighted to be working in partnership with a company that shares our focus on finding safe, robust ways for technology and innovation to pave the way for a better, safer future at sea. It’s an exciting time to be exploring the possibilities of what our ever-evolving technology offers and we’re committed to ensuring that it is used to improve and safeguard our industry’s future.” Sam Mayall, Zelim CEO, recognises the importance of partnering with UK companies as his team continues to help secure the UK’s reputation as a global leader in innovative maritime safety. “When bringing ground-breaking technology to market you need partners who share your vision. We are thrilled that Coastal Workboats is on the journey with us. It’s very important for us that our vessel is built here in the UK. Shipbuilding in this country has faced challenging times over the past few decades but the UK still produces fantastic vessels including the lifeboats which protect our shores. We want that to continue.” Andy Page of Chartwell Marine, the naval architects behind Guardian, said: “We are very proud to see the first Guardian Class vessel go into construction. It is satisfying to be working on this advanced lifesaving platform with likeminded people such as the teams at Zelim and Coastal Workboats. We look forward to sea trials later this year!” Guardian is scheduled for completion early this year. On leaving the yard the vessel will undergo extensive sea trials before appearing at various industry events later in 2023. *(PR)*

---

## *MONTROSE PORT TAKES DELIVERY OF ITS FIRST NEWBUILD PILOT BOAT*

---

Montrose Port Authority at the end of 2022 welcomed into service its first ever purpose-built pilot boat, **South Esk**. The new £800,000 vessel was constructed by Safehaven Marine, in Youghal, Ireland and completed its sea trials at the Port of Cork before making its way to Montrose by traveling across the Irish Sea to Oban, around the top of Scotland and down the East coast. The Interceptor 48 model launch is the first newbuild pilot boat in Montrose’s 200-year trust port history, as all previous pilot boats have been converted from lifeboats. The new boat is quieter for neighboring households and more fuel efficient, reducing emissions as the Montrose Port Authority team works toward its aim of becoming Scotland's greenest port. According to the port, the new vessel features state-of-the-art equipment, self-righting capabilities and man overboard rescue equipment. Other notable features include the forward cabin, which has bunks allowing the marine team to rest during extended night time operations, also providing increased seating capacity that can be used in an emergency, or when additional passenger seating is required. Ross Marshall, harbor master of Montrose Port Authority, said, “Safety is a priority for us at the port authority. As a trust port, we reinvest our profits into our facilities not just our infrastructure and with this new pilot boat, we are, most importantly, investing in the improved safety of our team.” Watch the YouTube video [HERE](#) *(Source: MarineLink)*



Watch the YouTube video [HERE](#) *(Source: MarineLink)*

*Advertisement*


**Exceptional Craftsmanship**  
**Excellent Engineering**  
**Exclusive Tugboats**

**MED MARINE**  
 SINCE 1999

**SEA THE FUTURE...**

[www.medmarine.com.tr](http://www.medmarine.com.tr)

## CHARTWELL GETS GRANT TO EXPLORE METHANOL-FUELED VESSEL DESIGN



Southampton, U.K., based Chartwell Marine has been awarded a GBP 320,000 (about \$395,000) Innovate UK Smart Grant. Chartwell, whose designs have been selected for a number of Jones Act CTV builds, says that the grant will allow it and its consortium partners — Boat Electric & Electronics and Engineered Marine Systems — to develop and test the feasibility of a methanol-fueled vessel design,

with applications in the offshore wind, commercial workboat and leisure sectors. Chartwell says that methanol fuel presents a significant opportunity to decarbonize the maritime industry as it can be produced from biomass and can carry a near-zero carbon footprint. It can be stored safely and effectively in standard atmospheric conditions, and spills have little adverse effect on the local aquatic environment. Though half as energy dense as diesel fuel, methanol can take advantage of reforming technology alongside fuel-cells to create energy with virtually zero carbon emissions. Methanol reforming technologies are currently available commercially; however, they have been largely untested in commercial or leisure vessel design. “In applying the technology to a medium-sized vessel with Chartwell’s signature multi-hull design philosophy, the company is well-placed to use the learning enabled by the Smart Grant to open a path to methanol’s feasibility as a fuel in wider maritime contexts — namely offshore wind support, alongside the commercial workboat and leisure vessel industries,” says Andy Page, director and naval architect at Chartwell Marine. “We’re grateful to Innovate UK for the opportunity to delve deeper into the feasibility of methanol-based propulsion,” continues Page. “As a company, we’ve delivered over 30% of hybrid vessels in the U.K. offshore wind market, all complete with the latest state of the art electric-diesel hybrid technology. That gives us a great starting point to take methanol forward in a meaningful way and cut through some of the challenges we’ve seen in the development of alternative fuels, which may be a long time from full viability. There are still hurdles to overcome with methanol, of course: a lack of refueling infrastructure onshore, weight issues, and fully efficient conversion to energy, to name some.” Page says that “with the right investment and build partners, we can use our expertise in offshore wind

vessel design to target these challenges and create a proof-of-concept methanol-fueled vessel that will be cost-effective, well-engineered and hydrodynamically optimized for deployment worldwide.”  
(Source: *MarineLog*)

---

## WEBSITE NEWS

[HTTP://WWW.TOWINGLINE.COM](http://www.towingline.com)

**ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER.  
PLEASE VISIT THE WEBSITE [WWW.TOWINGLINE.COM](http://www.towingline.com) AND SUBSCRIBE YOURSELF FOR FREE**

---

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](mailto:jvds@towingline.com))
  - [Newbuild 32m 5220Bhp 70TBP ASD Escort Tug available for sale](#)

*Several updates on the Newsletter – Fleetlist page posted last week*

- [Smit Lamnalco - Rotterdam](#) by Jasiu van Haarlem (*new*)
- [Svitzer – København](#) by Jasiu van Haarlem
- [SAR&H – Transnet – Kaapstad-Johannesburg](#) by Jasiu van Haarlem
- [Fairplay – Hamburg](#) 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)

This site is intended to be collective exchange of information. Information on this site has been pulled from many sources; we have attempted to credit these sources. But due to the multitude of sources sometimes we are unable to note all the sources. If you feel that material that is posted here is of your authorship and you have not been credited properly please alert us and I will correct the credit or remove it in accordance to the author's wishes.

---

## DISCLAIMER

The compiler of the Tugs Towing & Offshore Newsletter disclaim all liability for any loss, damage or expense howsoever caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. For more information about advertising, subscription, preferences and un-subscription visit the website: <http://www.towingline.com> The Tugs Towing & Offshore Newsletter is a

---



::JVDS-MARCOL:: Archive Production.

---