

23rd Volume, No. 33 **1963** – **"58 years tugboatman" - 2022** Dated 01 May 2022 Buying, Sales, New building, Renaming and other Tugs Towing & Offshore Industry *Distribution twice a week 19,300+*

TUGS & TOWING NEWS

INDIAN TUG OWNERS' MERGER TO CREATE MAJOR GLOBAL PLAYER



Adani Ports group is India's acquiring top provider of marine services, Ocean Sparkle, to become a major force worldwide in port operations and logistics. This acquisition is being undertaken by Adani Harbour Services to bring together both companies' towage, pilotage and dredging operations. Ocean

Sparkle was established in 1995 by a group of marine technocrats, with P Jairaj Kumar as chairman and managing director. He will continue as chairman of the Ocean Sparkle management board when the acquisition is completed. Ocean Sparkle is a market leader in providing towage and pilotage through its fleet of 94 owned vessels and 13 third-party owned vessels which includes 76 tugboats, nine dredgers, eight pilot boats, four mooring vessels, four barges and two platform supply vessels. Adani Ports and Special Economic Zone Ltd (APSEZ) chief executive and director Karan Adani said this acquisition was part of the group's aspirations to become the largest port operator globally by 2030. "Given the synergies of Ocean Sparkle and Adani Harbour Services, the consolidated business is likely to double in five years with improved margins, thereby creating significant value for APSEZ's shareholders," said Mr Adani. "This acquisition not only provides APSEZ a significant share of India's marine services market but also provides us a platform for building a presence in other countries," he continued, "thereby facilitating APSEZ's journey towards becoming the largest port operator globally by 2030 and largest integrated transport utility in India." Further analysis Ocean Sparkle provides marine services, with a team of 1,800 people across India, in all the major ports, 15 minor ports and all the three LNG terminals in India. It has long-standing relationships with its existing clients, with contracts ranging from five to 20 years. The average length of contracts is seven years. Contracts are on a take-or-pay basis, thereby providing robustness to Ocean Sparkle's business model. Ocean Sparkle also provides operations in Oman, Saudi Arabia, Sri Lanka, Qatar, Yemen and around African ports. Adani Harbour Services has a series of newbuild tugs being built in Japan by Kanagawa Zosen. The latest of these, Dolphin 35, was delivered to the Indian company in February 2022. According to International Tug & Salvage data, Adani Harbour Services took delivery of five similar tugboats from Kanagawa Zosen in 2021 and four tugs in this series in 2020. Also in 2020, Ocean Sparkle took delivery of a new azimuth stern drive tug from Cheoy Lee Shipyards, part of a

four-tug order of a Ramparts 3200-CL design from Ocean Sparkle, with the first three delivered in 2019. *(Source: Riviera by Martyn Wingrove)*



INDONESIAN TUG LAUNCHED TO A NEW DESIGN

KTU Shipyard group, with four shipyards in Indonesia, has completed a TRA2700 tug, the first of a new Robert Allan Ltd (RAL) design it is building for owners in southeast Asia. Launched in mid-April as the first of a new series of azimuth stern drive (ASD) tugboats, it has an overall length of 27 m. KTU's collaboration with RAL was announced March 2020. "This has been a long-awaited milestone for KTU Shipyard,"



said the group. It expects to build more ASD tugs for regional owners. KTU previously completed Transko Dara 3205 in 2021 for Pertamina Trans Kontinental, with total power of 2,390 kW. It is one of a series of eight tugs of similar design KTU is building for the Indonesian owner. KTU also builds barges for Indonesian owners. Its latest construction milestone was on 25 March 2022 when it laid the keel for two deck cargo barges for Kartika Samudra Adijaya. KTU operates three shipyards



Batam, with one in Sagulung with a 1,000-m launchway, another in Tanjung Riau, with a 400-tonne crane and one in Sekupang. It also operates a shipyard in Marunda, near Jakarta. Two shipyards in Malaysia have gained contracts to build tugboats for owners in southeast and southern Asia. Tang Tiew Hee & Sons is building two harbour tugs for

delivery this year for an unnamed Indian owner. According to BRL Shipping Consultants, Mutha

Citrine is scheduled for delivery in August 2022 and Mutha Coral in September. Forward Marine Enterprise is building three 179-gt harbour tugboats for Indonesian owner Mitra Bahari Sentosa. MTS-56 is being prepared for delivery in June 2022, MTS-57 in October and MTS-58 in December 2022. *(Source: Riviera by Martyn Wingrove)*



SAAM TOWAGE AGREES TO PURCHASE IAN TAYLOR TOWAGE BUSINESS IN PERU

To reinforce its presence in the region. SAAM Towage reported that it has signed an agreement with Ian Taylor to acquire the company's towage operations in Peru, which currently provides services with four tugs at the ports of Callao and Paita. "This agreement, just like the acquisition in Canada of Standard Towing and Davies Tugboats formalized a few weeks ago, is part of our strategy to lead the consolidation process taking place in the towage industry. It will enable us to continue to strengthen our presence



along the Pacific Coast, with the best service offering and geographic coverage," commented SAAM Towage CEO Hernán Gómez. The executive added that, with this deal, "we aim to incorporate high-level assets into our fleet to join the five tugs we already have operating at Peruvian ports. Our intention is to continue operating with the excellence, safety and service quality that has set Ian Taylor apart in Peru, values that have been shared by its current shareholders, management and employees and recognized for many years by its customers." SAAM Towage has been operating in Peru since 2021. Once this deal is completed, the company will have a fleet of nine tugs and consolidated national coverage. It is the leading provider of towage services in the Americas. With a fleet of more than 180 tugs at 80 ports in the Americas, the company completes over 110,000 maneuvers for around 37,000 vessels per year. (*PR*)

ROYAL DECORATION FOR PIET SINKE

Piet Sinke editor of this daily shipping newsletter for over 22 years, was awarded the Royal Decoration and title "Knight in the Order of Oranje-Nassau" by King Willem Alexander of the

Netherlands yesterday. He received this title for his exceptional and outstanding services to the



maritime community worldwide. The decoration was received at the residence of Margriet Vonno, the Ambassador to the Netherlands in Singapore during an event with the Ambassador and friends from the Maritime Industry. As a surprise, our son Alex came from the Netherlands to Singapore especially for this occasion. Piet, congratulations on award also to this special

Elisabeth. Regards Hans & Jeannette - Tugs Towing & Offshore News - www.towingline.com

SANMAR SHIPYARDS DELIVERS POWERFUL HARBOUR TUG TO EXPANDING TURKISH PORT

Sanmar Shipyards has delivered new-build а TRAktor-Z 2500SX class tugboat to Safi Maritime Services in Turkey, designed for maximum efficiency in both harbour ship-handling and towing duties. With an impressive bollard-pull of 74 tonnes, it is the most powerful tug that Sanmar has delivered to the expanding port. Powered by two high



speed, electronically controlled CAT 3516C HD D marine diesel engines, each achieving 2.100kW at 1.600 rev/min the tug, known as Delicay XII while under construction at Sanmar's purpose-built state-of-the-art shipyards in Turkey, has been re-named SAFI-14 by its new owners. Designed exclusively for Sanmar Shipyards by Canadian naval architects, Robert Allan Ltd, SAFI-14 measures 25.3m overall with a moulded beam of 12m, least moulded depth of 4.46m and approximate extreme draft of 6.55m. Tank capacities include 83.900ltrs of fuel oil and 12.300lts of fresh water. SAFI-14 is the fifth tug delivered to Safi Maritime Services by Sanmar Shipyards and follows the 60-tonnes bollard pull ASD tugboats BEDIA SAFI and CELAL SAFI delivered in 2016 and the 30-tonnes bollard pull Twin-screw tugboats SANMAR XXXI, delivered in 2012, and SANMAR XXX delivered in 2011. On board power on SAFI-14 is provided by two identical CAT C4.4 diesel generators with operating frequencies of 50 Hz, continuous services ratings of 99 ekW and output voltages of 400 volts. The tug has FiFi 1 class fire-fighting capability, with its one main fire pump driven through clutched flexible coupling aft of one of the main engines, producing approximately 2.700m3/hour of water. Ali Gurun, Vice President of Sanmar Shipyards, said: "We are delighted that Safi Maritime Services has chosen us to provide it with the strong and powerful new tug it needs for its expanding business. It is always good when a client comes back for more and we are proud to be a partner in its ambitious plans for the future of this important port. SAFI-14 is a fine example of our new generation of modern tugboats that can be designed and built to match the specific needs of individual operators." (PR)

Advertisement



A FEW MORE TUG PICS



The two old Cove boats were on their way to PNG after being sold, resting in Cairns on their way up North. The other is an old tug Tusker which is still in use up here in a Sugar port called Mouralin..just south of Cairns. The new ones are certainly more powerful and better maneuverability than the older ones, that is for sure. (Photo by Wim Plokker) History: The Cove tug at the outside is the Sydney Cove (Imo 7114745) built in 1971 the North Queensland by Engineers & Agents Pty Ltd -

Cairns, Queensland; Australia under yard number 37 as **Barrier Cove**. She has two Lister-Blackstone main engines with a total output of 1,472 kW (2,000 bhp) and performed a free sailing speed of 12 knots and a bollard pull of 30 tons. In 1977 sold to Fenwick & Co. – Sydney and managed by North Western Shipping & Towage Co Pty Ltd - Hobart and renamed **Sydney Cove**. She has a length of

29.42 mtrs a beam of 9.76 mtrs and a depth of 3.92 mtrs. The inners side Cove tug is the **Fullerton Cove** (Imo 7418921) built in 1975 by Carrington Slipways Pty Ltd - Newcastle, New South Wales; Australia under yard number 109 and delivered to Fenwick & Co. Pty. And managed by North Western Shipping & Towage Co Pty Ltd – Sydney. She has two Mirrlees Blackstone main engines with a total output of 1,839 kW (2,500 bhp) and



performed a free sailing speed of 12 knots and a bollard pull of 40 tons. He has a length of 28.73 mtrs a beam of 9.73 mtrs and a depth of 3.92 mtrs. The **Tusker** (Imo 8116453) is built in 1983 by Tamar Shipbuilding Pty Ltd – Launceston; Australia under yard number 36 and delivered to Adelaide Steamship Industries Pty Ltd and managed by Ritch & Smith Tug Operators - Port Adelaide. In 2001 sold to Adsteam Harbour Adelaide - Port Adelaide. In 2006 taken over by "Svitzer Australasia Pty Ltd – Sydney. She has two Daihatsu main engines with a total output of 2,648 kW (3,600 bhp) and performed a free sailing speed of 13 knots and a bollard pull of 50 tons. She has a length of 32,31 mtrs a beam of 10.90 mtrs and a depth of 5.36 mtrs. *(Photo by Wim Plokker)*

SVITZER UNVEILS DESIGN FOR TRANSVERSE TUG



Svitzer worked with Robert Allan Ltd to develop a new design of tugboat, TRAnsverse, with better stability, higher power and deck innovations. Svitzer said this design was a gamechanger for delivering flexible and environmentally friendly services. The towage innovative TRAnsverse tug is able to generate higher

steering forces than most designs of similar dimensions and comes with an innovative stable design and unique ability to push, pull and manoeuvre in all directions, said Svitzer. Watch the video <u>HERE</u> (Source: Riviera by Martyn Wingrove)

MYSTIC

The **Mystic** (Imo 8101769) is built in 1981 by Quality Shipyards of Houma, Louisiana as the Gulf Raven with yard number167 for Gulf Fleet Marine Incorporated of Houston, 1985 Texas. In Zapata Marine Service, Gulf Fleet Marine Incorporated, and Marine Services Jackson merged to form Zapata Gulf Marine Service Incorporated of Houston, Texas. Where the tug retained her name.



In 1987, the tug chartered to the Boston Barge and Tugboat Company of Boston, Massachusetts. Where she was renamed as the **Mystic**. In 1987, she was acquired by the United States Army. Where she was designated as the **LT-102** (Mystic.) And, allocated to the Kwajalein Atoll in the Pacific Ocean. To provide services for the United Stated Army Space, and Missile Defense Command.

Powered by two, Caterpillar 3516C diesel engines. With Reintjes WAF 873 reduction gears, at a ratio of 4.95:1. Turning two, four bladed, 108(in) by 108(in), fixed pitch propellers, mounted in Kort nozzles. For a rated 4,000 horsepower. Her electrical service is provided by two, 90kW Caterpillar generator sets. The tug's capacities include 134,610 gallons of fuel oil, 15,500 gallons of fresh water and 2,500 gallons of lube oil. Towing equipment consists of a double drum, INTERcon DD-200, towing winch. Outfitted with 2,500(ft) 2.25(in) towing wire on each drum. She has a length of 36,89 mtrs a beam of 10.37 mtrs and a depth of 4.88 mtrs. She performed a free sailing speed of 12 knots and a bollard pull of 48 tons. *(Photo by Wim Plokker)*



ABS SUPPORTS MCALLISTER'S SUSTAINABILITY INITIATIVES



Classification society ABS is supporting New York City headquartered **Mc**Allister Towing & Transportation with greenhouse gas inventory and sustainability reporting services for its fleet of more than 75 tugboats, crew boats and barges. ABS specialists worked with McAllister's team to calculate its operational carbon intensity and benchmark the performance of its fleet, leading up to an Environmental, Societal and Governance (ESG) report. The team helped McAllister establish

a transparent governance and stakeholder engagement strategy, identify material ESG factors and set short- and long-term targets and develop recommendations to generate continuous improvement. "The need to understand and quantify your emissions is an increasingly critical part of doing business as organizations look to understand the contribution of their supply chain to their sustainability goals," said Georgios Plevrakis, ABS vice president, global sustainability. "However, shipping is unique and requires deep domain expertise to understand the landscape, navigate the options and opportunities to build a custom, sustainable and effective ESG framework that optimizes your metrics and competitive position across the entire industry value chain. I'm proud that ABS can use its insight to support McAllister on this journey." "McAllister is pleased to continue our longstanding relationship with ABS," said McAllister's vice president of operations, Steven J. Kress. "Their expertise is a tremendous asset in developing our ESG report. The report will provide valuable guidance to assist McAllister's goal for sustainable development. Since 1864, McAllister has, and will continue to support customers' needs by enhancing our tug fleet to provide the necessary horsepower for their larger vessels while reducing our carbon and GHG emissions. With ABS's assistance McAllister will develop the appropriate and realistic goals of reducing our impact to the environment while improving overall performance." (*Source: MarineLog*)

EDT AEOLUS TOWING FJELL



The 2011 built Liberian registered with call sign 5LDL4 tug **EDT AEOLUS** (Imo 9476006) formerly **FAIRPLAY 33** was seen towing the 148 m semi-submersible heavy lift vessel **FJELL** offshore Sicily on Monday 25th April, 2022. She has a grt of 1,374 tons and a nrt of 1,000 tons. The tug was built in 2010 by Daewoo Mangalia Heavy Industries SA – Mangalia: Romania under yard number 6003 as **Triton Commander** and sold in 2011 to Aeolus Harms Offshore and renamed **Aeolus**. In 2011 delivered to Fairplay Schleppdampfschiffsreederei Richard Borchard GmbH - Hamburg and renamed **Fairplay-33**. She has a length of 48.88 mtrs a beam of 13.80 mtrs and a depth of 7.00 mtrs. The two MAN-B&W main engines develops a total output of 6,000 kW (8,160 bhp) and performed a free sailing speed of 15 knots and a bollard pull of 103 tons. (*Photo: Capt. Lawrence Dalli - www.maltashipphotos.com*)

SANMAR SHIPYARDS DELIVERED ITS NEW TUGBOATS

Republic of Turkey, Minister of Industry and Technology Mr. Mustafa Varank was guest of honour at a ceremony to mark the two new-build delivery of tugboats and the launching of a third by Sanmar Shipyards. The tugs are a RAmparts 2400SX series that will join the SAAM Towage fleet in Peru and a TRAktor-Z 2500SX series tugboat that will go to Aliaga, Turkey, where it will serve in Sanmar's own fleet. In his speech at the ceremony, the



Minister praised the quality of the tugboats which he said were very high-tech, capable of towing very large tonnage ships and performing other important functions such as participating in

firefighting and rescue operations. Mr. Varank said he was proud that vessels built at Yalova, Turkey, were exported around the world. "We have reached the point where we see that our shipyards, engineers, technicians, loyal and devoted labourers can produce the most technological ships in the world," he said. He pointed out that previously the world's most technologically-advanced fishing vessel had been launched from Yalova and emphasized that ships that can be called "factories" are built in the city. He continued: "This is what Turkey means, growing by producing and exporting. The Ministry of Industry and Technology will continue to support our ship industry with all the means at our disposal. We will continue to support the needs of this sector from machinery to navigation systems and electronics, and by facilitating the construction of these ships with the incentive certificates we provide." After his speech, Mr. Varank and his companions were able to sail on the new TRAktor-Z 2500SX series tugboat. (*PR*)



ACCIDENTS – SALVAGE NEWS

SUNKEN TASPORTS TUGS PREPARED FOR REMOVAL FROM DEVONPORT



Sunken TasPorts tugs **York Cove** and **Campbell Cove** are being prepared to be lifted from the Mersey River in Port of Devonport. United Salvage has been working to remove the wreckages after cement carrier **Goliath** collided with the two berthed tugs in late January. According to TasPorts' most recent update, rear fenders from **Campbell Cove** have been removed and lifted onto the

wharf, and the wharf fender has been removed from the seabed. Four chain slings have been secured in position for the removal of **Campbell Cove**, and two chain slings have been secured for the removal of **York Cove**. Two additional slings are expected to be put in position this week. The mast of **York Cove** has been cut off and is expected to be lifted onto the wharf this week. "Also planned for next week, the forward and rear fenders of the **York Cove** will be removed to lighten the tug for the lift," TasPorts said in the update. Although the salvage operation is still reportedly progressing well against the original planned schedule, the timing of the work has been impacted by COVID-19

and recent wet weather. "TasPorts' contractor United Salvage has advised that the workforce of the company engaged to build the cradles to support the wrecks on the salvage barge has been severely impacted by COVID, delaying the fabrication works," TasPorts said. "As a result, the specialist salvage barges, the 55-metre-long receiving barge, the **Intan**, and the 60-metre-long crane barge **St Vincent**, with a lifting capacity of up to 700 tonnes, are now not expected to depart mainland Australia for Tasmania until the end of April. "TasPorts is engaging directly with its customers regarding ship visits to Devonport prior to the arrival of the barges and the start of the lift operation." *(Source: TheDCN)*

P&O FERRY LEFT ADRIFT FOR TWO HOURS AFTER POWER LOSS

P&O Ferries seafarers are reportedly refusing to work on a ship that was left adrift in the Irish Sea for two hours following power loss а yesterday afternoon. The European Causeway, which can carry up to 410 passengers and 53 crew, suffered a complete power failure at 12:25pm on Tuesday, around five miles off the coast of Larne, County Antrim. One tugboat and three RNLI lifeboats were scrambled to the



vessel, as well as a helicopter from Prestwick. MarineTraffic data indicates that power returned to engines at 2:14pm, and the ferry was escorted to Larne Harbour. Good conditions in the Irish Sea helped avert a 'serious incident', according to a report in the Times. The ferry had left Cairnryan at midday and was due to dock at around 2pm, but did not arrive in port until after 4pm. A number of the ship's new crew members have now reportedly approached maritime unions for advice about terminating their contracts. A P&O Ferries spokesperson told the Guardian that the ship had experienced a "temporary mechanical issue" before continuing on its "scheduled journey to the port of Larne under its own propulsion". The company said there were no reported injuries onboard the ferry, and that all relevant authorities had been informed. A "full independent investigation" would be undertaken in port, the spokesperson added. A P&O ferry that was adrift 6 miles off the east Antrim coast, which sparked a major air and sea emergency, is now back in Larne port. Lifeboats from Portpatrick, Larne, and Waterfoot were dispatched along with a rescue helicopter. Following P&O's decision to sack 800 members of staff in a bid to save money by replacing them with cheaper agency workers, a number of the operator's ships were detained for inspection. The European Causeway was pulled from service in March, after the Maritime and Coastguard Agency (MCA) found a record 31 separate problems onboard the vessel, according to the Independent, including fire safety and lifeboat drill issues. New non-UK crew hired to replace fired staff were also not familiar enough with radio equipment, according to the MCA report, which detailed "failures on crew familiarisation, vessel documentation and crew training". In total, more failures were found on the European Causeway than in 46,000 Port State Control inspections of ships in the last three years. The European Causeway was later reinspected and cleared to sail on 8 April. The ferry, which P&O says was specifically designed to serve the Cairnryan-Larne route, originally entered service in 2000. Mike Lynch, general secretary of the Rail, Maritime and Transport workers' union (RMT) said it

found reports that the **European Causeway** was adrift off Larne "deeply concerning, not least for the agency crew and passengers onboard". "The list of offences is now as long as your arm and the government has to step in and protect ferry safety and jobs," Lynch said, calling on ministers to strip P&O Ferries of its licence to operate its vessels. The news comes after P&O was embroiled in a fresh row over wages. On Monday, MIN reported that P&O Ferries has been accused of trying to cut the wages of its already low-paid workforce. The Mirror claims chefs currently paid £2,336 a month on temporary contracts were asked to sign new deals cutting their income by £195. Other crew members earn £748 a month for a 40-hour week – just £4.30 an hour. *(Source: Marine Industry News)*



COASTER SANK AFTER COLLISION WITH DUTCH TANKER, TAIWAN



Crude oil tanker LIA collided with general cargo ship DA FA at around 0000 LT (UTC +8) Apr 26, 15 nm SE of Taitung port, southeast Taiwan coast. DA FA in full load, was breached and sank, the crew went into a life raft and were rescued by Taiwanese CG patrol boat, all are safe. LIA is en route from Singapore to Onsan Korea, DA FA was en route from Taitung to Orchid Island, SE of Taitung, meaning that the coaster was crossing LIA course. LIA stopped after collision, and remained dead in

the water for several hours, until completion of an investigation and other formalities. She was allowed to resumed her voyage, at 1230 LT was sailing full speed to the port of destination, understood she suffered slight damages or no damages at all. The vessel departed from SHUAIBA, KW on 2022-04-05 15:43 LT (UTC +3) and is currently sailing at 13.6 knots with Northeast direction heading to ONSAN, KR with a reported Estimated Time of Arrival at 2022-04-28 16:00 LT (UTC +3) local time (in 2 days). Crude Oil Tanker LIA is currently located at SCHINA – South China at position 22° 52′ 46.5″ N, 121° 26′ 18.2″ E as reported by MarineTraffic Terrestrial Automatic Identification System on 2022-04-25 22:25 UTC (14 hours, 21 minutes ago). The wind in this area at that time blows from South direction at force 5 Beaufort. LIA (IMO: 9417751) is a Crude Oil Tanker that was built in 2008 (14 years ago) and is sailing under the flag of Liberia. Its carrying capacity is

73723 t DWT and her current draught is reported to be 12.1 meters. Her length overall (LOA) is 228.6 meters and her width is 32.6 meters. As Container Ship DA FA is currently located at ECI – Bengal Bay at position 22° 25′ 42.4″ N, 091° 43′ 45.9″ E as reported by MarineTraffic Terrestrial Automatic Identification System on 2021-12-17 06:07 UTC (4 months, 10 days ago). The vessel is currently at port CHITTAGONG BREAKYARD, BD after a voyage of 1 month originating from port KAOHSIUNG, TW **DA FA** (IMO: 9005601) is a Container Ship that was built in 1991 (31 years ago) and is sailing under the flag of Mongolia. Its carrying capacity is 213 TEU and her current draught is reported to be 5 meters. Her length overall (LOA) is 113.39 meters and her width is 18 meters. (*Source: Blue Economy*)

KIGORIAK GROUNDED

It was reported today that a Tug/Ice Breaker **Kigoriak** was seen aground on April 23 in Alang shipbreakers. Unfortunately, there is no better photo quality. Kigoriak is a Russian icebreaking anchor handling tug supply vessel. Built by Saint John Shipbuilding & Dry Dock Company for Canadian Marine Drilling (Canmar) in 1979 as Canmar Kigoriak, she was the first commercial icebreaking vessel developed to support offshore oil exploration in the Beaufort Sea. When Canmar's icebreaker fleet was sold in 1997, the vessel's name was shortened to Kigoria and she was reflagged to Liberia. For the International next six years, Transport Contractors used the icebreaker mainly for ocean towage and salvage operations in the Atlantic Ocean. The vessel changed hands again in 2003 when she was sold to her current owner, FEMCO Group, and renamed first



Talagy and, in 2010, **Kigoriak**. After more than four decades of service, **Kigoriak** was sold for scrap in January 2022. *(Source: Wim Plokker)*





The NTSB has determined that two back-to-back hydraulic hose failures caused the destruction of a fishing vessel off the coast of Cape Cod in 2021. Once the fire started, an open pipe tunnel sped up the spread of the flames into other parts of the vessel, making the conflagration harder to fight. On April 30, 2021, while fishing for haddock at Georges Bank, the crew of the fishing vessel **Nobska** spotted a fire on the lagging of the main engine's exhaust pipe. After putting it out, they determined that the source of the fuel was a broken hydraulic hose located in a pipe tunnel, which ran between the wheelhouse and the engine room. The crew replaced the hydraulic hose and removed the oilsoaked lagging from the exhaust pipe, leaving the pipe bare. With the situation apparently resolved, they went back to fishing. About four hours later, the captain of the Nobska noticed that there was black smoke coming out from underneath the wheelhouse winch-control console - the upper terminus of the same pipe tunnel. Within moments, the wheelhouse was ablaze. Attempts to put out the fire were unsuccessful, and the crew prepared to abandon ship. After attempts to extinguish the fire failed, the crew activated the vessel's EPIRB and made ready to abandon ship. A U.S. Coast Guard helicopter safely rescued the crew from the stern of the vessel, and no pollution or injuries were reported. The vessel was declared a total loss at an estimated cost of \$2.4 million. NTSB determined that the probable cause of the second fire was the failure of another hydraulic hose, followed by ignition of an oil spray on the exposed exhaust pipe. The initial fire may have compromised a different hydraulic hose in the pipe tunnel; alternately, the work conducted to replace the first failed hose could have resulted in damage to another, adjacent hose. The pipe tunnel itself was likely a contributing factor to the vessel's destruction, NTSB concluded. "The pipe/hose tunnel on board the Nobska, which extended from the engine room up two decks to the wheelhouse, did not have any insulation, pipe/cable fire stops, or other barriers to prevent the passage of smoke, heat, and fire," the report concluded. "This type of unprotected vertical tunnel has the potential to provide a pathway for fires to spread quickly outside of the space of origination." (Source: Marex)



"Rescuer Kavdeikin" successfully completed the towing of the emergency vessel

The crew of the multifunctional emergency rescue vessel (MFASS) "Spasatel Kavdeikin" of the Sakhalin branch of the Marine Rescue Service successfully towed the emergency vessel "Georgy Sedov" in stormy conditions. This was reported on April 29 in Rosmorrechflot. According to the agency, on April 25, the ship "Georgy Sedov" suffered а breakdown of the main engine. It was impossible to make repairs in sea conditions, and emergency



towing to the port of Korsakov was required. Emergency towing was carried out in difficult weather conditions - wind speed up to 27 m/s, wave height - up to 3 m, visibility - up to 500 m. This month, this is the second towing of the emergency vessel by the crew of the MFASS "**Rescuer Kavdeikin**". In early April, the rescuer towed the dry-cargo ship **Viktor**, which ran aground off Cape Mayachny in the Sea of Japan. Recall that the MFASS **Spasatel Kavdeikin** is the second vessel in the MPSV07 project series (developer - Marine Engineering Bureau), built at the Nevsky Shipyard for the Marine Spasluzhba. *(Source: Sudostroenie; Photo: Maritime Rescue Service)*

REMEMBER TODAY

S.S. DRONNING MAUD – 01^{sT} May 1940



SS Dronning Maud was a 1,489 steel-hulled ton steamship built in 1925 by the Norwegian shipyard Fredrikstad Mekaniske Verksted in Fredrikstad. Dronning Maud was ordered by the Trondheim-based company Det Nordenfjeldske Dampskipsselskap for the passenger and freight service Hurtigruten along the coast of Norway. She served this route as the company flagship until she was sunk under controversial circumstances

during the 1940 Norwegian Campaign. Building and commissioning Dronning Maud was ordered from Fredrikstad Mekaniske Verksted shortly after the loss of Det Nordenfjeldske Dampskipsselskap's Haakon Jarl. Haakon Jarl had suffered a collision with fellow Nordenfjeldske ship Kong Harald in the Vestfjord on 17 June 1924, sinking with the loss of 12 passengers and seven crew members. The building order of Dronning Maud made her the first new ship to join the Hurtigruten route since Finmarken in 1912. After her 8 May 1925 launch she had her first test run in the Oslofjord on 30 June 1925 and was formally handed over to Nordenfjeldske on 3 July. Nordenfjeldske immediately sent her northwards to Trondheim from where she joined the northbound Hurtigruten service, sailing from Brattøra at 12:00 on 13 July. Characteristics With the construction of Dronning Maud a new concept was introduced to the Hurtigruten ships, with the First Class section moved forward to amidships and the Second Class removed altogether in order to make room for a greatly improved Third Class in the aft section. The salons and cabins in the Third Class area on board Dronning Maud were described at the time as both "light and practical". Her outer appearance was characterized by long, clean lines, a large superstructure and a long continuous promenade deck. She was considered a very seaworthy vessel and in 1931 became the first Hurtigruten ship to be equipped with the new safety feature of wireless telegraphy. By 1936 all the Hurtigruten ships had been equipped with the new technology. Hurtigruten service After she entered service with Nordenfjeldske Dronning Maud sailed with passengers and freight along the coast of Norway. During her regular coastal service in the 1920s and 1930s the ship repeatedly had to come to the assistance of ships in difficulties. In 1926 she assisted the 556 ton steamer Pallas after the latter had run aground off Grønøy and in 1927 she helped

a British trawler after it had run aground in the sound Magerøysund in Finnmark. **Dronning Maud** herself had an accident when she ran aground south of Florø in October 1929. *Second World War* At the outbreak of the Second World War Norway declared herself neutral and the Hurtigruten service

continued as normal in the first months of the war. Johann Schulte During this period Dronning Maud was involved in a dramatic incident when on 1 January 1940 the 5,334 ton German merchantman Johann shipwrecked Schulte at Buholmråsa after losing her propeller. Coming to the iron ore-laden Johann Schulte's rescue through a north-westerly gale and snow Captain Edward M. Grundt brought his vessel close enough to the German ship so that a line could be thrown on



board and used to drag the shipwrecked people to safety. In all **Dronning Maud** and her crew saved all 36 German sailors and two Norwegian pilots from the sinking ship. After everyone on board had been pulled to safety the German ship hit a reef near Bessaker and was crushed. During the rescue operation, carried out at night in pitch black conditions, some 100 passengers and 45 crew were on board the Hurtigruten ship. The rescued Germans were set ashore in Rørvik while the two pilots remained on board as **Dronning Maud** continued northwards. **Johann Schulte** rescue has been described as one of the most incredible ever accomplished on the Norwegian coast, and resulted in congratulatory telegrams to the ship when it reached Svolvær and later monetary gifts to the crew. In the 1960s Captain Grundt received a gold medal from the German rescue society and a diploma from the Norwegian counterpart for his efforts. *Final voyage* **Dronning Maud** set off from Sørreisa at around 11:30 on 1 May 1940, arriving at Foldvik three to four hours later in calm seas and sunshine.



As the ship was about to dock with the small wharf on her port side two or three aircraft of the German Lehrgeschwader 1 made a low-level attack with bombs and machine gun fire on the Norwegian steamer. Seven bombs were dropped from the aircraft, with two being direct hits, one between the funnel and the bridge, the other just aft of the fore cargo hatch. The first bomb entered the engine room and blew out the ship's sides and the second exploded in the bottom of the hull. The first bomb killed everyone in the refrigeration room, four men and three women. As the crew and passengers tried to abandon ship only one or two boats could be lowered into the water due to the fire that had broken out on board. The fire also threatened to destroy the wooden wharf at Foldvik,

until a local fishing boat managed to pull the burning ship some distance away from shore. **Dronning Maud** drifted a short distance, then ran aground, burned and sank listing to port. Following their attack on **Dronning Maud** the German aircraft proceeded to bomb nearby Gratangen, destroying several houses and killing two civilians. After the attack the wounded survivors were given first aid by the crew of the 378 ton hospital ship MS **Elieser**. In the evening the British destroyer **HMS Cossack** brought the most severely wounded to hospital in Harstad while **Elieser** transported those less critically wounded to Salangsverket. Nine medics lost their lives during the attack, while a tenth



later died in a hospital near Harstad. Of the ship's crew eight died and all the materiel on board was lost when **Dronning Maud** went down. Thirty-one medics and crew members were injured in the sinking of the ship, two of them severely. The wreck of **Dronning** Maud remains where she sank, a short distance off the wharf at Foldvik in Gratangen. The ship is still upright at around 26 to 35 metres (85 to 115 ft) depth,

at coordinates 68°41.917'N 017°26.367'E. *Reactions to the sinking* The sinking of **Dronning Maud**, an unarmed ship flying Red Cross flags and carrying medical personnel, brought a great amount of anger and criticism directed against the Germans. From the Norwegian perspective **Dronning Maud** had been a hospital ship and under the protection of the Geneva Conventions. The Germans retorted by pointing out that **Dronning Maud** had not been fully marked as a hospital ship, as she had retained her black hull instead of it being painted white with a horizontal green stripe. *(Source: Wikipedia)*

OFFSHORE NEWS

EQUINOR TO KEEP PGS BUSY THIS SUMMER

Norway's PGS has leveraged its multi-year frame agreement with compatriot oil and gas giant Equinor to secure contracts for the 2022 summer season. PGS will be carrying out 4D GeoStreamer monitoring surveys over the Visund field in the North Sea and the Snøhvit field in the Barents Sea. The company was also recently awarded a 3D exploration survey over the Prinsen and Hassel Ferdinand prospects in the Barents Sea. The Equinor 2022



acquisition campaign is scheduled to start in the second quarter of the year with an estimated duration of close to 5.5 vessel months. "We are very pleased with the Equinor contract awards for the 2022 season, building on the frame agreement we entered into last year. We operate in a cyclical industry with low visibility, and longer-term agreements improve our order book in a recovering seismic market," said PGS president and CEO, Rune Olav Pedersen. "An important part of our strategy is to maintain leadership in the production 4D segment. Equinor's continued confidence in our reliable Ramform vessels and the superior GeoStreamer data quality supports our strategic ambition." Equinor entered into multi-year framework agreements with PGS and Shearwater GeoServices in March last year for 4D towed streamer seismic acquisition on the Norwegian continental shelf. The two-year firm deal started in 2021 and includes two additional two-year options and can also be applied to the UK continental shelf. PGS' most recent contract award with Equinor is for the Northern Lights carbon capture and storage project, under which the company will carry out seismic acquisition in support of the project. *(Source: Offshore Wind)*

HAVILA SHIPPING SELLS TWO PLATFORM SUPPLIERS



Norwegian offshore shipping company Havila Shipping has agreed to sell platform supply Havila Aurora vessels and Havila Fortune for an undisclosed sum. Havila Aurora was delivered on Thursday to the buyer, which Havila did not identify. Havila Fortune is scheduled to be delivered within the next month. "The

sale of the vessels is according to the present restructuring agreement," Havila Shipping said. According to Havila Shipping, the buyer has committed not to operate the vessels within the offshore sector. The sale will have limited effect on the company's liquidity, Havila said. Worth noting, the two vessels, while originally built for platform supply duties, also used to work as multipurpose seismic survey vessels. *(Source: MarineLink)*

FOURTH WAGENBORG WALK-TO-WORK VESSEL CONNECTED BY CASTOR MARINE

Castor Marine has outfitted Wagenborg Offshore's fourth Walk-to-Work (W2W) vessel

connectivity solution provide the crew with continuous communications channels when working on offshore assets, real-time reporting options to onshore teams and, of course, leisure use in downtime. Castor Marine was also contracted for long-term maintenance, including providing and managing the (Wi-Fi) network. Conversion: from PSV to W2W Wagenborg Offshore, a subsidiary of Royal Wagenborg, was operating a

'Koenigsborg' with a seamless connectivity installation. The VSAT internet and Tampnet 4G



fleet of three Walk-to-Work vessels when it decided last year to add a fourth ship. The company chose to convert a PSV at Royal Niestern Sander shipyard, the Netherlands, in just 6 months' time. The vessel would need to be able to perform multiple offshore support roles and include extra accommodation for housing 40 people. Now that Wagenborg has taken it into service in April, the Koenigsborg is deployed in many ways. Firstly, it is a W2W accommodation vessel for platform maintenance tasks. Secondly, it is a Standby & Support Vessel (SSV). Last, it is certified to serve as an Emergency Response & Rescue Vessel (ERRV), expanding its operations with rescue work and emergency towing or patrol duties. In addition to the 40-person accommodation module, the ship is equipped with an infirmary, reception rooms, a decontamination room, a recovery room, and a motion-compensated gangway. A daughter craft and a fast rescue boat ensure that rescue activities can also be carried out in adverse weather. *Efficient offshore connectivity* For Oil, Gas and Offshore Wind companies to carry out their work safely and cost-efficiently, the crew and additional maintenance or rescue staff need seamless internet connectivity, 24/7, for smooth operations and exchanging information with clients, suppliers, and HQ - especially in emergency situations. Of course, internet access is also about quality of life for crew members, i.e., staying connected families and friends. Satellite service provider Castor Marine updated Koenigborg's communications systems to match the demands required by the remoteness of offshore operations and extreme weather conditions. A connectivity system that is dependable and always-on is essential for those monitoring or repairing components on offshore platforms and for reporting back to shore teams. The company says it is proud to have been entrusted again by Wagenborg to handle this project. Technical details Castor Marine chose Intellian as the preferred satellite communication technology onboard. Reliability is key and the solution consists of a VSAT internet connectivity system and an Iridium Certus L-band back-up system. This includes a dual Intellian v100NX setup, accompanied with an Intellian C700 Iridium Certus terminal and an Intellian t100W satellite TV system. The v100NX antennas are equipped with a high-power 25W Ku-band BUC to achieve higher upload speeds. Note that these represent the latest in antenna technology. The dual-antenna configuration overcomes potential blockage issues, while the integrated AptusNX control software provides users with an intuitive web interface for antenna diagnosis. The Tampet 4G service (4G LTE network on the North Sea) is used for low-latency applications when the Koenigsborg is within the coverage of LTE network. Castor Marine is the very first in the world to install the high performance Ponyting Omni-902 LTE/5G Antennas. The antennas have a high performance and are designed for allweather conditions in harsh conditions on sea. As an LTE/5G modem is a dual Fortinet FortiExtender

511 used to provide high availability and advanced threat protection. Castor Marine supports and manages Wagenborg Offshore's SD-WAN routers centrally, which is ideal for monitoring, performing changes and software upgrades. Besides the SD-WAN Castor Marine also manages and support the SD-LAN on the vessels based on Fortinet equipment. In plain words: the offshore internet system, both hardware and software, ensure that the crew always have the necessary bandwidth for all requirements. Watch the video <u>HERE</u> (*PR*)



C-INNOVATION'S SUCCESS LEADS TO ANOTHER MULTI-YEAR CONTRACT FOR RLWI WORK



C-Innovation, LLC (C-I), an affiliate of Edison Chouest Offshore (ECO) and its family of companies, has signed a two-year contract for continued Riserless Light Well Intervention (RLWI) services onboard the Island Venture offshore support vessel. The new contract follows a previous agreement in which the Island Venture performed interventions on multiple deepwater wells in the Gulf

of Mexico. David Sheetz, C-Innovation's vice president, explained, "This new award is a continuation of nearly three years of setting new standards in the RLWI space. We are constantly working to change the way the industry looks at RLWI work to increase production in this everchanging market. We look forward to the next few years on this project, and we are already making plans to expand the offering, including numerous dock upgrades to facilitate even more efficient fluid handling and waste removals to minimize required between-wells maintenance time." With no safe vertical access to several subsea wells under a platform, the C-I Subsea Projects Group was able to find a solution by utilizing a well service jumper to perform well interventions. This collaborative effort between C-I and the operator was a first for the industry and allowed C-I to perform the intervention without disrupting the platform's operations. George Wilson, C-I's RLWI project manager, stated, "C-I is committed to ensuring the continual improvement of the quality, health, safety and environmental aspects of its operations and services. The two-year RLWI work is no exception: with over 1 million man-hours, C-I had zero recordable incidents. So far this year, C-I has clocked over 135,000 hours with no recordables." Sheetz added, "The contract award for additional RLWI work is a credit to the entire RLWI team. Our team continues to provide creative solutions and methodologies to perform interventions that have not been achievable from a conventional RLWI approach. The collaboration of various subsea disciplines within our group has contributed to the successes, and our offshore teams continue to deliver on every execution that comes their way. C-I's subcontractors, Halliburton, Baker Hughes and Caltex Oil Tools, were also key to the new award. I am extremely proud to work with some of the brightest people in our industry." *(Source: Workboat365)*

OCEANXPRESS PROVIDES NEXT LEVEL CREW CHANGE SOLUTION

Damen Shipyards and Ampelmann have established the joint venture OceanXpress to provide offshore crew change solutions in The North Sea area. This collaboration will see the introduction of a new service to the offshore access market that neatly combines the engineering feats of Damen's Fast Crew Supplier (FCS) 7011 Aqua Helix with the S-type motion



compensated gangway system from Ampelmann. The vessel and state of the art gangway system have successfully passed offshore commissioning and will now start offering services to the offshore energy market. Continuing years of cooperation, the joint venture OceanXpress was established on 11 April 2022. Damen and Ampelmann will provide full logistical support to the operations of Aqua Helix and the S-type as a fully integrated crew supply solution for clients in the North Sea energy market. Experienced crew from Wagenborg Offshore will navigate the vessel along platforms. The fast and comfortable vessel can transport up to 120 people at once and the height adjustable gangway will facilitate rapid crew changes to and from Aqua Helix, allowing it to service multiple offshore installations during its tour. The extra time this may take for the offshore workers is compensated by the high-speed transfer from the Port of Den Helder and by the great comfort this transfer offers. Crew will arrive well rested. High operational efficiency Professionals in the offshore energy industry will find a large, adjustable and comfortable seat aboard Aqua Helix. They will get to their work and back to shore in comfort and at high speed in one of these 120 business class chairs. The FCS 7011 can sail at speeds up to 40 knots, even in rough conditions. The axe bow reduces slamming and pitching to great extent. The slender aluminium hull allows for fast sailing as it is powered by four MTU engines connected to water jets. The largest gyro stabiliser built to date by VEEM will reduce rolling by more than 90 percent. The vessel is perfectly laid out to provide a comfortable, fast, and efficient ride across the North Sea waves. Light-weight and fast Damen and Ampelmann engineered Aqua Helix for integration of the gangway installation with the hull structure. This integrated approach allowed the engineers to design a light but strong structure for the gangway foundation. Weight reduction is key when high speed is required. Motionless and safe At destination, the Ampelmann gangway system enables offshore workers to safely walk to the offshore installation. Based on proven technology, the telescopic gangway can reach platforms and turbines

up to 19 meters above sea level. This provides continuous access from the vessel to the platform or



wind turbine, enabling the smooth transfer of large groups. The combination of advanced positioning, dynamic gyro stabiliser and the Ampelmann system allow for safe, rapid and efficient personnel transfers. Proof of concept OceanXpress aims to upgrade crew change solutions in terms of comfort and efficiency. Successful sea trials have shown that the vessel and integrated gangway system are fit for the job. The nextlevel crew transfer service is now available for both long-

term and short-term commitments. By providing a new level of comfort, safety and efficiency, this joint venture is set to revolutionise the offshore energy market. (PR)



EMGS SCORES NEW SURVEY DEAL IN NORWAY

Oslo-listed Electromagnetic Geoservices (EMGS) has secured an additional fully pre-funded multi-client 3D controlled source electromagnetic (CSEM) survey in Norway. The survey will be acquired in connection with the project secured earlier this month, with a total contract value of approximately \$2.8m. The company has initiated mobilisation of the 2001-built Atlantic Guardian, and the surveys are expected to be



executed in the second quarter of this year. (Source: Splash24/7)

EVENT NEWS

SET YOUR COMPASS FOR SEPTEMBER 2-4 FOR OLYMPIA HARBOR DAYS FESTIVAL 2022



The South Sound Maritime Heritage Association (SSMHA) is on course with the planning and presentation of Olympia Harbor Days Festival 2022. This is a full-scale return of the 49-year-old tugboat festival, Labor Dav weekend starting Friday, September 2nd at 5PM and closing Sunday, September 4th at 6PM. The festival will take place along Olympia's Downtown Waterfront Boardwalk from historic Percival Landing to the Port of Olympia's Port Plaza Park, according to SSMHA President Dave Peeler. This event marks the return of Puget Sound's vintage tugboats and historic ships to Budd Inlet. Guests will

find a grand assortment of tug boats

built from the early 1900's through the 70's and ranging in size from 25 feet to over 125 feet long. Tugboat Skippers will offer a climb aboard show on Saturday and on Sunday if not racing. Washington State's Tall Ship, Lady Washington will be arriving mid-week and the historic Mosquito

Fleet Steam-Ship Virginia V should be arriving Friday in time for the start of the festival. Both ships will offer dockside touring and harbor sailings and tours of Budd Bay. Other wooden and hand-crafted boats will be displayed, and the Port of Olympia will offer free port tours. In additions to the vessels, visitors can expect to find a unique assortment of arts, crafts, importers, commercial, food and informational and demonstration booths as well as mini tug displays. Plus, enjoy Squaxin Island Tribe cultural sharing's of



drum, dance, storytelling, and art. Starting Saturday kids can engage in a hands-on LEGO Harbor Build Activity including the professional building of a 5' LEGO tugboat by Train Builder; marine science activities with a touch tank on Sunday offered by the Puget Sound Estuarium; and engage with the award-winning Olympia Hands on Children's Museum with a tugboat make-race-take activity. Be sure to enter the free giveaway drawing for a weekend at the coast. Form Finders will build a large sand sculpture during the event and hold a Quick-Carve Contest on Sunday. The festival features plenty of live music by local musicians including rock, jazz, country, sea shanty and barber shop. Be sure to visit the Food G'Alley full of sweet treats, hot eats and cedar planked smoked salmon. This family friendly event offers something for everyone and plenty of photo ops all weekend. During the pandemic, Olympia Harbor Days and SSMHA created the year-round Maritime Heritage & Tugboat Walkalong Olympia's Boardwalk from the historic Tugboat Sand Man to the future landside site and display of the historic and renovated Tugboat Parthia. More information can be found at www.HarborDays.com. Walking brochures are online or can be found at various retailers and restaurants in downtown Olympia. "Olympia Harbor Days, despite a number of challenges, is pleased to present this beloved festival and will follow all federal, state and local COVID health and safety mandates that may be in force at the time of the event," said Carol Riley, Executive Director. SSMHA is the founding organization of the festival and has been working to keep this almost 50-year working waterfront-focused festival alive with a virtual presentation in 2020 and a small one day "Lite" event in 2021.The maritime heritage nonprofit continues to operate the event after the



Olympia Kiwanis Club had presented it from 2012 -2019."SSMHA is a small non-profit and calling out to the community to help with volunteers. If you or your group can help, volunteer information can be found on the website," said Riley. Online registration is currently open for all categories of vendor and food booths. Skippers wishing to participate with their vintage tugs or other historic vessels are welcome to register as well. For

almost a half century, Olympia Harbor Days has been a locally sponsored free and family friendly maritime themed festival with tugboats, historic ships, booth vendors, food, music, educational classes, children's activities and more, held each Labor Day Weekend. The fun continues as Olympia Harbor Days planning is Full Speed Ahead with a goal of celebrating 50 years in 2023! For more information, hours and schedules, pleasevisitwww.HarborDays.com. Questions about participation please emailinfo@HarborDays.com. Olympia Harbor Days Festival: Friday, September 2nd, 5pm-8pm; Saturday, September 3rd, 10am-7pm; Sunday, September 4th, 10am-6pm. *(PR)*



WINDFARM NEWS - RENEWABLES

WAVECRAFT CTV NEWBUILDS TO SERVICE ØRSTED'S UK OFFSHORE WIND FARMS

Danish crew transfer vessel Marine operator World Offshore (WMO) has contracted Norwegian shipbuilder Umoe Mandal AS to build two second-generation Wavecraft™ crew transfer vessels. WMO has also entered bareboat charter into agreements for two similar vessels that are owned by the Umoe Group. Three of the four vessels will go on contract with Ørsted. The two newbuilds are of the Sprinter 28 design from Umoe Mandal. The bareboat



charter agreements for the two existing Wavecraft vessels, Umoe Firmus and Umoe Rapid, have a duration of four years. The vessels' owner, the Umoe Group, is Umoe Mandal's majority shareholder. "Our Wavecraft vessels are unique as they are heave compensated and probably the most efficient crew transfer vessels in the world," said Tom Harald Svennevig, CEO of Umoe Mandal. "They can transfer personnel in wave heights up to 2.5 metres and are capable of 40-45 knots service speed. World Marine Offshore (WMO) and Ørsted are the most experienced users of these air-cushioned catamarans. To receive further orders from the companies who are most familiar with this vessel type confirms their confidence in the vessels' performance and quality." Upon completion, the two newbuild vessels will enter service for Ørsted on wind farms located on UK's east coast. Both vessels will be delivered from Umoe Mandal in 2023. Mikkel Windolf, Senior Product Innovation Manager at Ørsted, said: "Technology is constantly evolving and changing. However, vessel designs have remained relatively stable in the offshore wind business until now. The SES (Surface Effect Ships) design is for the specific sites where transit distance and time suits. The SES vessel is signalling a change for the offshore market to move towards more specialised product that is aimed at solving unique challenges." The two existing vessels, which were also built by Umoe Mandal, have been in service in the offshore wind industry for several years. "WMO has had the pleasure to be operating these unique vessels on behalf of the Umoe Group for several years, and we have seen the unique performances these vessels offer to the offshore wind industry. Feedback from offshore wind farm owners has been excellent. We have worked together with Umoe Mandal for a long time to meet Ørsted's requirements for their UK east coast operation, and we are proud to see that WMO and Wavecraft Sprinter 28 is selected for this contract," said Hans Schneider, CEO of WMO. All Wavecraft[™] vessels are based on an air-cushion catamaran design, built in composite sandwich materials that are said to enable up to 20-30 per cent lower fuel consumption than for example aluminium vessels, with associated reduced emission levels. The Wavecraft[™] crew transfer vessels are also equipped with what is described as "a unique boarding control system (BCS™)" which is said to eliminate wave motions and allow transfer of personnel to the offshore turbines in waves up to 2.5mHs. "The combination of 40-45 knots operating speed and our boarding control system means

that wind farm operators can get a substantially higher number of operating hours out of every offshore technician," said Svennevig. "Not only do we cut the transit and infield sailing time by half versus traditional CTVs, but we also increase the operating window significantly. With offshore wind farms moving further offshore, often in rougher seas, we believe the industry is ready for a new generation of high-performance crew transfer vessels." The Wavecraft[™] vessels of the Sprinter 28 design are 27.5 metres long and 10.4 metres wide. They carry up to 24 passengers, plus four crew. *(Source: Offshore Wind)*



SEAJACKS LANDS NEW CONTRACTS IN UK



Eneti has announced that its subsidiary Seajacks UK Limited has secured new contracts with two UK-based companies for its NG2500X-class vessels. The first contract signed with a UK utility will see one vessel supporting offshore wind farm substation commissioning in the UK sector of the North Sea for a period of 90-120 days in each of 2023, 2024, and 2025. In total, over the three years, the contract is expected to generate up to USD 20.5

million (approximately EUR 19.3 million) in revenue, Eneti said. The second contract is with an energy company for one of its NG2500X-class vessels to support offshore facility maintenance in the UK sector of the North Sea. The contract, which will last between 14 and 21 days, could generate around USD 800,000 to USD 1.2 million (around EUR 754,000 to EUR 1.13 million) in revenue in the second quarter of 2022. Last month, Seajacks UK Limited inked another contract worth between USD 3.85 million to USD 7.45 million to support operations and maintenance (O&M) on an offshore wind farm in Northwestern Europe. Earlier this year, Monaco-based Eneti announced that Seajacks UK Limited signed four contracts with customers in Northwestern Europe for between 189 to 240 days of employment for its NG2500-class vessels. Eneti Inc., formerly Scorpio Bulkers, acquired Seajacks in August 2021, adding five wind turbine installation vessels (WTIVs) to its fleet. The five vessels include the flagship NG14000X design Seajacks Scylla which was delivered to Seajacks from Samsung Heavy Industries in 2015, the NG5500C design Seajacks Zaratan, and three NG2500X

specification wind turbine installation vessels (WTIVs): Seajacks Kraken, Seajacks Leviathan, and Seajacks Hydra. (Source: Offshore Wind)

New U.S. CTV OPERATOR STARTS CONSTRUCTION OF ITS FIRST THREE VESSELS

U.S. crew transfer vessel (CTV) operator WINDEA CTV LLC, in which Hornblower is a partner, reports that it has started construction of its first three vessels. Two of the three 30hybrid-ready Incat meter, Crowther designed CTVs are being constructed at St. Johns Ship Building, Palataka, Fla., and the third at Gulf Craft, Franklin, La. The CTVs are scheduled to be delivered in 2023 and will immediately go into service for GE Renewables. They will first operate out of New Bedford,



Mass., during the Vineyard Wind I construction period. *First wave of planned fleet* "In collaboration with our operating partner Hornblower we are pleased to be working with Incat Crowther and the shipyards to construct the first vessels of our CTV fleet in the U.S.," said Bradley Neuberth, managing partner of WINDEA CTV and owner MidOcean Wind. "These three CTVs represent the first wave of our fleet which we have been developing since 2019 with our European partners." WINDEA CTV is part of the WINDEA Offshore USA consortium. In addition to CTVs, the consortium offers solutions for service operation vessels (SOVs), feeder vessels, rockfall vessels, onshore terminal operations, and other ancillary services required to build and maintain offshore windfarms. WINDEA Offshore USA mirrors the efforts of the established German entity WINDEA Offshore, a joint venture of three established and family-owned companies, Bernhard Schulte Offshore, Buss Offshore Solutions, and Ems Maritime Offshore. The WINDEA CTV fleet is owned and operated by MidOcean Wind LLC and Hornblower Wind, LLC. (a member of Hornblower Group), with technical and operational support from WINDEA Offshore shareholder Ems Maritime Offshore GmbH, which operates a fleet of CTVs in the European market. *(Source: MarineLog)*

CAPE HOLLAND'S VLT COMPLETED ITS WORK AT KASKASI II OWF

CAPE Holland is pleased to announce that the world's most powerful Vibro Lifting Tool, the CAPE VLT-640 Triple, has completed its work at the Kaskasi II Offshore Wind Farm. A lot of work went into preparation for the project since the initial stages, which started in 2016 and the consequential contract award from Seaway 7 in 2020. CAPE Holland is looking back on a performance of the CAPE VLT with no mechanical breakdown of the equipment which was for 90% newly built and contained numerous innovations. For the first time ever, flanged monopiles have been upended, lifted and vibrated with CAPE Holland's patent pending flange clamping system. After a short learning curve, Seaway 7 used the CAPE VLT to drive a new type of monopiles with Self Expanding

Pile Shoe (SEPS). Although the monopiles where not vibrated to end depth, new insights and data



have been collected via a newly developed monitoring, logging and survey system. Seaway 7 confirmed the great control of the installation process with the CAPE VLT at Dynamic Positioning. Wouter van Dalen, Senior Project Manager at Seaway 7, "The CAPE VLT was an essential part of the Kaskasi installation spread. The tool enabled Seaway 7 to upend and install monopiles in a single lift to stable penetration depths,

therewith reducing installation times and risks." Frits Laugeman, Project Director at RWE Renewables, "We regret that the CAPE VLT was only used on Kaskasi on a reduced number of seven monopiles. As a consequence, the tool may not have been able to show its full potential in installing monopiles. Laurens de Neef, CEO at CAPE Holland, "We like to thank both RWE and Seaway 7 for their trust in CAPE Holland and the co-operation during the project even though the installation scope of the project was significantly reduced by Seaway 7 compared to the original plan. We look forward to our next European wind project later this year where the CAPE VLT will be upending and partly installing flanged monopiles, followed by our first offshore wind project in Japan with the CAPE VLT." Watch the video HERE (PR)



STRATEGIC MARINE DELIVERS SECOND PAIR OF CREW TRANSFER VESSELS TO WEM MARINE LTD

Strategic Marine (S) Pte Ltd has successfully delivered two crew transfer vessels (CTVs) to WEM Marine Ltd. The new 27m vessels (built to the company's Stratcat 26 design) are the very first CTVs to be launched from Strategic Marine's new shipyard on Benoi Road in Singapore. WEM 5 and WEM 6 have been designed to meet the operational requirements of UK and European waters where they will go into service. The vessels are powered by two Caterpillar C32 engines driving fixed pitch propellers providing a robust and efficient propulsion system. When fully operational, 24 technicians and six crew can be comfortably accommodated onboard and personnel transfer to the wind turbines is facilitated by a patented active fendering system. WEM 5 and WEM 6 are sister vessels to two CTVs delivered to WEM Marine in the summer of 2021 and all four have been

delivered on schedule and to budget, despite the challenges of the global pandemic. Both vessels

recently completed their sea trials with David Ford, Managing Director of WEM Marine joining the crew to put the CTVs through their paces. Both vessels delivered speed exceeding 26 knots. Mr Chan Eng Yew, CEO of Strategic Marine said: "This delivery latest further cements Strategic Marine's solid, proven reputation for building CTVs for renewable energy industries all around the world and builds upon our excellent relationship with WEM Marine. Our



customers value our experience and our ability to effectively tailor our vessel design to different operational requirements, ensuring the finished vessel is absolutely fit for purpose." WEM Marine has taken delivery of both vessels, and Mr Ford said: "I am delighted to accept delivery of these two vessels, which will form an integral part of our fleet. Joining the Strategic Marine team for the sea trials further cemented our close working relationship and Strategic Marine's professionalism, commitment to quality and attention to detail has made it a pleasure to follow the progress of these two vessels from design and build, through to delivery." Paolo Moretti, CEO of RINA Services commented: "The demand for more and more specialised vessels to meet the operational needs of this important sector has helped to deliver many advancements and technological developments - as demonstrated by these two new vessels. Working with Strategic Marine on the construction supervision and classification process has been smooth and straightforward." (*PR*)

TURKISH SHIPYARD TO BUILD ESVAGT'S 'GREEN' SOV BOUND FOR ØRSTED'S OFFSHORE WIND FARM



Danish offshore vessel owner Esvagt and its compatriot Ørsted earlier in April announced an investment in what they said would be the world's first service operation vessel (SOV) that can operate on green fuels. On Friday, April 29, Turkish Cemre shipyard said it had won the contract to build the SOV. The design of the vessel has been developed by the Norwegian design company HAV Design in cooperation with ESVAGT, and

the vessel will be the third turn-key project Cemre will build for Esvagt. "This pioneering project

will change the path of the offshore wind service and support the market to reach carbon neutral and environmentally friendly solutions," Cemre said. According to Cemre, the SOV will be powered by batteries and dual fuel and pure methanol engines, capable of sailing on renewable e-methanol, produced from wind energy and biogenic carbon, which will lead to a yearly emission reduction of approx. 4,500 tonnes of CO2. These systems will provide the required power for the vessel's propulsion, positioning, and main operations while acting carbon neutral and making it possible to create a new "green vessel" trend in the operations. This 93-meter-long innovative vessel will provide accommodation for 124 persons and will be built according to DNV classification rules and sail under the Danish flag. Once commissioned by the end of 2024, the SOV will serve currently Ørsted's 1.3 GW offshore Hornsea 2 wind farm, off the UK's east coast. The vessel will, according to the parties involved, provide a highly efficient workspace together with the safe transfer of the technicians at the wind farm via a motion-compensated gangway and transfer boats as well as a crane to lift heavy spare parts. The SOV will also be equipped with a helicopter deck for fast and easy access and transfer from shore. "This success marks its sign as another milestone for Cemre, and having the confidence sourced from the former challenging 'firsts' we believe Cemre Shipyard will present this green-committed & futuristic vessel to the sector successfully when completed," says Burak Mursaloğlu, Head of Business Development at Cemre Shipyard. (Source: MarineLink)



DREDGING NEWS

DREDGER KRAKESANDT STARTING SEA TRIALS BEFORE DELIVERY

Thecla Bodewes Shipyards Group has begun sea trials for a new trailing suction hopper dredger being built for De Hoop Terneuzen BV. Following Eastern, the Krakesandt departed Thecla yard in Kampen to the company's yard in Harlingen, where she will undergo the sea and dredging trials. This modern TSHD named Krakesandt was designed by Barkmeijer Shipyards - part of the Thecla Bodewes Group - and built at



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their Kampen facility in the Netherlands. The 105m dredger is equipped with a smart diesel-electric system, developed in close collaboration between Thecla and D&A Electric, that efficiently regulates the energy supply for sailing, dredging and unloading of the ship. In addition to smart and stable power management, the use of the E-prop electric propulsion increases the overall propeller efficiency during dredging, sailing and maneuvering, optimizing energy and fuel consumption and greatly reducing the ship's emissions. The hull shape is optimized for sailing with both loaded and unloaded drafts by means of Computational Fluid Dynamics calculations. Just like her sister ship Anchorage that was delivered to De Hoop Terneuzen last year – the **Krakesandt** is designed and built to extract sand from the North Sea, which is used as a raw material in the concrete industry and road and house construction. The ship is equipped with two large open holds, the hoppers, which allows loading of different mixtures. In the North Sea, about 25 km from the coast, these hoppers are filled up with a sand pump and a drag head that drags over the bottom like a kind of vacuum cleaner. When the hopper is full, the sand from the large dredger is transferred to inland vessels. According to Thecla Bodewes Group, the newbuild will strengthen the fleet of De Hoop Terneuzen by the end of May 2022. *(Source: Dredging Today)*



HUISMAN AWARDED CONTRACT FOR ROCK INSTALLATION EQUIPMENT

Huisman has announced the award of a contract from USA-based Great Lakes Dredge & Dock Company, LLC (GLDD), for the delivery of installation rock equipment. The equipment, which is to be installed on the company's newbuild rock installation vessel, will support the development of offshore renewable energy production in US waters.

Huisman is committed to driving the growth of renewable energy and making mineral and fossil fuel extraction more sustainable. The development of the company's products reflects this vision. Huisman has optimised the equipment for installing scour protection necessary for offshore wind applications. This includes, for example, filter and armour layers for foundations, which it can install pre- or post-foundation installation. It can also install the cable protection for both inter array and export cables. The equipment will support GLDD's ability to play a significant role in the development of the USA's offshore wind industry. For the project, Huisman will cooperate with TME, designer and producer of bespoke equipment for the offshore, bulk, asphalt and concrete industries, utilising its robust and proven rock transportation technology in the form of a plate feeder, shakers and hoppers. Delivery of the rock installation equipment is scheduled for the first half of 2024. Eleni Beyko, Senior Vice President of Offshore Wind at GLDD: "We are pleased to work with Huisman regarding this critical element of our planned subsea rock installation vessel, which will provide a unique, technologically and environmentally advanced vessel for use in the US offshore wind industry." David Roodenburg, CEO at Huisman: "We thank Great Lakes Dredge & Dock Company for the trust shown in Huisman. We are proud to be part of this project that will support the growth of sustainable energy production in the USA. We look forward to cooperating with GLDD and TME to deliver this state-of-the-art rock installation equipment, using our extensive experience in designing and building custom made large rock installation systems." (PR)

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PJSC LAUNCHES NEW HOPPER DREDGER

Launching of the Project 4395 - the second non-self-propelled suction dredger – took hopper place vesterday at Gorodets, Nizhny Novgorod Region based Shipbuilding, Ship Repair Corporation PJSC. According to the Federal Marine and River Transport (Rosmorrechflot), the Agency dredger's design was developed by a Rostov based bureau Stapel. The vessel was built under the 2024 Comprehensive Plan for Modernization and Expansion of



Core Infrastructure (CPMI). *The dredger's specifications:* length: 55.1 m; beam: 10.5 m; depth – 3.65 m; draft fully laden: 1.3 m; crew – 28; dredging capacity – 700 cbm/h. *(Source: Dredging Today)*

SHALLOW-DRAFT HOPPER DREDGER MISS KATIE HITS THE WATER



The official launch of the Miss Katie – the shallow-draft hopper dredger – took place at Conrad Shipyard in Morgan City, LA, on April 4, Dare County said. Once the vessel is delivered to Dare County and successfully completes a series of required sea trials this summer, **Miss Katie's** dredging operations will be managed by the Oregon Inlet Task Force. It will be able to

operate up to 12 hours a day (weather permitting), providing the strategic dredging that is needed to

keep area waterways open and navigable for commercial and recreational vessels. A christening ceremony will be held later this year to celebrate the completion of this highly anticipated project. Watch the video <u>HERE</u> (*Source: Dredging Today*)

POOLE YACHT CLUB DREDGING IN FULL SWING

Dredging is now underway at Poole Yacht Club to clear the entrance of accumulated sediment - this

has built up since the last dredge operations in 2014, Jenkins Marine said. Vessels on site for the work include the selfpropelled, spudleg, workboat Doreen Dorward, equipped with a 50t long reach excavator for dredging operations. "She is perfect for near shore precision operations. Also attending is our 300t, self-propelled, split hopper barge Nab. This combination allows for an optimised, tried and tested dredge solution where access in and around



marinas is limited," said Jenkins. The designated dredge disposal site is located in Poole Harbour at Brownsea Roads which provide a quick and efficient turn around to fall in line with the harbour license arrangements. The dredging was optimised with the use of the Jenkins digital dredge system to ensure that an accurate and high quality finish is achieved. *(Source: Dredging Today)*

YARD NEWS

EASTERN SHIPBUILDING GROUP, INC. ANNOUNCES CONSTRUCTION OF THE U.S. COAST GUARD'S FOURTH OFFSHORE PATROL CUTTER



Eastern Shipbuilding Group, Inc. (ESG) announced the Coast Guard U.S. has awarded a contract to begin construction of the fourth offshore Heritage Class patrol cutter (OPC), the USCGC future RUSH (WMSM 918). The OPC will form the backbone of the service's future fleet around the globe. ESG has worked hard to earn this

opportunity and is honored to be chosen to perform this important work for the United States. ESG, in collaboration with its partners, produced the winning design of the OPC and was awarded detail

design and construction of the first hulls in 2016. The new OPC designs reflect cutting-edge technology and will replace the service's 270-foot and 210-foot medium endurance cutters, which are becoming increasingly expensive to maintain and operate. "This follow-on award signifies the OPC team and our partners continue to provide quality craftsmanship and unparalleled service. We have a focused vision to support the OPC Program with shipbuilding excellence and provide the country with a long-term industrial capability that can produce exceptional vessels that support national security interests," said Joey D'Isernia, President of Eastern Shipbuilding Group, Inc. As prime contractor, ESG has successfully achieved program goals and mitigated the impacts of COVID-19 and current supply chain challenges. It expects to christen the first vessel this year, is nearly halfway through completion of the second vessel, and will host the keel authentication of the third OPC in a few weeks. The pace of production accelerates with each vessel that comes online. "We utilized state of the market technology, design, and construction methodologies to offer a more capable vessel than legacy assets currently in service. The innovations built into the OPCs were designed for sustainability and endurance and come from the ingenuity of the best engineers and manufacturers in the world. We thank the hundreds of partners and employees in the thirty-four states supporting us in this effort," continued D'Isernia. Construction is taking place at ESG's Nelson Street Shipyard in Panama City, Florida, a facility that is optimized for multi-hull construction of the Offshore Patrol Cutter and dedicated to supporting the U.S. Coast Guard. ESG survived the third largest U.S. hurricane in 2018 and has fully rebuilt its operational facilities. The company made many infrastructure investments from \$50 million in state appropriations and economic development grants that benefit the OPC project with enhanced manufacturing capabilities and efficiencies that reduce cost and schedule risk. These infrastructure investments include an aluminum fabrication facility specifically designed to support full construction of the OPC aluminum superstructure in a covered and controlled environment. ESG has also completed launch way upgrades, upland bulkhead upgrades, construction platen expansions, and waterway deepening projects to further enhance ESG's capability to launch and deliver two OPC sized vessels per year. At its Allanton Shipyard, ESG has constructed a state-of-the-art C5ISR Production Facility to conduct testing and integration of navigation, communication, and command and control, equipment, and simulators on premises prior to final installation on the vessel. (PR)



ALL AMERICAN MARINE INKS DEAL TO BUILD GEODYNAMICS/NV5 WIND SURVEY VESSEL

All American Marine (AAM) won a contract to build a research and hydrographic survey vessel for Geodynamics, an NV5 company. R/V **Shackleford** is a 73 x 26.7-ft. semi-displacement aluminum catamaran hull that was developed by Nic de Waal of Teknicraft Design in Auckland, New Zealand.

The vessel will have the fundamental, and primary design elements of the Duke University Marine

Lab's R/V **Shearwater** and Blue Tide Puerto Rico's R/V **Blue Manta** that were both recently commissioned. R/V **Shackleford** is named after the southernmost barrier island in the Cape Lookout National Seashore chain, a region rich in maritime history. The vessel will be built to USCG



Subchapter T standards and will primarily operate off the eastern seaboard of the U.S. "Our continued focus is meeting the most stringent offshore survey specifications in the world, whether that is for nautical charting or for subsea exploration to support offshore wind development. Our model is therefore building the boat around the ideal sensors, allowing us to achieve the most accurate and repeatable data, day in and day out. A larger, more stable and customized vessel will not only help us maintain our high standards of quality, but it will also help with our real-time data acquisition and processing transparency objectives by comfortably accommodating our client reps," said Chris Freeman, General Manager & Sr. Marine Geologist. The R/V Shackleford integrates the signature Teknicraft Design symmetrical and asymmetrical combined hull shape, bow wave piercer, and a patented hydrofoil-assisted hull design. The hull and hull components are designed to break up wave action and ensure reduced drag while enhancing passenger comfort. This design is proven to have both low-wake wash energy and increased fuel economy. For the operator, the most valuable feature is the fuel economy, consuming approximately the same gallons per nautical mile throughout the estimated cruising speed of 18-24 knots, with a fuel-efficient survey operation speed of 4-8 knots, fully laden. With a large fuel capacity of 1500 gallons, this fuel-efficient design will be able to hold up to 16-day passengers / 8 live-aboard plus 3 crew. The propulsion package includes 2x fixed pitch propellers, powered by twin CAT C18 "D" ACERT, Tier 3 engines, rated at 803 bhp @ 2100 RPM driving ZF 665V remote mounted gearboxes. (Source: MarineLink)

SCHOTTEL EAST ASIA: NEW SUBSIDIARY INTENSIFIES MARKET DEVELOPMENT IN SOUTH KOREA AND JAPAN



The targeted expansion of SCHOTTEL's international network of subsidiaries developed further with the foundation of SCHOTTEL East Asia located near Busan. In addition to the growing market in South Korea, business development of the German propulsion expert will now also be intensified in Japan. Business operations were launched in April 2022. Seongki Han has been appointed General Manager of SCHOTTEL East Asia. He brings to his new role extensive experience and expertise in the area of ship propulsion,

based on a broad educational background as well as on 20 years of sales experience in the marine and offshore industry in the Asia/Pacific and Middle East region. SCHOTTEL East Asia is supported by the long-established subsidiary SCHOTTEL Far East in Singapore and by the knowledge and experience of the worldwide SCHOTTEL network. (*PR*)

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ROSATOM WILL RECEIVE FUNDING FOR THE SIXTH AND SEVENTH ICEBREAKERS OF PROJECT 22220

Rosatom State Corporation will additional receive funding for the development of the infrastructure of the Northern Sea Route (NSR), including the construction of additional two nuclear icebreakers of project 22220 and a nuclear service vessel (ATO). Kommersant writes about this on April 29 with reference to the instructions of Prime Minister Mikhail Mishustin following the meeting of April 15. According to the publication,



118 billion rubles will be allocated from the budget for the construction of two nuclear-powered icebreakers, and 25 billion rubles for the nuclear service vessel. Also, about 7 billion rubles. will be directed to the construction of the ports "Bukhta Sever" and "Northern Star". It is assumed that funding will allow year-round transport of goods along the NSR in an easterly direction. In addition, Rosatom will receive the functions of organizing navigation on the NSR, which the Ministry of Transport previously had. Recall that the construction of universal nuclear icebreakers of project 22220 is carried out by order of the Federal State Unitary Enterprise Atomflot (part of the state corporation Rosatom) at the Baltic Shipyard (part of USC). Two vessels have already been handed over to the customer - "Arktika" and "Siberia". Three more - "Ural", "Yakutia" and "Chukotka" On April 22, the Deputy Director for Shipping of FSUE Atomflot Vladimir Arutyunyan announced the signing of documents for the construction of two additional icebreakers of project 22220 during the Ports of the Arctic forum. Project 22220 universal nuclear icebreaker. Project developer - Iceberg Central Design Bureau Length - 173.3 m; Beam - 34 m; Propeller power - 60 MW; Draft at the design waterline - 10.5 m; Minimum working draft - 8.55 m; Displacement - 33 .54 thousand tons; Assigned service life - 40 years; Crew - 75 people. (Source: Sudostroenie; Photo: State Corporation "Rosatom")

WEBSITE NEWS

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Last week there have been new updates posted:

- 1. Several updates on the News page posted last week:
 - Sanmar Shipyards delivers powerful harbour tug to expanding Turkish port
 - SAAM Towage Agrees to Purchase Ian Taylor Towage Business in Peru
 - *KOTUG to acquire SEAWAYS to accelerate its growth in worldwide offshore floating energy facilities*
 - Sanmar Shipyards delivers a fifth powerful new tugboat to SAAM Towage
 - *Tier IV Tug Athena Delivered to Crowley*
- 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)
 - Offshore Support Tug with Fifi and AHT equipment
- *3.* Several updates on the Newsletter Fleetlist page posted last week
 - Blast Odessa by Jasiu van Haarlem (New)
 - Mariupol Sea Commercial Port by Jasiu van Haarlem (New)
 - OCP Odessa by Jasiu van Haarlem (New)

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

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