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

Distribution twice a week 19,300+

MIDWEEK – EDITION

TUGS & TOWING NEWS

PAIR OF RAMPARTS 3400 TUGS SUCCESSFULLY DELIVERED TO RI ZHAO PORT



Robert Allan Ltd. is pleased to announce that **Ri Gang Tuo 1** and **Ri Gang Tuo 2**, two RAMPARTS 3400 tugs were successfully delivered to Ri Zhao Port, Shandong, China in February and March of this year. An official naming ceremony was held at owner's fleet base last week. The newly completed ASD tugs were constructed at Rizhao Kingda Shipbuilding Heavy Industry Co. Ltd., designed by Robert Allan

Ltd. and are to operate in Rizhao Port on the coast of the Yellow Sea, China. The newly developed RAMPARTS 3400 has been specially designed for owners who prefer to operate tugs with shallow draft and assist ships with low freeboards. Both owner and builder are very satisfied with the performance demonstrated by the tugs during sea trials. *Key particulars of the Ri Gang Tuo 1 and Ri Gang Tuo 2 are:* Length, overall (excluding fenders): 34.3 m; Beam, moulded: 11.20 m; Depth, least moulded: 5.22 m; Maximum draft (navigational): 4.61 m; Gross Tonnage: 495. *Main tank capacities at 100% are:* Fuel oil: 105 m³; Potable water: 43 m³; Ballast: 43 m³; Fire-fighting foam: 12 m³. *The tugs were designed and constructed to the following CCS Notation:* ★ CSA, TUG, R2, ★ CSM, BRC. *Propulsion machinery consists of:* 2 x Niigata main diesel engines 6L28HX, 1838kW; 2 x Kongsberg Z-drives, US205S P20 FP. Each of the multi-purpose tugs is outfitted with a variety of deck machinery including



a hawser winch from Masada Ironworks Co. Ltd, and two windlasses. Ship-handling fenders at the bow consist of an upper row of cylindrical fenders and a lower course of W-fender. Sheer fendering consists of "D" rubbers and a smaller cylindrical fender at the stern. The accommodations have been outfitted for a crew of ten with master's cabin, mess, galley arranged in the deckhouse and all other crew cabins located on the lower accommodation deck. There is also a provision store on the lower deck. The wheelhouse is designed with a single split type control station which provides maximum all-round visibility with exceptional visibility to the bow and side fendering, as well as operations on the aft deck. *Trial results were as follows:* Bollard pull, astern: 64.3 tonnes; Free running speed, ahead: 14.02 kts. (PR)

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UZMAR SHIPYARD AND ROBERT ALLAN LTD - METHANOL FUELLED TUGBOAT DESIGN AGREEMENT



UZMAR Shipyard and Robert Allan Ltd have signed an agreement to design and build a new series of methanol-fuelled tugboats. These new designs, exclusive to UZMAR, represent a new generation of lower emission tugs that our owner clients are demanding to meet CO2 reduction targets. The name of the methanol-powered tugboat series will be unveiled soon by UZMAR and Robert Allan Ltd. The agreement was signed for 4 new designs between UZMAR CEO Mr. Ahmet Noyan Altuğ and Robert Allan Ltd CEO Mr. Mike Fitzpatrick over a video call on April 28. The new series will have improved energy efficiency and will be able to generate a significant amount of annual CO2 emissions savings. The methanol fuelled series will have

LOA between 26 meters to 32 meters and include one tractor tug design. Mr. Fitzpatrick said; "It is an

exciting step forward for us to sign these new design contracts with UZMAR. The close cooperation between RAL and UZMAR that has developed over more than 25 years of working together facilitates the efficient transfer of knowledge between our engineering teams. I am confident that we will successfully execute these milestone projects as we have done many times together in the past." Mr. Altug stated; "According to our research that has been ongoing for more than five years, our team believes that within the alternative fuels to fossil fuels, the most applicable and efficient choice for tugboats is methanol. With our long-standing camaraderie and mutual understanding with RAL, we always overcame challenging projects with great success. Signing contracts for this new methanol-powered design series exclusive to UZMAR is a step toward a new era for all of us. We aim to start building the tugs in the last quarter of 2022, and we will reveal the specifications in the following days." UZMAR is planning to replace all the tugboats in its fleet with eco-friendly newbuilds and offer the global market a solution for their needs for sustainable lower emission vessels. (PR)



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LESSONS FROM A LIFE IN TOWAGE: VICENTE BOLUDA FOS

The chairman of Boluda Maritime Corp and Boluda Towage on the highs and lows of a career in the towage industry. In the first in a series of features in International Tug & Salvage, the ITS Lifetime Achievement Award winner for 2021 provides a vivid and honest account of life in the towage industry. *Where it all began* I started in the towing industry at an early age. I have had the tugboat company in my veins since I was a child. After leaving school and on weekends, my grandfather took me with him to the company he created in 1920 in the port of Valencia, Spain, Vicente Boluda Tugboats. I liked to play on the tugboats when they were docked. In fact, I learned to crew a tugboat before I learned to drive a car. By the time I was eight years old, I knew how to operate a tugboat. *My best moment in the towing industry* This was when I took over the company in 1982, after picking up the baton from my grandfather and my father, and because of the trust they both placed in me. It was an honour to join the executive team after completing my law studies at the Complutense

University of Madrid years earlier. *My worst moment in the towing industry* There have



been few bad moments as chief executive of Boluda Maritime Corp because I have been able to get back on course when there has been a setback. But my worst moments were when there were accidents with loss of life. *My greatest achievement*

My greatest success has been to turn a family business, founded by my

grandfather in 1920, into the second-largest company in the world in the towage sector thanks to the internationalisation undertaken since 1984. But this year, I am convinced we are going to become the undisputed leader because we are committed to it as a family business. I would also like to emphasise that I include in my greatest achievement having the best professionals in the sector, both in the crews and in the top management spheres, as well as in the commercial and administrative departments. *The most fun moment*

Every moment of my life is fun. I laugh a lot and have a lot of fun every day because I love to enjoy life. *I learned the most from* The person from whom I have learned the most in the maritime sector is my grandfather Vicente Boluda Marí. I owe my passion for the sea to him, a great entrepreneur of the 20th century and a business leader in the history of Valencia. He came from a family of tannery craftsmen and, at the age of 16, in 1920 he invested the money from a family inheritance and bought half of a small wooden tugboat with an alternative steam engine. From his and my father's hand I learned to love this maritime sector, for the contribution of the towing sector to the safety it offers to navigation both in the port and at sea, as well as in the rescue in case of any disaster. *My guilty pleasure*

Cooking a good roast in my house in Navajas, in the province of Castellón, to entertain my family and my good friends. I am passionate about cooking and an avid reader of books on gastronomy. And although I have tried everything around the world, I love Spanish fried eggs. *My favourite tugboat*

My favourite tugboats were called Nieto and Vicentin from the late 1950s and early 1960s, boats my grandfather dedicated to me, and used to take me on. Although all of them have a history and an unforgettable moment for me. I have very fond memories of those tugboats, but I am also very proud of each of the tugboats that have



been added to the fleet following the takeover of companies in northern Europe. For me, they are a passion and I know in which port each of the 400 vessels that make up the current Boluda Towage fleet are in. *My favourite place* I had a big problem choosing a favourite place. Travelling and getting to know countries, cities and places is one of my undisputed

pleasures. A pleasure that is complemented by my continuous travels due to my business activity. But if I must highlight one, I will choose the sunrises in the African jungle. The amalgam of colours in their images and the wide range of their varied sounds are unique and I keep them in my retina and in my mind. *My one regret* Some degree of regret is normal, it is part of the process of growing as an entrepreneur. Regret in business is understanding there was always a better way. But I prefer, rather than regret, to think I am fortunate to have learned from my mistakes. *My advice to a young person in the towage industry* It is very important for the new generations to be enthusiastic and excited about the prospect of working in the towage industry. I would tell them to fight for their dreams. And when it comes to starting a business, to take risks to achieve success and to always remember the ship is made by the crew. And above all, do not forget that we live on the sea. *Vicente Boluda Fos: corporate positions* - Chief executive of the National Association of Spanish Shipping Companies. - Chief executive of Boluda Maritime Corp. - Chief executive of Boluda Towage. - Chief executive of the Valencia Businessmens' Association. - Director of the Port Authority of Valencia. - Chief executive of the Valencia Shipping Association. - Deputy chief executive of the Pacific Maritime Co. - Member of the board of directors of the Business Council Alliance for Ibero-America. - Deputy chief executive of the Mexican Maritime Corp. - Director of Britannia P&I London. - Deputy chief executive of the Baja California Maritime Services. - Board member of the Canary Islands Trade Fair Institute. - Legal advisor to the Spanish Ministry of Defence. - *Education* - Graduated in juridical sciences from the Royal María Cristina University of El Escorial. Augustinian Fathers. - Graduate with a degree in law from Complutense University of Madrid. - Master's degree in corporate legal counselling from IE (Business Institute) in Madrid. - Master's degree in maritime law from CEU San Pablo. - Master's degree in maritime law from London University. (Source: Riviera by Martyn Wingrove)

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THERE IS ONLY ONE BIDDER FOR THE PORT TOWING TENDER IN LIVORNO

The operator in question is the incumbent Fratelli Neri which is expected to win a contract worth 364.5 million in 15 years. If there are no hitches, the tender to identify the new towing service concessionaire in the port of Livorno should be concluded by next July. The open procedure, which was launched last February, saw the presence of only one bidder, as can be seen from the tender documentation. The operator in question, as confirmed to SHIPPING ITALY by the same company, is the outgoing Fratelli Neri. According to what was clarified to our newspaper by the Sole Head of the

Procedure, Commander Martino Rendina of the Port Authority of the Tuscan port, the process is



proceeding in compliance with the schedule that was initially estimated. To date, the evaluation of the administrative documentation has been completed which, barring surprises, should lead to the admission of the offer presented by the Livorno company. This will be followed in order by the opening of the envelope with the technical offer and

then the economic one, with a conclusion of the entire procedure which, as mentioned, may arrive before the summer, except for surprises. The tender to entrust the port towing service to Livorno for the next 15 years has provided for a maximum allocation of 364.467 million euros, a figure calculated considering the average turnover of the outgoing concessionaire (precisely, F.lli Neri), net of the relative data to 2020 and 2021, deemed unrepresentative and still too conditioned by the pandemic. The configuration of the service foresees the use of 8 first-line tugs (in operation at least 275 days a year), and two second-line tugs. Five crews will operate them during the day and three at night, for a total of 24 crews who will alternate. (Source: *Shipping Italy*)

THE TUGBOAT "PARÍS", IN LAS PALMAS, RETURNS FROM CAPE VERDE

On its way back from Cape Verde, the Spanish-flagged tugboat "**París**" (IMO 8704004) is docked in the port of Las Palmas de Gran Canaria. It is owned by Naviera de Remolcadores y Servicios (Nareser), whose presence is very infrequent in Canarian ports. Nareser, based in San Carlos de la Rápita (Tarragona) and founded in 1979, performs cabotage and height services, maritime rescue and port towing. Among his best-known works is assistance to the Enagás Casablanca platform. Nareser has a fleet of five



tugboats – "**Atenes**", "**Nervio**", "**Orenga**", "**París**" and "**Joan Miró**" – and a support vessel called "**Panther**" for the transport of 30 passengers and dangerous goods. Acquired in 2017, the "**Paris**" tugboat, ex "**Hunze**", is of Dutch construction, in service since 1987. Of 202 gross tons and 77 deadweight tons, it measures 27.45 m in length, 8.30 m in beam and 3.10 m draft and is powered by a 2,000 horsepower engine, which allows it to maintain a speed of 10 knots. She has a pulling power of 30 tons. (Source: *Puente de Mando*; Photo: *Nicolas Arocha*)

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ICEBREAKER "VIKTOR CHERNOMYRDIN" GOES ON ICE TRIALS IN THE ARCTIC



Diesel-electric icebreaker "Viktor Chernomyrdin" arrived in the seaport of Murmansk. This was announced on May 1 by the shipowner - FSUE "Rosmorport". According to the company, in the near future the icebreaker will go on ice tests, which will be held in the Kara Sea, in areas where the thickness of the ice and its strength correspond to the testing methodology. The ice testing program is designed for

10-15 days, depending on the actual state of the ice fields and the remoteness of the testing areas. On board the ship are members of the scientific expedition: representatives of the Arctic and Antarctic Research Institute (AARI), Krylov State Research Center (KSSC), as well as representatives of the Federal State Unitary Enterprise "Rosmorport". According to the design data, the icebreaker "Viktor Chernomyrdin" is capable of moving continuously in a continuous ice field up to 2 m thick, as well as performing icebreaking operations with an ice thickness of up to 3 m. Recall that the icebreaker "Viktor Chernomyrdin" became part of the FSUE "Rosmorport" fleet in November 2020. The vessel completed its first ice piloting in the Baltic Sea in January 2021. In terms of the capacity of the ship's power plant, Viktor Chernomyrdin is currently the most powerful diesel-electric icebreaker in the world. Diesel-electric icebreaker of project 22600 (LK-25). The project developer is Design Bureau "Petrobalt". The Iceberg Central Design Bureau and the Vympel Design Bureau were also involved in the design. Maximum length - 146.8 m; Width - 29 m; Draft minimum / maximum - 8.5 / 9.5 m; Propulsion power - 25 MW; Speed - about 17 knots. (Source: Sudostroenie; Photo: Rosmorport)

BLOCK ASSEMBLY FOR 3,676kW ASD TUGBOAT AND A BLOCK ASSEMBLY FOR 5,200HP ASD TUGBOAT



On April 30, 2022, 3,676 kW ASD tugboat which is named "**YingGangTuo 5001**" (left) and built by our company Jiangsu Zhenjiang Shipyard for Zhenjiang Yingchao Shipping Co.,LTD., was successfully assembled. The second block on May 1, 2022, 5200HP ASD tugboat which is named "**WeiXiaoTuo 1**" (right) and also built by our company Jiangsu Zhenjiang Shipyard for Weihai Ganghang Tugboat Co.,LTD., was successfully assembled. (Source: Jiangsu Zhenjiang Shipyard)

LAUNCHING FOR TWO UNIT OF 2, 942kW ASD TUGBOATS



On April 30, 2022, 2,942kW ASD Tugboat, which was built by our company Jiangsu Zhenjiang Shipyard for Beibuwan Fangchenggang and named "**BEI BU WAN Tuo 12**", has been launched successfully. On the same day April 30, 2022 another, 2,942kW ASD Tugboat, which was built by our company Jiangsu Zhenjiang Shipyard for Guangxi Beibuwan and named "**XIN BEI BU WAN GANG 19**", has been launched successfully. (Source: Jiangsu Zhenjiang Shipyard)

ACCIDENTS – SALVAGE NEWS

THE JAMES WHALEN HAS SUNK

The historic **James Whalen** tug boat at Kaministiquia River Heritage Park sunk into the river on Sunday morning. "The tug boat has taken on water again over the period of time during the rain and the thawing in spring here and we were unable to observe any change until this time," said Cory Halvorsen, manager of parks and open spaces. "It looks like it took on enough water to become fully submerged and disconnect from the mounts on the dock as well." This is not the first time the 117-year-old tug boat took on too much water, the **James Whalen** also partially sank last year but crews

were able to pump enough water out to keep it from fully submerging, this year will be a completely different story. “I think we’re dealing with a completely different situation this time. Last year we were able to respond before it got to this point and we were able to pump the water out and get it back out of the water,” said Halvorsen. “But now we’re looking at a different situation where it’s fully submerged and I’m not sure if there will be an option to get it afloat or how we’re going to move it this time.” Crews are limited



in what can be done immediately other than informing the Coast Guard and monitoring to make sure there are no environmental impacts which Halvorsen says will be unlikely as there is no fuel or similar contaminants on the vessel. *(Source: TBNews Watch)*

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UKRAINE DESTROYS TWO RUSSIAN NAVY PATROL VESSELS



The Ukrainian military claims that it has destroyed two **Raptor**-class Russian patrol boats near Snake Island, an outpost captured by Russian forces in the early days of the invasion. A follow-up strike destroyed Russian air-defense emplacements on the island, according to Ukrainian forces. An edited video of the attack was released by the Ukrainian Ministry of

Defense, and it suggests that the strikes were carried out by a Bayraktar TB2 drone. The Turkish-

made TB2 has played a prominent role in the conflict, operating at night to strike Russian equipment and even - allegedly - to attack infrastructure targets inside Russia's borders. The attack near Snake Island is the latest in a series of successful Ukrainian strikes on the Russian Navy. Though Ukraine has effectively lost its small naval fleet and is heavily outgunned, its units have damaged one other Raptor patrol boat; destroyed one Alligator-class landing ship; damaged two other tank landing ships; and sunk the flagship of the Black Sea Fleet, the cruiser Moskva. The Project 03160 **Raptor** is a fast patrol boat with a top speed of 48 knots, powered by two American-built diesels and two British-made waterjet drives. It is lightly armed, carrying just three machine guns. Its main functions are for border patrol, port security, small-craft interdiction, and special forces landing operations. (Source: *Marex*)

MUAMMER BAY DISABLED IN THE MEDITERRANEAN

The '**Muammer Bey**', en route from Chioggia to Iskenderun with an ETA as of May 2, was disabled in the Mediterranean Sea on April 30, 2022, and requested towing assistance. The Greek tug '**Souda II**' (MMSI:237574100) was tasked to assist and was towing the ship as of May 1. (Source: *Vesseltracker*)



PUSHER SAILS AGAINST PIER MOERDIJKBRUG AT NIGHT



A pusher tug with four loaded barges hit a pier of the Moerdijk Bridge in the night from Friday to Saturday. It happened around 1:00 am. No one was injured. "But the alarm is raised, because such a ship is not nothing." The emergency services, including the fire brigade, the KNRM, the police and Rijkswaterstaat, went to the scene. „ An alarm is raised, because such a ship is not nothing. There was damage to the ship, but not to such an extent that the ship was also going to sink," a spokesperson for the ZHZ

Fire Brigade said. The pusher tug hit a pier with seven crew members on board, they were

unharmful. After a short blockage of the waterway, it could be reopened around six o'clock in the morning. There was no damage to the bridge. The national police unit is continuing to investigate the accident. (AD)

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USS The SULLIVANS PARTIALLY REFLOATED IN BUFFALO

Progress is being reported in the effort to save the **USS The Sullivan** after it sank at its pier at the Buffalo and Erie County Naval and Military Park in Buffalo, New York earlier this month. The U.S. Coast Guard and officials at the back are reporting that the historic destroyer has been partially refloated, with only its bow on the lakebed, and the list reduced to less than 4 degrees. The decorated U.S. Navy destroyer-turned museum ship partially sank at its pier on April 13 after a “serious hull breach” on



its starboard side. Officials have since been working to dewater the ship in an effort to refloat it. Built in 1943, **USS The Sullivan** is one of only four Fletcher-class destroyers remaining in existence. The class are known for being the largest and most important class of U.S. destroyers used in World War II. **USS The Sullivan** is also the first ship in the U.S. Navy to be named for more than one person—named after the five brothers from Waterloo, Iowa who were killed in action in 1942 while serving together on board the USS Juneau. The **USS The Sullivan** is owned and maintained as a museum ship by Buffalo and Erie County Naval & Military Park, the largest inland Naval Park in the United States. “The dewatering process of **USS The Sullivan** DD-537 began in earnest this morning and has already shown incredible results,” the park said in an update on its Facebook page. “The ship is now at a current list of less than 4 degrees and we are optimistic that it will be re-floated and righted in the near future. We’re not out of the woods yet but this is a major step towards getting there.” “Today we can all breathe a bit easier as progress on **The Sullivan** continues with amazing results,” U.S. Coast Guard Sector Buffalo said in an update. “**The Sullivan** has been partially refloated and with continued dewatering operations, we can see the ship fully upright soon... We say partial because the bow is still resting on the lakebed, which is favourable for support and stability. A short video

about the Sullivan brothers, the history behind the ship, and their link to Buffalo can be viewed [HERE](#) (Source: *gCaptain*)

REMEMBER TODAY

S.S. CAP ARCONA – 3RD MAY 1945



SS **Cap Arcona**, named after Cape Arkona on the island of Rügen, was a large German ocean liner, later a ship of the German Navy, and finally a prison ship. A flagship of the Hamburg Südamerikanische Dampfschiffahrts-Gesellschaft ("Hamburg-South America Line"), she made her maiden voyage on 29 October 1927, carrying passengers and cargo between Germany and the east coast of South America, and

in her time was the largest and quickest ship on the route. In 1940 the Kriegsmarine requisitioned **Cap Arcona** as an accommodation ship. In 1942 she served as the set for the German propaganda feature film **Titanic**. In 1945 she evacuated almost 26,000 German civilian refugees from East Prussia before the advance of the Red Army. **Cap Arcona's** final use was as a prison ship. In May 1945 she was heavily laden with prisoners from Nazi concentration camps when the Royal Air Force bombed her, killing about 5,000 people; with more than 2,000 further casualties in the sinkings of the accompanying vessels of the prison fleet, **Deutschland** and **Thielbek**. This was one of the largest single-incident maritime losses of life in the Second World War. *Building and equipment* Blohm+Voss in Hamburg built **Cap Arcona**, launching and completing her in 1927. She was 27,561 GRT, 205.90 m (675 ft 6 in) overall and a beam of 25.78 m (84 ft 7 in). She was driven by eight steam turbines, single-reduction geared to two propeller shafts. She had three funnels, and her passenger comforts included a full-size tennis court abaft her third funnel. The ship had at least 26 lifeboats, most of which were mounted in two tiers. **Cap Arcona** had modern navigation and communication equipment. She was equipped for submarine signalling which allowed a ship to hear acoustic signals from aids to navigation. She also had wireless direction finding equipment, and from 1934 she had an echo sounding device and a gyrocompass. *Peacetime service* **Cap Arcona** entered service in 1927, commencing her maiden voyage on Hamburg Süd's route to Buenos Aires 29 October. She joined the older liner **Cap Polonio** on the route, which had been Hamburg Süd's flagship until **Cap Arcona's** completion. **Cap Polonio** was laid up in 1931 and scrapped in 1935, leaving **Cap Arcona** as Hamburg Süd's sole prestige ship on its South American route. On 6 October 1932 **Cap Arcona** collided with the French cargo ship **Agen** in the North Sea off the Elbe 4 Lightship. **Agen** was beached, but later was refloated and escorted into Hamburg, Germany. *Accommodation ship* In 1940 the Kriegsmarine (German Navy) requisitioned **Cap Arcona**, had her painted overall grey and used her in the Baltic Sea as an accommodation ship in Gotenhafen (formerly Gdynia, Poland). In 1942 **Cap Arcona** was used as a stand-in for **RMS Titanic**, to supply outside locations for the filming of the Nazi film version of the disaster in the harbour of Gotenhafen. The production was completed, although the first director, Herbert Selpin, was arrested for disparaging remarks he made about Kriegsmarine sailors. His later self-destructive interrogation at the hands of propaganda minister Joseph Goebbels all but sealed his

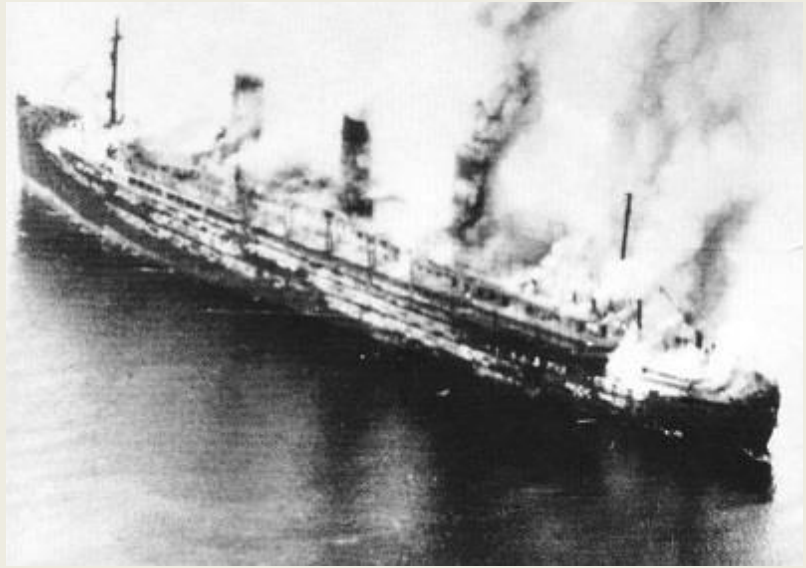
fate. He was found the next day hanged in his cell by his suspenders. *Evacuation of East Prussia* On 31 January 1945, the Kriegsmarine reactivated her for Operation Hannibal, where she was used to transport 25,795 German soldiers and civilians from East Prussia to safer areas in western Germany. By now these trips were made very dangerous by mines and Soviet Navy submarines. On 30 January **Wilhelm Gustloff**, carrying around 10,000 passengers and crew, was torpedoed by the Soviet submarine **S-13** and sank in 40 minutes. An estimated 9,400 people died. Early on the morning of 11 February, the same submarine torpedoed the 14,666 GRT **General von Steuben** on its way to Copenhagen with wounded and bed-ridden soldiers and civilian passengers, killing over 4,000 people. On 20 February, **Cap Arcona's** captain, Johannes Gertz, shot himself in his cabin while berthed in Copenhagen rather than face another trip back to Gotenhafen. On 30 March 1945, **Cap Arcona** finished her third and last trip between Gdynia and Copenhagen, carrying 9,000 soldiers and refugees. However, her turbines were completely worn out. They could only be partially repaired and her days of long-distance travel were over. She was decommissioned, returned to her owners Hamburg-Süd and ordered out of Copenhagen Harbour to Neustadt Bay. *Prison ship and sinking* During March and April 1945, concentration camp prisoners from Scandinavian countries had been transported from all over the Reich to the Neuengamme concentration camp near Hamburg, in the White Bus programme coordinated through the Swedish Red Cross – with prisoners of other nationalities displaced to make room for them. Eventually Heinrich Himmler agreed that these Scandinavians, and selected others regarded as less harmful to Germany, could be transported through Denmark to freedom in Sweden. Then between 16 and 28 April 1945, Neuengamme was systematically emptied of all its remaining prisoners, together with other groups of concentration camp inmates and Soviet POWs; with the intention that they would be relocated to a secret new camp, either on the Baltic island of Fehmarn; or at Mysen in Norway where preparations were put in hand to house them under the control of concentration camp guards evacuated from Sachsenhausen.

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In the interim, they were to be concealed from the advancing British and Canadian forces; and for this purpose the SS assembled a prison flotilla of decommissioned ships in the Bay of Lübeck, consisting of the liners **Cap Arcona** and **Deutschland**, the freighter **Thielbek**, and the motor launch **Athen**. Since the steering motors were out of use in **Thielbek** and the turbines were out of use in **Cap Arcona**, **Athen** was used to transfer prisoners from Lübeck to the larger ships and between ships; they were locked below decks and in the holds, and denied food and medical attention. On 30 April 1945 the two Swedish ships **Magdalena** and **Lillie Matthiessen**, previously employed as support vessels for the White Bus evacuations, made a final rescue trip to Lübeck and back. Amongst the prisoners rescued were some transferred from the prison flotilla. On the evening of 2 May 1945 more prisoners, mainly women and children from the Stutthof and Mittelbau-Dora camps were loaded onto barges and brought out to the anchored vessels; although, as the **Cap Arcona** refused to accept any more prisoners, over eight hundred were returned to the beach at Neustadt in the morning of 3 May, where around five hundred were killed in their barges by machine-gunning, or beaten to death on the beach,

their SS guards then seeking to make their escape unencumbered. The order to transfer the prisoners to the prison ships had come from Gauleiter Karl Kaufmann in Hamburg. Marc Buggeln has challenged Kaufmann's subsequent claim that he had been acting on orders from SS Headquarters in Berlin, arguing that the decision in fact resulted from political and business pressures from leading industrialists in Hamburg, who were already at this stage plotting with Kaufmann to hand the city over to British forces undefended and unharmed, and who consequently wished to whitewash away (literally so in the case of the Neuengamme concentration camp) all evidence for the prisoners' former presence within the city and its industries. By early May however, any relocation plans had



been scotched by the rapid British military advance to the Baltic; so the SS leadership, which had moved to Flensburg on 28 April, discussed scuttling the ships with the prisoners still aboard. Later, at a war crimes tribunal, Kaufmann claimed that the prisoners were intended to be sent to Sweden although, as none of the ships carried Red Cross hospital markings, nor were they seaworthy, this was scarcely credible. Georg-Henning Graf von Bassewitz-Behr, Hamburg's last Higher SS and Police Leader (HSSPF), testified at the same trial that the prisoners were in fact to be killed "in compliance with Himmler's orders". Kurt Rickert, who had worked for Bassewitz-Behr, testified at the Hamburg War Crimes Trial that he believed the ships were to be sunk by U-boats or Luftwaffe aircraft. Eva Neurath, who was present in Neustadt, and whose husband survived the disaster, said she was told by a police officer that the ships held convicts and were going to be blown up. On 2 May 1945, the British Second Army discovered the empty camp at Neuengamme, and reached the towns of Lübeck and Wismar. No. 6 Commando, 1st Special Service Brigade commanded by Brigadier Derek Mills-Roberts, and 11th Armoured Division, commanded by Major-General Philip Roberts, entered Lübeck without resistance. Lübeck contained a permanent Red Cross office in its function as a Red Cross port, and Mr. De Blonay of the International Committee of the Red Cross informed Major-General Roberts that 7,000–8,000 prisoners were aboard ships in the Bay of Lübeck. In the afternoon of 3 May 1945, the British 5th reconnaissance regiment advanced northwards to Neustadt, witnessing the ships burning



in the bay and rescuing some severely emaciated prisoners on the beach at Neustadt, but otherwise finding mostly the bodies of women and children who had died that morning. *Sinking* On 3 May 1945, three days after Hitler's suicide and only one day before the unconditional surrender of the German troops in north-western Germany at Lüneburg Heath to Field Marshal

Montgomery, [Cap Arcona](#), [Thielbek](#), and the passenger liner [Deutschland](#) were attacked as part of

general strikes on shipping in the Baltic Sea by Royal Air Force (RAF) Hawker Typhoons of 83 Group of the 2nd Tactical Air Force. Through Ultra Intelligence, the Western Allies had become aware that most of the SS leadership and former concentration camp commandants had gathered with Heinrich Himmler in Flensburg, hoping to contrive an escape to Norway. The western allies had intercepted orders from the rump Dönitz government, also at Flensburg, that the SS leadership were to be facilitated in escaping Allied capture – or otherwise issued with false naval uniforms to conceal their identities – as Dönitz sought, while surrendering, to maintain the fiction that his administration had been free from involvement in the camps, or in Hitler's policies of genocide.

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The aircraft were from No. 184 Squadron, No. 193 Squadron, No. 263 Squadron, No. 197 Squadron RAF, and No. 198 Squadron. Besides four 20 mm cannon, these Hawker Typhoon Mark 1B fighter-bombers carried either eight HE "60-lb" RP-3 unguided rockets or two 500 lb (230 kg) bombs. None of the prison flotilla were Red Cross marked (although the [Deutschland](#) had previously been intended as a hospital ship, and retained one white painted funnel with a red cross), and all prisoners were concealed below deck, so the pilots in the attacking force were unaware that they were laden with concentration camp survivors. Although Swedish and Swiss Red Cross officials had informed British intelligence on 2 May 1945 of the presence of large numbers of prisoners on ships at anchor in Lübeck Bay, this vital information was not passed on. The RAF commanders ordering the strike believed that a flotilla of ships was being prepared in Lübeck Bay, to accommodate leading SS personnel fleeing to German-controlled Norway in accordance with Dönitz's orders. "The ships are gathering in the area of Lübeck and Kiel. At SHAEF it is believed that important Nazis who have escaped from Berlin to Flensburg are onboard, and are fleeing to Norway or neutral countries". Equipped with lifejackets from locked storage compartments, most of the SS guards managed to jump overboard from [Cap Arcona](#). German trawlers sent to rescue [Cap Arcona's](#) crew members and guards managed to save 16 sailors, 400 SS men, and 20 SS women. Only 350 of the 5,000 former concentration camp inmates aboard [Cap Arcona](#) survived. From 2,800 prisoners on board the [Thielbek](#) only 50 were saved;



whereas all 2,000 prisoners on the [Deutschland](#) were safely taken off onto the [Athen](#), before the [Deutschland](#) capsized. RAF Pilot Allan Wyse of No. 193 Squadron recalled, "We used our cannon fire

at the chaps in the water... we shot them up with 20 mm cannons in the water. Horrible thing, but we were told to do it and we did it. That's war." Severely damaged and set on fire, [Cap Arcona](#) eventually capsized. Photos of the burning ships, listed as [Deutschland](#), [Thielbek](#), and [Cap Arcona](#), and of the emaciated survivors swimming in the very cold Baltic Sea, around 7 °C (44.6 °F), were taken on a reconnaissance mission over the Bay of Lübeck by F-6 Mustang of the USAAF's 161st Tactical Reconnaissance Squadron around 1700 hrs, shortly after the attack. On 4 May 1945, a British reconnaissance plane took photos of the two wrecks, [Thielbek](#) and [Cap Arcona](#), the Bay of Neustadt being shallow. The capsized hulk of [Cap Arcona](#) later drifted ashore, and the beached wreck was finally broken up in 1949. For weeks after the attack, bodies of victims washed ashore, where they were collected and buried in mass graves at Neustadt in Holstein, Scharbeutz and Timmendorfer Strand. Parts of skeletons washed ashore over the next 30 years, with the last find in 1971. The prisoners aboard the ships were of at least 30 nationalities: American, Belarusian, Belgian, Canadian, Czechoslovakian, Danish, Dutch, Estonian, Finnish, French, German, Greek, Hungarian, Italian, Latvian, Lithuanian, Luxembourg, Norwegian, Polish, Romanian, Russian, Serbian, Spanish, Swiss, Ukrainian, and possibly others. Watch the video [HERE](#) (Source: Wikipedia)

OFFSHORE NEWS

GUICE OFFSHORE EXPANDS ITS FLEET



Madisonville, La., headquartered Guice Offshore (GO) has added three more vessels to its fleet. Guice is a U.S. flag leader in operating dynamically positioned mini supply and medium-sized multi-purpose vessels in the specialty market, and its latest additions are a further 170-foot DP1 multi-purpose vessel and two 205-foot DP2 platform support vessels. All are Jones Act-qualified and dually certified Subchapter L & I by the U.S. Coast Guard. The 170-foot vessel, which was built

by C&C Marine & Repair in 2007, will operate as [GO Explorer](#), and is a sister vessel to Guice's [GO Pursuit](#). The two 205-foot PSVs, both built in 2011 by Master Boat Builders, will operate as the GO Crusader and GO Adventurer. *Upgrades* The [GO Explorer](#) and [GO Crusader](#) recently completed special survey dry docks and upgrades, and were immediately deployed to charters in the specialty marketplace. The [GO Explorer](#) received two new main engines, one new generator engine and a thruster drive update. The [GO Crusader](#) received top-end overhauls on all main engines and generators, along with new thruster drive components and an upgrade to her crew lounge. Both vessels now incorporate next-generation dynamic positioning software, communications gear and camera systems. The [GO Adventurer](#) is completing her special survey with an expanded complement of enhancements and mission-critical equipment. Upon her availability in early May 2022, she will be Guice Offshore's largest "midsize" multi-purpose vessel, featuring a knuckle boom crane, 15-ton A-frame and an accommodation suite to house and office 40 personnel. *Offshore*

Wind Guice says that all three vessels are fitted to address the widest array of client needs in the growing U.S. offshore wind energy industry, along with those in aerospace; renewable energy; oil and gas; government and military; environmental; disaster response and recovery; inspection, maintenance and repair; science research; salvage; geotechnical surveying; and documentary and film markets. “These and all Guice Offshore vessels have undergone significant technical, structural and/or equipment enhancements to meet the most demanding customer requirements,” Guice Offshore principal Billy Guice said. “Our fleet is well-maintained, well-manned and features ample accommodations and sought-after equipment such as A-frames, cranes, winches, moonpools, deck sockets and essentials to facilitate a spectrum of highly specialized offshore projects.” Guice Offshore says it has formed strategic partnerships along the U.S. Gulf of Mexico and Eastern Seaboard, from South Florida to Connecticut, and maintains its vessels in accessible locations for quick response to the diverse needs of the many industries it serves. Its subsidiary, GO Marine Services, a catering and offshore labor contractor, supports mission requirements that help minimize mobilization time and expense for Guice Offshore customers with special services like marine riggers, roustabouts and certified protected species observers in compliance with marine mammal regulatory requirements. (Source: *MarineLog*)

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ESVAGT HEIDI – PLATFORM SUPPLIER RETURNS TO SERVICE AS NORTH SEA STANDBY VESSEL

Danish operator Esvagt recently welcomed a new vessel into its fleet following a comprehensive mid-life conversion program. Originally built by a Norwegian shipyard as a medium-sized platform supply vessel (PSV) for a local owner in 2012, the DNV-classed Hermit Prosper was later acquired by Esvagt. The vessel itself, which was originally designed and built with the goal of achieving an optimum combination of fuel efficiency and deadweight, has now been renamed **Esvagt Heidi** and



features an array of modifications that will enable it to serve as an emergency response and rescue vessel (ERRV) optimised for work in the North Sea. Measuring 83.4 by 18.05 metres and with a draught of 5.4 metres, the rebuilt ERRV features a prominent inverted bow, which Esvagt said provides a stable vessel even under severe weather conditions. This is a key attribute for operations in the North Sea, where high speed in headwinds and bad weather is often required. The wheelhouse provides all-around visibility for the bridge crew, allowing them to view operations on the vessel's spacious aft deck. Modifications to the vessel include the installation of batteries for the propulsion and the onboard systems, shore power charging facilities, an energy management system, comprehensively rebuilt switchboards, and improved automation systems. The vessel's battery deck house also has a grid support unit for accommodating a hybrid diesel-electric power arrangement while the methanol tanks have been rebuilt to carry liquids under the OSV Chemical Code. The hybrid propulsion upgrades will reduce fuel consumption and emissions in addition to prolonging the lifetime of the diesel engines, which will in turn ensure the vessel's suitability for sustained operations in the harsh offshore environment in the North Sea. The main deck also has new prefabricated deck houses for accommodating rescue zones as well as fast rescue boats. [Esvagt Heidi](#) will operate on charter with TotalEnergies alongside sister vessel [Esvagt Leah](#), which also underwent a similar ERRV refit at the same shipyard in Norway. *(Source: Baird)*

PARAMOUNT MARITIME LAUNCHES ADVANCED 35 METER SENTINEL VESSEL



In a move unlikely to be welcomed by Gulf of Guinea pirates, South Africa's Paramount Maritime recently christened the 35 meter Sentinel class patrol vessel MV [Tugueumi](#) at a ceremony in Cape Town, marking the the second inauguration of the latest 35 meter Sentinel within a few months. The 35 meter Sentinel is a high-speed, multi-purpose naval vessel optimized for coastal patrols and cargo transfer duties, among other mission assignments. Following the christening, the vessel will be deployed in the greater Gulf of Guinea (GoG)

region, a recognized hotspot for oil and gas (O&G) piracy and kidnapping activities, often undertaken by armed militant groups. With a length of 35 meters, a beam of 7.5 meters and draft of 2 meters, the Sentinel comfortably hosts up to six cabins for both crew and security personnel. For mission survivability and personnel security, the Sentinel's wheelhouse and main deck accommodation structure is fitted with composite ballistic armor while gun mounts and ballistic shields are arranged to offer robust coverage around the vessel. The vessel design offers next-generation wheelhouse protection of STANAG Level II and deckhouse ballistic protections of STANAG Level I. Powered by three Caterpillar C32 main engines developing 1,193 kW each, the triple screw vessel has a range at economical speed of 1,300 nautical miles (NM). The Sentinel's 11- x 6-meter cargo deck can accommodate 20 tons of cargo or a 20-foot shipping container. A 6.5 meter semi-rigid boat can also

be launched via a davit. (Source: MarineLog)

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YIHANGJIN ZHUANG – CHINESE NEWBUILD IS WORLD'S LARGEST OFFSHORE PILING VESSEL

China Communications First Navigation Bureau recently took delivery of a new offshore piling vessel from Shanghai Zhenhua Heavy Industry. **Yihangjin Zhuang** (“Yihangjin Pile”) is classed by China Classification Society (CCS), which said the vessel is the largest of its kind in the world with a length of 124 metres, a beam of 39 metres, and a displacement of 23,000 tonnes. It also boasts the highest pile frame, the largest pile hoisting capacity, the longest piling length, and the strongest wind



and wave resistance ability among vessels of its kind, enabling it to perform installation work even when exposed to 1.8-metre wave heights and other conditions under Beaufort force eight. **Yihangjin Zhuang** is also the seventh piling vessel to be built in China to have a piling frame height in excess of 100 metres, and its entry into service will significantly enhance the country's ability to perform installation work in deep offshore waters where there are prevailing interference factors such as strong tidal surges and sea breezes as well as undercurrents. The significant piling frame height of 142 metres, which is roughly equivalent to the height of a 50-storey building, enables the vessel to accurately drive pile foundations that each measure approximately 118 by six metres and weigh around 700 tonnes into the seabed. Not only does this capability mean that piling can be executed in water depths of as much as 40 metres, it also means thicker than normal foundation piles can now be installed. Operations become more efficient, as fewer piles will be needed for the construction of certain structures. The vessel's array of cranes, winches, and other deck equipment are meanwhile fitted with computer-assisted controls so that piling operations can be safely and efficiently carried out with less manpower. Interestingly, the consoles for controlling the various deck machinery feature joysticks and a limited selection of buttons. The newbuild will be used primarily for the

construction of offshore wind power high-pile cap piles, jacket piles, and large beam pile foundations for bridges and other key infrastructure. A dynamic positioning and an auxiliary positioning system will enable the vessel to perform piling installation work even in rough seas. As it is self-propelled, it does not rely on tugs and other support vessels for deployment to and positioning at work sites. An azimuthing rudder propeller provides the vessel's main means of propulsion, while side thrusters aid in precision manoeuvring and positioning. Power for propulsion is provided by four main diesel engines while two diesel generator sets function as auxiliary engines in addition to supplying the vessel's daily electricity requirement. The vessel is also fitted with a BeiDou Navigation Satellite System. Besides aiding in navigation and positioning, the system also allows wireless ship-to-shore communications to be made even in areas with poor 4G signal reception. Crew accommodation spaces include cabins, galleys, conference rooms, and medical bays. *(Source: Baird)*

ERZOFF SHORE ATTENDS THE ENAGÁS GAVIOTA PLATFORM



Enagás' Gaviota platform, located opposite Bermeo (Vizcaya), has a new technical assistance company. It is called Erzoff Shore and is made up of the consignee Erhardt and Zumaia Offshore. The latter is listed as the owner of the supply tug vessel "[Bertha B](#)" (IMO 9744037), built in 2016 in China and flagged in Malta. [Ella](#) is a 2,000 GRT vessel and 59.60 m in length, powered by a Caterpillar 3516C engine of 3,678 kW. *(Source: Puente de Mando; Photo: Vladimir Knyaz)*

C-INNOVATION NETS ANOTHER MULTI-YEAR RISERLESS LIGHT WELL INTERVENTION CONTRACT

C-Innovation, an affiliate of Edison Chouest Offshore (ECO), has signed a two-year contract for continued riserless light well intervention (RLWI) services onboard the offshore support vessel Island Venture. The new contract follows a previous agreement in which the [Island Venture](#) performed interventions on multiple deepwater wells in the Gulf of Mexico. "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 ever-changing market,” said David Sheetz, C-Innovation’s vice president. According to C-Innovation, there are already 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. “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,” Sheetz said. According to the company, with no safe vertical access to several subsea wells under a platform, the C-I Subsea Projects Group utilized 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. **Island Venture** was launched in August 2015 and sea trials began in November of the same year. A joint venture of Edison Chouest Offshore and Island Offshore took delivery of the vessel from Ulstein in January 2017. The 160-meter long vessel is used for operations such as IMR, ROV services, well intervention and drilling. *(Source: Offshore Energy)*

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ABS OFFERS GLIMPSE OF THE FUTURE OF OSV DESIGN

Carbon neutral, fully digitalized, highly automated and configured to provide clear operational



visibility and the ability to track vessels, cargo, equipment and people around the clock. That’s the vision of the next generation of Offshore Service Vessel (OSV) described in the ABS publication *Insights into Future OSV Designs and Operations*, which was launched at the Offshore Technology Conference (OTC). Other insights indicate the future OSV will be multi-functional – equipped to serve multiple offshore sectors — with larger accommodation

spaces, heavy-lift cranes, helidecks and streamlined hull forms, all designed to perform complex support operations. The operational capabilities of OSVs may evolve to support many disparate

sectors such as offshore wind, space missions (launches and recoveries), carbon capture (transport) and subsea mining. Another design concept is for an OSV ‘mothership’ that would be crewed, but also house a fleet of autonomous surface vessels, ROVs and autonomous underwater vehicles used for operations such as repair and maintenance, cargo distribution and subsea inspections. “ABS has a proud record of supporting innovations in OSV design, most recently with ‘tri-fuel’ vessels. We understand how the evolution of these vessels is only just beginning and there is an exciting future ahead: connected, sustainable, increasingly autonomous, multi-functional and highly capable of adapting to serve a variety of use cases. We are now working with leading OSV designers and operators to deliver on this potential,” said Matt Tremblay, ABS Vice President, Global Offshore. *(Source: Workboat365)*

EVENT NEWS

AMSTERDAM KRIJGT ZEEHAVENDAGEN

Amsterdam krijgt zijn eigen Zeehavendagen. Het nieuwe evenement in de vierde haven van Europa biedt iedereen van Amsterdam tot en met IJmuiden een kijkje achter de schermen bij het havenbedrijfsleven. Het hoofdprogramma bestaat uit rondleidingen en workshops bij haven- en havengerelateerde bedrijven. Verder biedt Zeehavendagen



Amsterdam elke dag havenrondvaarten op het IJ, naar de Westpoort en Zaandam. De eerste editie van het evenement wordt gehouden van vrijdag 23 tot en met zondag 26 juni. Het is de bedoeling dat Zeehavendagen Amsterdam na 2022 elk jaar in de laatste week van juni terugkeert. *Cacaovaarten* Andere hoogtepunten in het programma van Zeehavendagen Amsterdam zijn speciaal georganiseerde cacaovaarten in de Westhaven, de tentoonstelling Amsterdam-Havenstad in Het Scheepvaartmuseum en tours over de NDSM-werf in Amsterdam-Noord. Liefhebbers van zilte zeelucht, offshore wind en visserij zijn op 25 en 26 juni ook welkom op het Havenfestival IJmuiden, waarmee een samenwerkingsverband is afgesloten. Ter plaatse kan men daar kennismaken met de nautische dienstverlening die de hele dag tochtjes aanbiedt in de IJmond. Of men brengt een bezoek aan de grootste zeesluis ter wereld via het Sluis Haven Informatie Punt (SHIP). *(Source: Scheepspost)*

GROTE BELANGSTELLING VOOR GRACHTENFESTIVAL MEPPEL, MARINE KOMT MET VIER SCHEPEN

De belangstelling voor het zestiende Grachtenfestival in Meppel is overweldigend. Het maximale aantal deelnemers voor de historische vloot werd een maand geleden al bereikt, meldt organisator Stichting Meppel Vol Vaart. Het evenement wordt dit jaar gehouden in het weekend van 10, 11 en 12 juni. Na twee jaar lege grachten kijkt Meppel vol verwachting uit naar het festival. „De aanmeldingen voor de historische vloot kwamen direct nadat bekend werd dat het evenement door kon gaan flink op gang”, vertelt Dick Ganzinga van de Stichting Meppel Vol Vaart die het jaarlijkse Grachtenfestival

organiseert. In 2019, het lustrumjaar, verwelkomde de stad een recordaantal deelnemers. En ook



tijdens deze zestiende editie vullen meer dan zestig historische schepen de grachten. Gansinga: „De Koninklijke Marine was erg enthousiast en komt dit keer zelfs met vier schepen. We zijn ooit begonnen met één schip. In 2019 waren het er drie. Ook de Roadshow van de Koninklijke Marine is aanwezig. Mensen kunnen een belevingscontainer

bezoeken en het werk van de marine ervaren.” Het volledige programma wordt binnenkort bekendgemaakt. De organisatie meldt dat ook het avondprogramma weer goed is gevuld. Zowel op vrijdag- als zaterdagavond zijn er optredens door enkele spraakmakende bands op het drijvend podium aan de Stoombootkade. (Source: *Scheepspost*)

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MUSEUM NEWS

NSM NIEUWSBRIEF APRIL 2022

In de nieuwsbrief van het Nationaal Sleepvaart Museum wordt aandacht besteed aan de volgende onderwerpen: Voorwoord van de voorzitter Kees van Essen, met een vooruitblik naar de opening van de nieuwe wisseltentoonstelling “Anderhalve Eeuw Waterweg” en de publicatie alsdan van het gelijknamige boek geschreven door Nico Ouwehand. In het



Foto: collectie HVC-Beekbank

kader van deze viering heeft Wim de Snaijer in deze Nieuwsbrief al een voorschot genomen en schrijft over zijn belevenissen langs de Waterweg. De verdere belevenissen van onze vrijwilliger-medewerker Guido Nafzger destijds als stagiair-stuurman bij Smit Internationale. Voor ons museum zijn recent een vijftal nieuwe digitale fotolijsten aangeschaft, die het mogelijk maken om een groter deel van onze fotocollectie aan de bezoekers te tonen. Het verhaal van de Historische Vereniging Capelle over de bevrijding uit het ijs van het s.s. "Farmsum" met assistentie van Rotterdamse ijsbrekers-havensleepboten. Onlangs kregen we bezoek van een delegatie van Rijkswaterstaat aan ons museum. Maarten Helwig verhaalt hierover. Natuurlijk ontbreekt een educatief maritiem gerelateerd artikel van de hand van Hans van der Ster niet: het Plimsoll-merk. Wij wensen u veel leesplezier met deze nieuwsbrief, die u kunt openen door op onderstaande link te klikken. Indien u daar prijs op stelt, kunt u van de mogelijkheid gebruik maken u te abonneren op de nieuwsbrief. U krijgt deze voortaan dan per e-mail toegezonden. U kunt dit kenbaar maken door ons een mailtje te sturen via de contactpagina van de website. Click op de link om de nieuwsbrief te lezen. [Nieuwsbrief april 2022](#)

ANDERHALVE EEUW WATERWEGVANUIT HET PERSPECTIEF VAN DER SLEEPVAART EN BERGING....



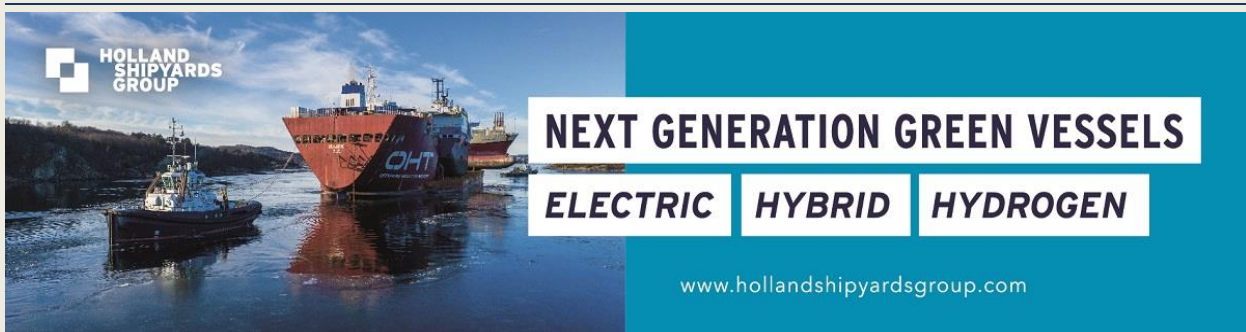
De Waterweg heeft doorslaggevende rol gespeeld bij de ontwikkeling en wereldwijde faam van de Nederlandse sleepvaart. Wat er op en rond deze waterweg zich heeft afgespeeld op sleepvaart gebied is nu te zien in de nieuwste wisseltentoonstelling van het Nationaal Sleepvaartmuseum in Maassluis van 7 mei t/m 6 november 2022. Allereerst wordt een beeld gegeven van de doorgraving bij Hoek van Holland, de eerste schepen die van de waterweg gebruik maakten en de verbeteringen van de veiligheid van de vaarweg. De onofficiële

opening werd 'verricht' door een sleepboot. In de tijd dat zeilschepen veelvuldig Rotterdam bezochten kwamen strandingen vaak voor. De ramp met de **Berlin** of de **Schelde** die de **Soerakarta** probeerde te bergen zijn slechts twee voorbeelden van ernstiger ongelukken die op de tentoonstelling ruim aandacht krijgen. De Tweede Wereldoorlog bracht de scheepvaart vrijwel tot stilstand maar tijdens de eerste dagen werden verschillende schepen het slachtoffer van het



oorlogsgeweld. De opmerkelijkste calamiteiten en bergingen uit 150 jaar zijn te zien. Veel bijzondere en steeds grotere schepen en objecten zijn de waterweg in de loop der jaren gepasseerd: droogdokken, tinbaggermolens, booreilanden, offshore constructies, uitzonderlijk vervoer met zwaar transport schepen en steeds reusachtiger wordende cruiseschepen. De tentoonstelling Anderhalve eeuw waterweg geeft zo een uiterst boeiend beeld hoe de sleepvaart en berging aan het succes van de waterweg heeft en nog bijdraagt. De opening van de tentoonstelling wordt verricht door de heer Henk van der Lugt, voorzitter van het Historisch Genootschap Hoek van Holland. Ter gelegenheid van de tentoonstelling wordt een bijzonder fraai boek uitgegeven van de hand van Nico J. Ouwehand. Het eerste exemplaar zal tijdens de opening worden overhandigd aan de burgemeester van Maassluis. Een uitgebreide omschrijving van de tentoonstelling is te vinden op de website. Voor actuele openingstijden ga naar www.nationaalsleepvaartmuseum.nl. (PR)

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WINDFARM NEWS - RENEWABLES

FIRST MADE-IN-FRANCE CREW TRANSFER VESSEL LAUNCHES



Louis Dreyfus Armateurs and Tidal Transit have launched the first of the three crew transfer vessels (CTVs) dedicated to the operations and maintenance of the Saint-Nazaire offshore wind farm. On Thursday, 28 April, the launch of the vessel was attended by representatives of the French shipyard OCEA, GE Renewable Energy, EDF Renouvelables, and Louis Dreyfus Armateurs. In December 2020, GE Renewable Energy selected Louis Dreyfus

Armateurs and Tidal Transit for two CTVs for the Saint-Nazaire offshore wind farm. Construction of the two vessels began in 2021 for a planned commissioning in summer 2022. These are the first two CTVs to be entirely designed and built in France, Louis Dreyfus Armateurs said. This order, along with the one of EDF Renewables, has enabled the structuring and development of an essential part of the French maritime sector dedicated to Marine Renewable Energies, the company said. Two other industrial partnerships have been formed with French companies for the design and construction of

these vessels. The design was carried out by MAURIC, a naval architecture firm based in Nantes, and the construction was carried out by the French shipyard OCEA, a company active in the design, construction and maintenance of aluminum vessels, whose production sites are based in France. The CTVs will sail under the French flag and will transfer technicians and their equipment between the coast and the wind farm for the maintenance of the turbines. These vessels are equipped with batteries, which allow them to operate in hybrid mode, and are equipped with a foil to limit their fuel consumption and their environmental footprint. With 80 GE Haliade 150-6MW wind turbines, the first of which was installed earlier this month, the Saint-Nazaire wind farm will have an installed capacity of 480 MW and will supply the equivalent of the consumption of 700,000 people. Once commissioned later this year, Saint-Nazaire will become France's first operating offshore wind farm.

(Source: Offshore Wind)

WIND OSPREY

Windfarm Installation Vessel **WIND OSPREY** berth at the SIF Offshore Foundations Location Maasvlakte 2 to pick up the VATTENFALL Hollandse Kust Zuid Tower - Blades and Nacelles components. **WIND OSPREY** (IMO: 9621704) is an Offshore Supply Ship that was built in 2012 and is sailing under the flag of Denmark. It's carrying capacity is 13174 t DWT and her current draught is reported to be 5.3 meters. Her length overall (LOA) is 161.3 meters and her width is 49.03 meters. Wind Osprey is equipped with a 115-metre long crane boom capable of installing the new generation of wind turbines. Wind Osprey's crane boom design focuses on providing efficient wind turbine generator (WTG) installations, with optimisations driven by industry experience. It is equipped with a 1,200 MT main crane – 132 m hook height above deck. With its upgraded crane boom, Wind Osprey is capable of handling the next generation of WTGs, *(Photo: Gerard Majntz)*



U-MING MARINE OFFSHORE ADDS TWO MORE SWATH CTVs TO ITS FLEET

U-Ming Marine Offshore Company Limited (UMO) has acquired two second hand crew transfer vessels (CTVs), **UMO Mistral** and **UMO Scirocco**, and completed their reflagging. The company, a joint venture between Taiwan's bulk shipping company U-Ming Marine Transport Corporation and Denmark's World Marine Offshore (WMO), said the 25-metre long CTVs were trimaran SWATH vessels ideal for the harsh environment in Taiwan. The hull form of the trimaran gives crew and passengers optimal sea comfort and less fatigue, and reduced slamming, UMO said. According to the company, the design shows a 40 per cent improvement of uptime compared to the best catamarans available on the market. Accommodation and wheelhouse areas are placed aft on the vessel, which is expected to reduce heave and pitch to improve sea comfort, UMO stated. The company also said it

has invested in a BareFleet remote monitoring system used to send daily reports about the crew,



technicians and equipment scheduling, fuel consumption, weather patterns, a safety report, and drill status to customers, as well as to ensure that shore-based managers are fully aware of the vessels' operational status and safety. Two further CTVs are under construction and scheduled to be delivered in the second half of 2022. All four CTVs have secured charter contracts in the Taiwan offshore wind market, according to UMO.

(Source: Offshore Wind)

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OFFSHORE CONSTRUCTION BEGINS ON WORLD'S LARGEST OFFSHORE WIND FARM WITH FIRST EXPORT CABLE INSTALLATION

The team building Dogger Bank Wind Farm has officially marked the start of its offshore construction work with the installation of the first length of HVDC export cable off the Yorkshire coast. Tier one supplier NKT is leading the work to install the Dogger Bank A nearshore cable, that will connect the first phase of the windfarm more than 130km off the coast to a landfall point at Ulrome, in East Riding of Yorkshire. Aberdeenshire-based ACE Winches and LMR Drilling UK Ltd of



Birkenhead are among the companies supporting NKT with this work. The campaign will continue during 2022, with work starting on the export cables for Dogger Bank B in East Riding, and Dogger Bank C on Teesside, in the consecutive years. Dogger Bank Wind Farm will be the first HVDC connected wind farm in the UK, paving the way for other UK wind farms and suppliers to build on our experience transmitting renewable energy safely and efficiently across long distances while minimising potential losses. *Dogger Bank Wind Farm Project Director Steve Wilson, said:* “This is an exciting time for everyone involved in this project as we celebrate installing the first nearshore HVDC export cable safely and on-time. “With the first foundations due to be installed later this year and the first turbines scheduled for installation in 2023, we’re now well on our way to achieving first power from this unrivalled global renewable energy asset. “I’d like to extend my thanks to all those who’ve worked incredibly hard to reach this major offshore milestone.” Dogger Bank Wind Farm is being built in three phases known as A, B and C. The project is a joint venture between SSE Renewables (40%), Equinor (40%) and Eni Plenitude (20%). NKT will supply and install the onshore and offshore HVDC cable for all three phases of the project. The company will use its cable-laying vessel **NKT Victoria** to install the 320kV DC subsea cable system in the challenging North Sea conditions. *Head of Project Execution in NKT, Darren Fennell says:* “As a long term high-voltage DC technology partner to Equinor, Eni Plenitude and SSE, NKT is excited to have reached the installation phase of the Dogger Bank A near shore cables. The overall project is key for the continued European focus on increasing the use of renewable energy sources and we look forward to successfully completing the cable installations”. *LMR Drilling Managing Director, Jez Seamans said:* “It has been a fantastic project to be involved in, with the HDD landfalls forming a small but crucial part of the overall project linking the offshore power generating system with the onshore grid. It is great to see the first of the cables being installed into these landfall ducts, another step in the ongoing decarbonisation of UK power” (Source: *Workboat365*)

THE CSOV SHIP “EDDA BREEZE”, PREPARED FOR SEA TRIALS



The CSOV ship “**Edda Breeze**” (IMO 9915923), construction number 489 of Astilleros Gondán, is in the port of El Musel ready to start its sea trials prior to its official delivery to the Norwegian shipowner Edda Wind SA. She is ship number 14 built by the aforementioned factory for a company of the Østensjø group. Launched on May 26, 2021, this new vessel, designed by Salt Ship Design, measures 88.3m and 19.7m beam. She is equipped with zero emission technology and supported with

funding from the Norwegian Government through Enova SF. It has accommodation for 120 people – 97 technicians and 23 crew members– and will be used as a support vessel for the Ocean Breeze company during its operation at the Bard Offshore 1 wind farm in Germany. For this, it has the most modern and automated equipment, including a 3D compensated offshore crane, an offshore

compensated gangway with a reach of 30 m and an integrated elevator with a capacity of 26 people. Established in 2015, Edda Wind is a supplier of specialized Service Operation Vessels (SOV) and Commissioning Service Operation Vessels (CSOV) to the global offshore wind market. Its ships accommodate wind turbine technicians and provide services during the commissioning and operation of offshore wind farms. All vessels are managed by Østensjø Rederi AS. Edda Wind is owned 50% by Johannes Østensjø dy AS and 50% by Wilh. Wilhelmsen Holding Invest AS, combining 207 years of maritime history. *(Source: Puente de Mando; Photo: José A. Martínez Rodeiro)*

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DREDGING NEWS

GREAT LAKES DREDGE & DOCK AWARDED FIRST CONTRACT FOR NEW JONES ACT ROCK INSTALLATION VESSEL

A consortium between Houston-based Great Lakes Dredge & Dock Corporation (NASDAQ: GLDD) and Netherlands-based Van Oord has been awarded a contract for the subsea rock installation work for the Empire Wind I and II offshore wind farms off New York. GLDD will use the first Jones Act-compliant subsea rock installation vessel, currently under construction at Philly Shipyard. The contract marks the first rock installation



contract awarded to an American company. The inclined “fallpipe” vessel will be used to install rocks to protect and stabilize monopile foundations, electrical substructures, and export cables for Empire Offshore Wind, a joint venture between Equinor. Empire Wind I and II are expected to provide over 2 Gigawatts (GW) of renewable energy to New York. “The consortium of Great Lakes with Van Oord combines the experience of Van Oord, the global market leader in subsea rock installation, with Great Lakes, the only U.S. marine contractor to invest in building the first Jones Act compliant fallpipe vessel purpose built for the U.S. offshore wind market. This unique combination offered a competitive advantage in terms of experience, equipment availability, local content, and knowledge of labor and regulatory environments in the U.S.” GLDD says it will purchase the rock from New

York quarries in close proximity to the Empire Wind I and II sites. The company's site operations will be based out of Staten Island, New York. The 816 megawatt (MW) Empire Wind I project is scheduled for completion in 2026 followed by the 1.2 GW Empire Wind II project in 2027. "This award by Equinor and bp solidifies Great Lakes' entry into the U.S. offshore wind market with a major project award for one of the flagship offshore wind developments for the State of New York," said Eleni Beyko, Senior Vice President-Offshore Wind at Great Lakes. "We are very happy to support New York in building a more sustainable future. We have a long track record working with the state and the local unions and supply chains, having executed dredging projects in New York for many decades. Our goal now is to contribute to building the U.S. offshore wind industry, while creating local employment and economic activity in the state." In January, Equinor and BP finalized Purchase and Sale Agreements (PSAs) with New York State Energy Research and Development Authority (NYSERDA) for their Empire Wind 2 and Beacon Wind 1 offshore wind projects. Combined with the partnership's Empire Wind 1 project, the projects will provide a total a 3.3 GW of renewable power to the state, enough to produce electricity for about 2 million New York homes. The agreements include transforming the South Brooklyn Marine Terminal into a major staging and assembly facility for the offshore wind industry. Huisman said last week it has been awarded the contract to supply the rock installation equipment for the vessel. *(Source: gCaptain)*

YARD NEWS

DAMEN DELIVERS STAN PONTOON 12032 TO ITALIAN ENERGY CONTRACTOR RENCO S.P.A.



Damen Shipyards has delivered a Stan Pontoon 12032 to Italian construction and logistics contractor Renco S.p.A. The pontoon will be supporting major energy companies in their activities in south-eastern Africa, acting as a jetty extension for use by supply vessels. The Stan Pontoon 12032 is the largest standard pontoon in Damen's range, measuring 120 metres by 32 metres and with a maximum deadweight of over 20,000 tonnes. In line with Damen's policy of ensuring fast delivery of its

Standard vessel types, the pontoon was delivered just three months after the contract was signed in December. This was possible due to Damen maintaining a range of Stan Pontoons in stock. Following some customization and commissioning activities at Damen Shiprepair Verolme, the Rencraft has been taken under tow for its voyage to the port of Pemba in Mozambique. Renco is a new client for Damen Shipyards. The company is active in energy projects including for the oil & gas sector. On its arrival in Pemba, it will be semi-permanently fixed in place with vehicular access from the shore. Platform Supply and other vessels supporting energy companies' activities will then be able to moor alongside and embark / disembark equipment, personnel and supplies. Its size makes it highly stable and it represents a more economical solution than a fixed concrete jetty. If needed in the future, it

can be disconnected and moved on to new assignments. Damen pontoons can be found all over the world doing a wide range of tasks and are constructed to the highest quality to ensure long and productive lifespans. (PR)

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DALIAN SHIPYARD ORDERS RUDDERS FOR SIX ASIATIC LLOYD CONTAINER VESSELS FROM DAMEN MARINE COMPONENTS

Efficient hydrodynamic rudder system for ammonia fueled boxships. Full spade rudders with asymmetric leading edge and bulb in the wake of the propeller to further enhance flow along the rudder and reduce turbulence, will enable considerable fuel savings for the six new 7,100 TEU container vessels that Asiatic Lloyd aims to take in operation from early 2023. Damen Marine Components (DMC) will provide one Van der Velden® Atlantic Rudder for each vessel. These rudders are known to cause minimal drag thanks to their slim design. For these container vessels, Asymmetric Rudder Technology (ART) will be applied in the design of the leading edge of the rudder. A rudder bulb in the wake of the propeller axis further improves the hydrodynamic properties of the rudder configuration. The Singaporean shipping arm of AL Group Asiatic Lloyd has ordered the

six 7,100 TEU feeders at Dalian Shipbuilding Industry Co, the yard will deliver six vessels during 2023 to 2025. Length between perpendiculars of the four identical vessels is 255 meter, with 42.8 meter breadth, 14.5 meter design load draught and a design speed of 21.4 knots. Damen will provide the tailor designed rudder for each one of the vessels, measuring 61 square meter and generating 3300 Kilonewton meter of torque. As the propeller in forward thrust has a fixed rotation direction, the asymmetric leading edge will improve the water flow by directing the turbulent water along the rudder blade more efficiently. The propeller wake directs the flow so it does not come in from straight forward. Even more hydrodynamic optimisation is achieved by the bulb. In the wake of the propeller axis, turbulent water can circle and cause vibrations in hull and rudder. The rudder bulb is



positioned right behind the center of the propeller and eliminates this turbulence to create a better flow along the rudder blade. This reduces ship's resistance in the water and it also improves torque of the rudder when it turns. A stable and directional water flow generates more thrust than turbulent water. The advanced rudder technology adds to the sustainable ambition of the shipowner and charterer to operate vessels that cause minimal emissions. The choice for ammonia as a propulsion fuel expresses this ambition. Reducing drag, exemplified by the application of ART Atlantic Rudders with Bulb allow further fuel and emission savings. "We will be benefitting from this highly optimised and high efficiency Van der Velden rudder design by DMC in realising our goal of achieving vessel efficiency to the highest possible emission ratings" says Tonci Zdunic, Group Fleet Director, AL Group. "We are proud to have been selected by Asiatic Lloyd as partner for reaching their targets of improved operational efficiency and reducing the environmental footprint of their fleet" says Wim Knoester, Commercial Director of Damen Marine Components. (PR)

MMA OFFSHORE SELLS INDONESIAN SHIPYARD TO WASCO



Australian OSV operator and services provider MMA Offshore has struck a deal to sell its shipyard facility in Batam, Indonesia to Wasco Engineering Group. Wasco is paying \$15m for the shipyard facility MMA acquired in 2014. The purchase price will be paid in tranches, with the total amount payable on or before the completion date. The Perth-based firm said it would use the cash from

the sale to strengthen its balance sheet. The transaction is expected to complete by December 30, 2022. The Batam facility will remain subleased to Wasco for the period until completion, with rent structured to deescalate upon receipt of the tranche payments. MMA's managing director, David Ross, commented: "The sale of the Batam shipyard is an excellent outcome for the company and in line with our strategy to divest non-core assets. The consideration of \$15m (A\$20m) will materially reduce our net debt position, deleveraging our balance sheet and positioning the company well to take advantage of growth opportunities in an improving market." MMA will retain a portion of the Batam facility and have access to the wharf for a period of five years following the completion of the sale. According to MMA, the shipyard has delivered over 30 offshore vessels in the last 20 years. However, with the decline in newbuilding activity, the shipyard is now a laydown and project preparation facility for the company's vessel activity in Southeast Asia and is also being used to support its clients' varied onshore marine-related requirements. (Source: *Splash24/7*)

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

- *Marine & Towage Services LTD. - Brixham by Jasiu van Haarlem (New)*

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

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