



23<sup>rd</sup> Volume, No. 40     **1963 – “58 years tugboatman” – 2022**     Dated 25 May 2022

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

*Distribution twice a week 19,300+*

MIDWEEK – EDITION

## TUGS & TOWING NEWS

### *SANMAR ADDS ANOTHER NEW BUILD AZIMUTH TRACTOR TUG TO ITS YOUNG FLEET*



Operating with a fleet of modern powerful and technologically advanced tugboats with an average age under three years is a major factor in the success of Sanmar Shipyards as the leading towage operator in Turkey. Sanmar has continually renewed its fleet since the company was set up approaching 50 years ago, under the direction of Ali Gurun and Cem Seven, placing

quality, innovation, value for money and technological advances at the heart of their fledgling business. Today Sanmar's young fleet of 20 highly manoeuvrable tugs offer a huge variety of services in Turkey's seven most important harbours on the Marmara Sea, Black Sea, Mediterranean Sea and Aegean Sea. Given its strategy of increasing the capabilities, it comes as no surprise that Sanmar Shipyards' latest new-build delivery is to its own fleet operating at Nemrut Bay on the Aegean Sea. **Delicay XIII** is a twin Z-drive propeller tug in tractor configuration based on the exclusive-to-Sanmar TRAktor-Z 2500SX design from acclaimed Canadian naval architects Robert Allan Ltd, and has been designed and built for maximum efficiency in both harbour ship-handling and towage work. With a LOA of 25.3m, moulded beam of 12m, least moulded depth of 4.46m and approximate extreme draft of 6.55m, **Delicay XIII** is powered by two CAT 3516C HD D rating main engines, each producing a minimum of 2.100kW at 1.600 rev/min to drive Kongsberg US 255FP azimuth thrusters. It can achieve a hefty bollard pull of 75 tons. Rated FiFi 1 for fire-fighting, the tug's tank capacities include 83.900ltrs of fuel oil and 12.300ltrs of fresh water. Within a few months of the arrival of **Delicay XIII** at Nemrut, Sanmar will deliver the 2019-built ASD tugboat **Terminal XXIV**, which had previously been part of its Nemrut fleet, to MedTug. **Terminal XXIV** will be the 4th tugboat that Sanmar has delivered to MedTug. (PR)

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## NYK, PARTNERS INK MoU FOR ACCEPTANCE OF AMMONIA-POWERED TUG AT YOKOHAMA PORT

Japanese shipping company NYK Line and its partners IHI Power Systems and ClassNK have signed a memorandum of understanding (MoU) with the City of Yokohama for the acceptance of an ammonia-fuelled tugboat (A-Tug) at the port of Yokohama. As informed, the three partners aim to develop the ammonia-fuelled tugboat and operate it as a demonstration around 2024. The conclusion of this MoU is part of the Green Innovation Fund



project within Japan's New Energy and Industrial Technology Development Organization (NEDO) for the development of vessels equipped with a domestically produced ammonia-fueled engine. The MoU includes the following: - Realization of 'smooth acceptance' of A-Tug at the port of Yokohama; - Supply of fuel to A-Tug at the port of Yokohama; - PR to citizens to affect efforts to reduce environmental load; - Other matters related to the business of the parties. The city of Yokohama is pursuing decarbonisation at its port as the city works to realize a carbon neutral port. The parties intend to work in collaboration with the city toward the development and demonstration of A-Tug in 2024. (Source: Offshore Energy)

## VESSEL REVIEW / SAAM HALCON III – CANADIAN-TURKISH PARTNERSHIP DELIVERS NEWBUILD TO CHILEAN TOWAGE OPERATOR

Saam Towage has taken delivery of a new Z-drive multi-role harbour tug to support its operations in its home country of Chile. **Saam Halcon III** ("Hawk") is the fourth tug in a series to be delivered to Sanmar by the collaboration of Canadian naval architects Robert Allan Ltd (RAL) and Sanmar Shipyards of Turkey. Saam selected this particular tug design, which was developed by RAL exclusively for manufacture by Sanmar, for its total installed power combined with a compact hull size that is particularly useful in ports with more restrictive waters that leave relatively little room for manoeuvring. Cristian Cifuentes, Saam Towage's country manager for Chile and Peru, said that the tug's hull design and special

operating features make it an energy-efficient vessel ideal for use in any of the countries



where Saam operates. **Saam Halcon III** has an LOA of 24.4 metres, a moulded beam of 11.25 metres, and a maximum operating depth of 5.6 metres. Power is provided by two Caterpillar 3516C engines connected to Kongsberg US205 fixed-pitch azimuthing thrusters. The engines each produce 2,100 kW at 1,600 rpm to deliver a bollard pull of 70 tonnes and a free

running speed of 12 knots. Resilient mountings are also incorporated to minimise the noise generated by the engines, the hydraulic pipes, and other essential equipment. The vessel also has the standard RAL tug layout of a wheelhouse with full 360-degree visibility to provide the crew with enhanced situational awareness. The tug provides all the comforts needed for a crew of up to six. The accommodation spaces include a mess/lounge, a galley, showers, single cabins above deck for the captain and the chief engineer, and two double cabins below deck for the remaining four crew. All crew spaces are MLC-compliant and are equipped with HVAC. **Saam Halcon III** was built in accordance to ABS class requirements, including the Unrestricted Service and Fire Fighting Vessel 1 notations. The firefighting equipment includes a pump driven by the port side main engine and with a capacity of 2,700 cubic metres per hour. (Source: Baird)

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## SAMSON ICARIA® FOR WORKBOAT, THE DIGITAL SOLUTION FOR TOWING LINE MANAGEMENT

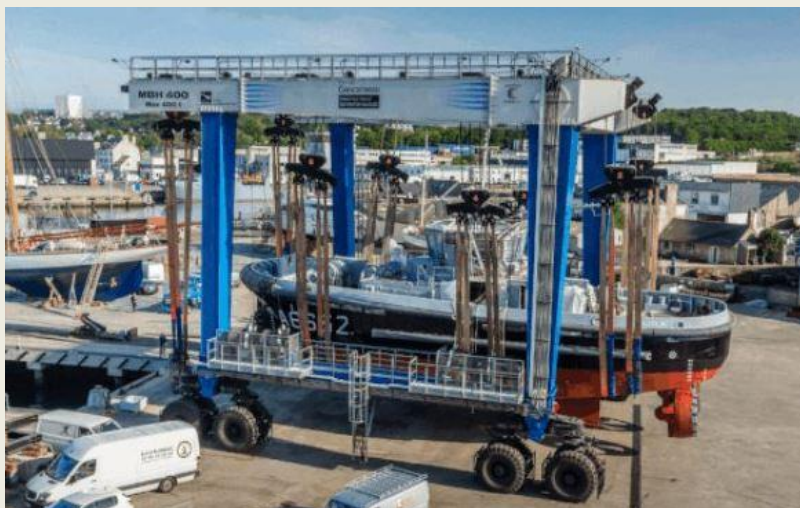
Samson is excited to announce the launch of ICARIA for Workboat, a full suite of digital services dedicated to Tug line management. ICARIA for Workboat includes a new Inspection App designed to ease usage and condition data collection, an online portal CONNECT™ designed for trend and data analysis, and our online CLASSROOM™, which includes courses designed to build crew competencies. ICARIA for Workboat seamlessly gives users the tools to maintain a safe, cost-effective rope health management system. The ICARIA service platform contributes to enhanced crew and

vessel safety, rope health, and line service life. Designed to be user-friendly in an environment where moving from paper to digital systems is an inevitable business requirement, Samson and ICARIA for Workboat will guide users through the transition and into the digital age of rope health management. At Samson, we know that savings on cost per tow are important. And getting the most life from your lines within an



important safety profile is where ICARIA for Workboat can help. Using ICARIA for Workboat will help you track line usage and maintenance, document damage, and provide the data you need to make line retirement decisions. The new Samson app has state-of-the-art inspection features built from 30 years of in-field inspection experience, bringing the power of safety and compliance to the palm of your hand. The app allows users to document inspections in an easy step-by-step process using Samson best practices. Automatic report generation enables users to make informed decisions based on those results. In addition, the app features an augmented reality measuring guide for recording line damage, offline capabilities for use in remote areas, and RFID scanning for ropes fitted with Samson's INTELLITAG™ technology. Advanced review from Samson experts can also be requested using the app. The Samson app is available for iOS, Android, and Windows. CONNECT is an online portal built to help customers in the maritime industry manage their lines. Working seamlessly with the Samson app and accessible by field personnel and staff, CONNECT includes inspection details, fleet analysis, data management, trend analysis, line life predictions, and rope condition visibility. Featuring a rope-centric dashboard, users can easily see upcoming maintenance, robust reports, including pre-port acceptance reports, and manage incoming data from the Samson app. In addition, CONNECT gives you the power to view, compare, and manage vessels at the Fleet level. Samson's CLASSROOM includes 12 courses ranging from Line Inspection Procedures to line installation and repair procedures. Not only does CLASSROOM improve crew knowledge and encourage safe decision-making, but Samson industry experts also lead these specialized training courses. Also included are course completion tracking, renewals, and reminder notifications. Additionally, Samson has included a splice certification program, allowing rope users of all levels to become certified in Samson's splicing techniques. (PR)

## SECOND TUG IN SERIES FOR FRENCH NAVY FLOATED OUT



French shipbuilder Piriou has launched the second tug in a series ordered by the French Navy. **Zinzolin** belongs to a planned series of 20 tugs that were ordered by the navy in 2020. Fifteen tugs will be optimised for harbour operations while the remaining five will be used in coastal waters. The tugs will each have a bollard pull of 30 tonnes. (Source: Baird)

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### DELIVERY OF 5,220KW ASD TUGBOAT

On 21st May, 2022, One unit of 5,220kw ASD tugboat built by our Jiangsu Zhenjiang Shipyard for Jiangsu Zhitai and named "**ZHI TAI TUO 1**" has been delivered has been successfully delivered. The vessel has overall length of 38.5m, breadth of 11.4m, depth of 5.3m, bollard pull (ahead) of 85t, bollard pull (astern) of 76t, endurance of 1,000nm and speed of 13.5kn. (Source: Jiangsu Zhenjiang Shipyard)



### SPOTTED ON DORDT IN STOOM 2022 STEAMBOAT HUGO FROM 1929: "BEAUTIFUL BECAUSE IT'S UGLY"



They often see cars, ships and trains in Dordrecht, but last weekend a lot of special examples were on display. Powered by steam engines. Dordt in Stoom is the largest steam event in Europe. More than 275 thousand visitors came to the city for a look back in time. Rijnmond puts five special moving or sailing monuments in the spotlight, including the steamboat Hugo. *Steamboat Hugo*

*from 1929: "Beautiful because it is ugly"* Two and a half days in advance, Tom Mostert and the other volunteers start by heating 6000 liters of water so that Stoomboot **Hugo** can sail. In the past it was fully used as a harbor tugboat in Hamburg. "So ugly that it's beautiful", owner Sven van de Vorm describes the boat. With the amount of coal that the ship consumes, sailing is often not so good for

the environment, Van de Vorm knows. “But sailing with this monument is possible for ten to fifteen days. Otherwise, people should also start thinking about their flights to Curaçao.” Van de Vorm sometimes wonders why he bought this boat: “It costs a lot of money and time, you have to be a bit crazy to have this as a hobby.” Mostert and Van de Vorm are busy with the boat three days a week: “Eighty to ninety percent of the time we are busy with maintenance, ten percent of the time we bring this museum piece to life by letting it sail. (Source: *Scheepspost*)

## BRONAGH J & ALPHA FALCAO

The standard array of cargo-working callers to the port of Durban has thrown up relatively little of interest in the last several weeks, so it is fortunate that a couple of non-standard visitors have provided some leavening in this staple fare. Perhaps the most unusual vessel, and also one that was featured in this column\* back in 2017 at the time of her only previous Durban visit, was the bulk-handling transshipment vessel **Bronagh J** (IMO: 9413133)



(2007 / 5,337 dwt). My photograph shows this “object” on the way into Durban, under tow by the diminutive Palau-registered tug **Alpha Falcão** (IMO: 9512953). The tug was reported on Marinetraffic.com to be on a voyage from Mombasa to Durban, but presumably she picked up her tow en route off the Mozambican coast, where **Bronagh J** operates as a transshipment or transfer vessel to shuttle titanium group minerals (ilmenite, rutile and zircon) from the Kenmare Moma mine. The transfer takes place from a loading jetty on the coast near the mine precinct to bulk carriers that lie some 4-5 nautical miles offshore. **Bronagh J** was purpose-built in Singapore for this operation, and the dome-shaped silos that are visible in my photograph must be storage silos for the



minerals, with the loading gantries used for the actual transshipment. The vessel is self-propelled for the jetty-bulker shuttle (although she did not use her own propulsion capability for the Moma-Durban voyage), with a designated carrying capacity of just over 5,000 tons. That equates to a very large number of shore-to-ship cycles, as the Kenmare mining website reflects annual exports of something in excess of 800,000 tons. It is not clear

whether a second transfer vessel is also employed, but if so, she is yet to be seen in these waters. The

vessel is currently lying at the Bayhead off the Sandock yard, but she must presumably be destined for dry-docking for her five-year survey and refurbishment. In comparison with historic activity levels, our repair facilities are now quite under-utilised, the Prince Edward graving dock tragically so, but it's good to see that Durban still serves as a repair focus for specialist vessels employed elsewhere in the southern Indian Ocean. **Bronagh J** will presumably look a great deal smarter when she leaves port after the ship repairers are done with her. *(Source: Africa Ports & Ships; Story and pictures by Trevor Jones)*

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## SMOOTHLY SAILING FOR THE ASD TUGBOAT WITH THE MAXIMUM POWER AND OFF-GAS TREATMENT CAPACITY IN CHINA

On 24th May, 2022, “**Yantian Tuo 21**” which has been designed and built by our company Jiangsu Zhenjiang Shipyard for Shenzhen Huazhou Ocean Development Co.,Ltd was sailed smoothly. It becoming the maximum power ASD tugboat with SCR denitrification unit in the domestic market. This is the latest standardized ship-type product with independent intellectual property rights to the markets, that implements green,



environmental protection and low-carbon technology upgrading to the multi-functional ASD tugboat, the national single champion product by our company. With the designed power of 5,884kW (8,000PS), the tugboat can not only be used in port operations, but also meet the requirements of offshore towing. Equipped with SCR unit, it meets the IMO Tier III Nitrogen Oxide Emission standards, and its product technical specification and operational performance have reached the international advanced level. The tugboat's overall length is 39.00m, the width is 13.8m and the depth is 5.9m, the power of main engine is 2x2942kW, forward towing force is 99T and backward towing force is 91T, endurance ability is ≥1000nm, and the speed is 14kN. It has been awarded FiFi-1 by CCS, Gd-EP(GBEC); NEC(SCRS) etc. *(Source: Jiangsu Zhenjiang Shipyard)*

## THE TUG "YURI POPSUEV" WENT TO THE PLACE OF REGISTRATION FROM THE SHIPBUILDING COMPLEX "R-FLot"



The crew of the shipping company "Sheksna Shipping" received the lead ship of project TSK.395 at the shipbuilding complex "R-Flot" in the Nizhny Novgorod region and set off on it to the place of registry. This was reported in the R-Flot group on May 24. The towing ship-pusher "Yuri Popsuev" was built at the "Cherepovets Shipbuilding Plant". At the same time, the R-Flot group of companies was directly

involved in all stages of the creation of the vessel: from design to construction. Thus, the R-Flot.Design company has developed a conceptual design for the exterior of the TSK.395. The area of responsibility of the R-Flot. Designing company included the issuance of working and design documentation for the deckhouse and superstructure, R-Flot. Mashinostroyeniye - the supply of a diesel-reduced unit and the necessary ship equipment, parts and the first stage of assembly. Pusher tug project TSK.395. Project developer - State Central Design Bureau "Rechflota" Length - 22.3 m; Width - 7.4 m; Displacement - 100 tons; Depth - 2.84 m; Draft - 1.5 m; Power - 440 kW; Class PPP - O 2.0 (ice 30); Crew - 8 people. (Source: Sudostroenie; Photo: GC "R-Flot")

## Océan Cleans House - 1. Océan Echo II

The Quebec City based operator Groupe Océan has been growing substantially in recent years with expansion to British Columbia and Jamaica and the acquisition of new tugs. On May 21 they took delivery of the small Océan Aqua delivered by heavy lift ship to Valleyfield, QC from Malta. A Damen Stantug, the former **DMS Raven**, it had been operating in the Persian Gulf for Damen Marine Services. The 1460 bhp



twin screw tug was built in 2003 by Stoc.Kozle Serwis in Poland and Damen Hardinxveld in the Netherlands. Meanwhile the company is shedding three of its older tugs which have not been operational for several years. These include: 1. **Océan Echo II** This twin screw 3,000 bhp veteran tug was built in 1969 by Port Weller Drydock for Atlantic and Pacific Barge Transport Ltd. Named Atlantic it was contracted, along with two 7850 ton deadweight barges built in the same yard, for a

ten year charter to Anglo-Canadian Pulp and Paper to carry pulpwood from Forestville, QC to the paper mill in Quebec City. The barges Betsiamites and Sault au Cochon each had a 3600 cord capacity. While one barge was unloading in Quebec City, the tug was towing/pushing the other barge for another load. The tug was renamed **Laval** in 1975. It generally pushed the barges from a stern notch using face wires, but also towed them on a tow line depending on conditions. At the end of the charter in 1979 Anglo's subsidiary St.Charles Transportation Co Ltd bought the tug and barges and sent the Laval to Halifax for a third barge, named Jean Raymond. Reed Paper Ltd took over Anglo in 1974 and continued to operate the tug and barges. Reed International Inc sold the operation to



Daishowa Paper Manufacturing in 1988 and the tug and barges came under the ownership of Daishowa Maritime Inc. In the early 1990s Groupe Océan acquired the tug and in 1996 gave it the named Océan Echo II. They also fitted it with Articulated Tug Barge rams in hull blisters, and modified the barge Betsiamites accordingly. They now hauled wood chips to various paper mills. The barge also carried a crawler backhoe with a huge bucket to move the cargo. In 2008

the tug was back in Halifax, this time to take away the former shipyard barge Timberland which had been acquired by Groupe Océan. When tug and barge were not working on the St.Lawrence they sometimes ran wood chips to the paper mill in Point Tupper, NS, or loaded wood chips at Sheet Harbour, NS. In May 2014 the tug sustained severe bottom damage when it ran aground outbound from Kingston, ON. It was out of service for some time for repairs In 2018 it took the barge NT811 from Quebec City to Iqaluit for a port construction project, but since then it has seen very little service. On May 17, 2022 its Canadian registration was closed, along with the tugs Océan Basquess and Mega [see separate posts for each.] Whether these boats have been sold to foreign owners, or for scrap is not known at this time. Further details will be posted here when known. Ocean Echo II and Ocean Basques are tied up together in Quebec City and Mega is in Sorel, awaiting the next move.

*(Source & Photo's Mac Mackay-Tugfax and Gordon Turner)*

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## ACCIDENTS – SALVAGE NEWS

### AT LEAST SEVEN DEAD AFTER FIRE ON PHILIPPINE PASSENGER FERRY

Seven people have died after a high-speed Philippine ferry carrying 134 people caught fire on Monday, with seven passengers still missing, the coast guard said. The ship caught fire just before reaching the port of Real in Quezon province, about 60 km (37.28 miles) east of the capital Manila. It had left Polilio Island at 5:00 a.m. local time (2100 GMT Sunday) and made a



distress call at 6:30 a.m. Five women and two men had died, while 120 passengers had been rescued, with 23 of them treated for injuries, the coast guard said in a statement. Pictures shared by the coast guard showed people in life vests floating at sea awaiting rescue, while some were taken to safety by a cargo ship in the area. Fire and thick smoke engulfed the two-storey passenger vessel. It was not immediately clear the cause of the fire, but the Philippines, an archipelago of more than 7,600 islands, has a poor record for maritime safety, with vessels often overcrowded and many vessels aging. In 1987, around 5,000 people died in the world's worst peacetime shipping disaster, when an overloaded passenger ferry [Dona Paz](#) collided with an oil tanker off Mindoro island south of the capital, Manila. (Source: [MarineLink](#))

### OBSOLETE LIFEBOATS THREATEN SAFETY



Denmark's 13 large lifeboats are obsolete and should be replaced. This is the opinion of the chairman of the Association of Danish Rescuers, Jens Slot. Three of the aging ships are currently out of service, but the replacement of the fleet has long prospects. "From the point of view of the rescuers, I think it is a serious situation, for those we send at sea, we would like to have home again," says Jens Slot to DR.

Several of the lifeboats were built in the 60s, e.g. that which is located in Nørre Vorupør, while the rescue ship in [Hanstholm](#) is from 1979. The remaining ships were either built in the early 90s or in the years 2003-04, writes DR. "The ships are simply outdated. There are often crashes on them and

several rescuers talk about it being with the nerves outside of the clothes when they sail out into them. One must keep in mind that these are vessels we send out in storms and gales. They just have to go out and help others in bad weather," explains Jens Slot. The authorities have been working on a renewal of the fleet since 2010, and in 2014 a three-figure amount was set aside for the purpose. But nothing has happened yet - eight years later. The Defense Materiel and Procurement Agency writes in a response to DR that "it will take five to eight years before the fleet will be transformed into a modern and efficient force". Lifeboats to [Hirtshals](#), [Hanstholm](#), [Thyborøn](#), [Hvide Sande](#) and [Esbjerg](#) have, however, been put out to tender, but no supplier has yet been chosen. (Source: *Maritime Danmark*)

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## AMERICAN COURAGE AGROUND OFF FAIRPORT HARBOR MARBLEHEAD

Around 9 am local time 23<sup>rd</sup> May 2022, the self-unloading vessel [American Courage](#) ran aground off the Fairport Harbor West Breakwater Light while attempting to back into port. The [American Courage](#) is currently loaded with limestone from Marblehead, Ohio, and as of Monday morning remained aground while Great Lakes

Towing's tugs [Ohio](#) and [Pennsylvania](#) were nearby in an



attempt to free the vessel. It is unknown if there has been any damage to the hull. *Update:* Crews are working to free a Lake Erie freighter which ran aground in Lake Erie at the mouth of the Grand River outside of Fairport Harbor Sunday, said Coast Guard officials. The name of the ship is [American Courage](#). The ship originated in Marblehead and was on its way to Osborne Concrete and Stone in Fairport Harbor carrying limestone when it became stuck. Coast Guard members said two tug boats were unsuccessful in moving the ship Sunday evening. A nearby ship, [Manitowoc](#), was brought to the area Monday and is now helping remove some of the cargo from the [American Courage](#) to make it lighter and hopefully free the ship. "There is a process behind this, there is science, Naval architects have models and abilities through measurements and the soundings of the vessel to find the best way to lift the vessel so as not put any undue stress on the hull," said Coast Guard LCMD Jeremy Maginot, the Commanding Officer of the Marine Safety Unit, Cleveland. Coast Guard members are monitoring

the operation and said at this time there were no injuries. The Coast Guard along with the Ohio



Department of Natural Resources supervised an inspection of the freighter's hull, and found no damage which is significant to make sure there is no environmental damage to the harbor, river or lake. But that potential for environmental damage will make this a slow process. "This is still an active case, we're treating it very seriously by no means have

all resultant or potential scenarios been exhausted in the sense that we don't know what's going to happen," said LCMD Maginot, "The good news is we plan for this, we train for this." There is no timeline to when the [American Courage](#) may be freed. (Source: *Boatnerd*)

## COAST GUARD RESPONDS MASSIVE BARGE FIRE IN DELAWARE BAY

The U.S. Coast Guard and local fire departments are responding to a large fire on barge carrying scrap household appliances in Delaware Bay. The barge was located about 9 miles south of Port Mahon, Delaware, as Monday morning. The Coast Guard reports that watchstanders at the Sector Delaware Bay Command Center received a call at approximately 1 a.m. reporting a barge on fire in the Delaware River. The barge is reportedly



carrying household appliances for scrap. The Coast Guard launched a 29-foot Response Boat-Small boatcrew to assist and continue to monitor the situation. The Coast Guard said there are six fire boats on scene from local fire agencies actively fighting the fire. Photos posted to Facebook showed the fire still burning after dawn. The barge appears to be the new [CMT Y NOT 6](#) belonging to Coeymans Marine Towing (CMT), part of Carver Companies. Unfortunately Carver Companies just said in May 18 Facebook post that the barge was "new." We reached out to CMT but our call went to voicemail. "Our highest priority is ensuring the safety of firefighters and response personnel on scene," said Capt. Jonathan Theel, Sector Delaware Bay Captain of the Port. "We will also work to mitigate any environmental threats and protect the flow of commerce within this vital port." There are no injuries and no signs of pollution impacting the waterway and the cause of the fire is not known. The Coast Guard is requesting that all mariners avoid the area. (Source: *gCaptain*)

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## VOS SWEET 3D LASER SCANNING OF THE FERRY ESTONIA



The Estonian Safety Investigation Bureau on May 23, 2022, started 3D laser scanning of the wreck of the ferry 'Estonia' (IMO: 9773064) that sank in the Baltic Sea en route from Tallinn to Stockholm on Sep 28, 1994. The purpose of the 3D laser scanning is to make a point cloud of the wreck of the ferry and its immediate surroundings, with the help of which a 3D model of the wreck will be created later. In addition

to surveying the wreck and surrounding sea bottom, high-tech equipment will be used to explore the interior of the car deck of the sunken ferry. The 'VOS Sweet' arrived at the site of the 'Estonia's' sinking on Ma 23 in the morning. As the first thing, the equipment was to be tested and calibrated. During the surveying at sea, work will be done 24 hours a day. The first task is to conduct surveys of the vehicle deck in order to get as detailed an overview as possible of the condition of the vehicle deck and the objects there. The study of the vehicle deck is technically very complicated. The aim is

to get the best possible idea of the situation of the vehicle deck, including deformations as well as openings, such as doors, ventilation openings, engine room hatches and so on, and to determine whether they are closed or open. As the next thing, the wreck and the seabed will be surveyed, which includes a precision scan of the wreck. Third, high-priority areas where external damage to the wreck has been identified in previous investigations -- the bow part,



including the ramp, the ramp opening, locks and hinges; damage to the starboard side and to the stern

and the port side at the level of the sixth deck -- will be further explored. Areas of high importance also include areas of the seabed where the focus will be primarily on the line of contact between the wreck and the seabed and its immediate surroundings. A fourth portion of laser scanning will be carried out additionally if, based on preliminary assessments carried out at sea, an area on or around the wreck proves to be of particular interest. In advance the Safety Investigation Bureau organized a public procurement, which was won by a consortium consisting of ESC Risk Management OU and Baltic Taucherei- und Bergungsbetrieb Rostock GmbH as the main contractors and Kraken Robotics will deliver the 3D laser scanner service. The survey team is an international one, made up of experts from Estonia, Sweden, Germany, and Poland. The 3D laser scanning will take 4-5 days, depending on weather conditions and underwater visibility. (Source: *Vesseltracker*)

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## 22 CREW ON BOARD BULK CARRIER DRIFTING OFF NORTH ISLAND COAST

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There are 22 crew on board a 180-metre-long bulk carrier which has lost power and is drifting off the North Island's west coast. The Maritime New Zealand Rescue Coordination Centre was notified last night the Maltese registered [La Richardais](#) had lost propulsion enroute to Port Taranaki. It is currently 16 nautical miles off the coast between Raglan and New Plymouth. An oil and gas supply vessel with towing capability is alongside [La Richardais](#) and arranging to connect a towline to bring

the vessel to Port Taranaki. It is due in midday tomorrow. Maritime NZ said its Incident Response Team was actively monitoring the situation. (Source: *RNZ*)

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## SEARCH CONTINUES FOR THREE MISSING TUGBOAT CREWMEN IN SABAH WATERS

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The search for three crewmen who went missing after their tugboat capsized off Sabah's northern Kota Belud district entered its third day as rescuers expanded their search area on Tuesday (May 24). Boats from the Malaysian Maritime Enforcement Agency (MMEA), marine police and navy have been divided into sectors to look for the missing seamen, covering an area extending to 339 nautical miles. The [Megah Jaya 2](#) tugboat, carrying Malaysian crew members namely Ling Chung Siong, 24, Yee Lih Min, 22, and Wilson Paul Joseph, 31, the ship's captain, is believed to have sunk about 35 nautical miles from the mainland, near Pulau Mantanani last Sunday (May 22). Sabah and Labuan MMEA director First Admiral (M) Datuk Mohd Rosli Abdullah said the tugboat owner, who is also a relative to one of the missing men, identified only as Mr Ling, has also joined the search. "Mr Ling has informed us that he will be scouring for the missing men using a helicopter," he said in an updated

statement on Tuesday (May 24). He said the owner had also lodged a police report in relation to the missing tugboat at 9.30am on Sunday. The MMEA activated its search and rescue operations at 11pm the same day, he added. Mohd Rosli urged those with information pertaining to the incident to directly contact the MMEA operations room at 088-387 774. Initially, the search only covered an area of 176 nautical miles. (Source: *The Star*)



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## TANKER STRUCK BERTHED CARGO SHIP, OIL LEAK, VLADIVOSTOK RUSSIA



Water supply tanker LOTOS on May 22 struck berthed general cargo ship **VYACHESLAV ANISIMOV** in Ulysses Bay, Port Vladivostok, Russia. Tanker was maneuvering to moor. **VYACHESLAV ANISIMOV** sustained hull breach or breaches in fuel tank area, diesel oil leak reported. As of May 23, **VYACHESLAV ANISIMOV** remained in the same position. Understood tanker sustained

slight or no damages. General cargo ship **VYACHESLAV ANISIMOV**, IMO 9004463, dwt 9530, built 1991, flag Russia, manager AZIA SHIPPING CO. Fresh water tanker LOTOS, IMO 8931279, dwt 201,

built 1981, flag Russia. (*Source: Maritime Bulletin*)

## REMEMBER TODAY

### *S.S. USS RIJNDAM – 25<sup>TH</sup> MAY 1915*

**USS Rijndam** (ID-2505) was a transport for the United States Navy during World War I. Both before and after her Navy service she was known as SS **Rijndam** or **Ryndam** as an ocean liner for the Holland America Line. *History Rijndam* was launched during 1901 by Harland & Wolff Ltd. of Belfast, as a steel passenger liner for the Holland America Line. On 25 May 1915, **Rijndam** was rammed by the Norwegian-flagged fruit steamer **Joseph J. Cuneo** about 10 nautical miles (19 km) south of the Nantucket Shoals. Responding to the SOS, U.S.



Navy battleships **Texas**, **South Carolina**, **Louisiana**, and **Michigan**, rescued 230 passengers from the damaged liner. On 18 January 1916, **Rijndam** suffered damage when she struck a mine in the Thames Estuary during World War I. American singer Alice Sjoselius was aboard, and wrote home to her family in Minnesota about the event. Interned at New York later in World War I, she was seized during March 1918 by United States Customs officials along with 88 other Dutch vessels, 31 of which entered U.S. Navy service. **Rijndam** was commissioned 1 May 1918 at New York for service as a troopship, with Commander John J. Hannigan in command. **Rijndam** departed New York 10 May 1918 on the first of six convoy voyages to Europe before the war's end, accompanied by **President Lincoln**, **Covington**, British troopship **Dwinsk**, and Italian steamers **Caserta** and **Dante Alighieri**. The group rendezvoused with a similar group that left Newport News, Virginia, the same day, consisting of American transports **Lenape**, **Pastores**, **Wilhelmina**, **Princess Matoika**, **Antigone**, and **Susquehanna**, the British troopship **Kursk**, and the Italian **Duca d'Aosta**. American cruiser **Frederick** served as escort for the assembled ships, which were the 35th U.S. convoy of the war. On 20 May, the convoy sighted and fired on a "submarine" that turned out to be a bucket; the next day escort **Frederick** left the convoy after being relieved by 11 destroyers. Three days later the convoy sighted land at 06:30 and anchored at Brest that afternoon. On her return journey on 31 May 1918, **Rijndam** was nearly torpedoed in the same attack by German submarine **U-90** that resulted in the loss of **President Lincoln**. **Rijndam** was able to avoid the torpedoes and, shortly afterward, nearly rammed a submarine cruising at periscope depth. On her next transport voyage, **Rijndam** left New York on 15 June with **Kroonland**, **Finland**, **DeKalb**, **George Washington**, **Covington**, Italian steamer **Dante Alighieri**, and British steamer **Vauban** and met up with the Newport News portion of the convoy—which included **Lenape**, **Wilhelmina**, **Princess Matoika**, **Pastores**, and British troopship **Czar**—the next morning and set out for France. The convoy was escorted by cruisers **North Carolina** and **Frederick**, and destroyers **Stevens** and **Fairfax**; battleship **Texas** and several other destroyers joined in escort duties for the group for a time. The convoy had a false alarm when a floating barrel was mistaken for submarine, but

otherwise uneventfully arrived at Brest on the afternoon of 27 June. **Rijndam** landed troops and supplies at Brest, France, on three more occasions through November 1918, and called once at Saint-Nazaire during July. **Rijndam** made seven round-trip voyages from Quiberon, Saint-Nazaire, and Brest, France, following the end of World War I, returning U.S. troops and personnel to Newport News, Virginia; Norfolk, Virginia; Hoboken, New Jersey; and New York. In March 1919, **Rijndam** and **Princess Matoika** raced each other from Saint-Nazaire to Newport News in a friendly competition that received national press coverage in the United States. **Rijndam**, the slower ship, was just able to edge out the **Matoika**—and cut two days from her previous fastest crossing time—by appealing to the honor of the soldiers of the 133rd Field Artillery returning home aboard her and employing them as extra stokers for her boilers. She carried over 3,000 passengers on many of her 26 trips across the Atlantic, completing her active service upon arrival at New York 4 August 1919 from Brest. Transferred from the Cruiser and Transport Force on 11 August 1919 to the custody of the 3rd Naval District, **Rijndam** was decommissioned and returned to her former owner on 22 October 1919 at New York. **Rijndam** resumed her mercantile career under the Dutch flag, remaining active until scrapped during 1929. (Source: Wikipedia)

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## OFFSHORE NEWS

### MAERSK SUPPLY SERVICE CONTINUES TO SUPPORT THE OCEAN CLEANUP



Maersk Supply Service's anchor handlers **Maersk Tender** and **Maersk Trader**, currently supporting The Ocean Cleanup in the Pacific Ocean, have been contracted for an additional year of operations. Since 2018, Maersk Supply Service has provided project management and delivered offshore campaigns for The

Ocean Cleanup, the Dutch green tech non-profit organisation developing and scaling plastic-harvesting technologies to rid the oceans of floating plastic. The offshore campaigns have taken

place in the Great Pacific Garbage Patch, the largest accumulation of ocean plastic in the world, and have involved using offshore support vessels for towing and trialling The Ocean Cleanup's plastic-harvesting systems, to optimise the systems' viability and capacity for subsequent scale-ups. With safety at the forefront of all its operations, Maersk Supply Service has supported The Ocean Cleanup's mission through its specialist maritime expertise, executing the offshore element safely and efficiently in a very remote location. In May 2021, Maersk Supply Service committed a second offshore support vessel and crew to the operations for System 002. By October, the teams reached a major milestone, with the vessels returning from a second offshore voyage with proof of technology after a successful trial, which ascertained The Ocean Cleanup's System 002 could safely, efficiently, repetitively and reliably remove plastic from the oceans. System 002 continues to harvest plastic in the Great Pacific Garbage Patch in tandem with the onshore development of System 03, a larger version designed to act as the blueprint for future scale-up. "Ocean health is integral to Maersk Supply Service's core values and strategy," said Maersk Supply Service chief commercial officer Jonas Munch Agerskov. "The oceans hold the key to many of the energy challenges ahead of us and we believe we have a responsibility to protect and restore ocean health. It is important we proactively use our marine capabilities to improve ocean health through partnerships and policies, and so we are very pleased to continue our collaboration with The Ocean Cleanup," added Mr Agerskov. To date, The Ocean Cleanup has collected about 67,000 kg of plastic waste from the Great Pacific Garbage Patch. In addition to the vessels and marine support from Maersk Supply Service, AP Møller-Maersk also provides logistics support to The Ocean Cleanup, ensuring global end-to-end transport of the project equipment such as the collected ocean plastic and its river cleanup technologies, including the Interceptor Original, the Interceptor Barrier, and the Interceptor Tender. *(Source: Riviera by John Snyder)*

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## MEO GROUP ORDERS FIVE EXECUTIVE CREW BOATS FROM PENGUIN

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Singapore-based offshore vessel owner MEO Group is scheduled to take delivery of five new crew boats between 2023 and 2024, as part of a new fleet rejuvenation programme. Earlier this month, MEO Group placed an order with Singapore's Penguin Shipyard International (Penguin) for five new executive crew boats based on Penguin's proprietary Flex-42X and Flex-



40X designs. The new series of Flex executive crew boats are designed for optimised ride comfort and speed. Each vessel features up to 80 reclining business class seats with generous legroom, individual USB ports and passenger-friendly two-by-two seating arrangement, as well as large windows that offer ample natural lighting. In addition, each Flex crew boat can also carry up to 60 tons of deck cargo, up to 82,000 litres of fuel and up to 30,000 litres of freshwater. Flex crew boats are designed as multi-role crew change vessels, capable of executing a variety of missions, including offshore crew change, security and escort, search and rescue, firefighting and medivac. These additions to the MEO Group fleet increase its crew boat fleet size to over sixty-five units, deployed in Southeast Asia and the Middle East. This latest order further affirms MEO Group's status as the region's largest crew boat operator. *(PR)*

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### *THE NORTH POLE PLATFORM ENTERED SEA TRIALS*



On May 21, factory sea trials of the ice-resistant self-propelled platform (LSP) "**North Pole**" began. The ship departed from the outfitting embankment of the Admiralty Shipyards and headed for the Gulf of Finland. As Sudostroenie.info was informed in the press service of the enterprise, the Minister of Natural Resources and Ecology of the Russian Federation Alexander

Kozlov took part in the procedure for sending LSP for the implementation of the test program. The head of the Association of Polar Explorers Artur Chilingarov also took part in the event. The head of the Ministry of Natural Resources noted the importance of the production process and said that LSP "**North Pole**" is a complex facility, the construction of which is "from scratch". In turn, Alexander Buzakov, General Director of the Admiralty Shipyards, noted: "If we talk about those expeditions in the Arctic that took place several decades ago, it can be noted that most of the time scientists spent on the fight for survivability. Today, thanks to the platform, it has become possible devote most of the time directly to science.

During sea trials, the company's specialists will check navigational certificates for communication, location and navigation systems, as well as check the operation of auxiliary diesel generators, the main diesel engine, service systems, auxiliary boiler plants and main ship units. Recall that in 2018 the government of the Russian Federation approved the Admiralty Shipyards as the sole contractor for the design and construction of the North Pole LSP, worth 6.9 billion rubles. The contract for the construction of the



platform between the Admiralty Shipyards and Roshydromet was signed in April 2018. The laying of the LSP took place in April 2019, and the launching took place in December 2020. In 2021, the government allocated an additional 1 billion rubles and 2.1 billion rubles for the completion of the platform. Ice-resistant self-propelled platform project 00903. Project developer - Vympel Design Bureau; Length - 83.1 m; Width - 22.5 m; Displacement - approx. 10390 t.; Power plant - 4200 kW; Speed - not less than 10 knots; Crew - 14 people. Scientific staff - 34 people. (*Source: Sudostroenie; Photo: Alexander Polunin*)

## THE GERMAN OCEANOGRAPHIC "POLARSTERN", IN LAS PALMAS



At 27 years old, the German oceanographic vessel "Polarstern" (IMO 8013132) continues to be one of the best in its specialty worldwide, after successive modernizations carried out in 1999 and 2001. It has made a technical stopover in the port of Las Palmas from Gran Canaria, where he arrived this morning on his way back from an expedition to Antarctica, on his way to his base in Bremerhaven. Built by the Howaldtswerke Deutsche

Werft shipyard in Kiel and the Nobiskrug shipyard in Rendsburg and in service since December 1982 –two and a half years after the signing of the contract–, it has a double icebreaker hull and a 15,000 kW diesel-electric propulsion plant, its main dimensions 117.90 m in overall length and 25 m in beam. She displaces 17,300 tons and has accommodation capacity for 124 technicians and scientists and 44 crew members. (*Source: Puente de Mando*)

## MUSEUM NEWS

### CONCORDIA DAMEN OFFERS HISTORICAL VESSEL FOR PRESERVATION

Inland Training Vessel goes to Museum in Dordrecht. The training vessel Prinses Beatrix for inland shipping deckhands and skippers will get her own berth at the harbour of the 'Binnenvaartmuseum' (Inland Shipping Museum) in the Dutch city of Dordrecht. Shipyard Concordia Damen will lend out the ship to the inland shipping society 'Vereniging De Binnenvaart'. At the Maritime Industry trade show, the vessel was symbolically handed over on 19 May. Aboard the [Prinses Beatrix](#) an exhibition will tell the story of the education that the Dutch Royal Education Fund for Shipping (KOF) offered from 1955 up to 2003. From 1960 on, practical lessons were thought aboard the inland vessel of the type 'Kempenaar', with 53.50 meters of length and 7.08 meters of beam a modern ship at that time. This practical education was in line with modern navigational practice in the 1960's. A class of 28 could stay aboard. Later on, the dormitory was converted into two person cabins, reducing the capacity to 24 students during multiple-day exercises along the lower- and middle Rhine. The [Prinses](#)

**Beatrix** was commissioned in 1960. In 1962 and 1963 respectively, the **Prinses Irene** and **Prinses Christina** were added to the fleet. These sister ships are still in use as training vessels. The first of the series of three is now available for visits at the museum and for occasional tours. Concordia Damen will be the owner of both the **Prinses Beatrix** and **Prinses Christina** when the succeeding maritime education institute STC will take delivery of the innovative and sustainable training vessels *Ab Initio*. To build this ship, STC had been looking for



sufficient funding. The construction got possible when Concordia Damen agreed to purchase the older training vessels. The **Prinses Christina** will continue her service as a training vessel to operate over the rivers under German flag with a new owner. Preparation for the **Prinses Beatrix** for her new role as a museum ship, consists of extensive servicing and to restore the hull paint in the original color white. The original Bolnes 150 hp engine was replaced in the years of service. If an engine of this type can be found, the Inland Shipping society plans to re-install an engine of this original type in the vessel. "Concordia Damen recognises that it is important to preserve this valuable historic vessel," financial manager Tim van Berchum of Concordia Damen says. "The ship will remain ours, but we will make it available to Vereniging de Binnenvaart. We will perform extensive servicing before delivery to the museum." The Inland Shipping Society will take effort to have **Prinses Beatrix** acknowledged as national sailing heritage 'Varend Erfgoed Nederland'. (PR)

*Advertisement*



## EVENT NEWS

### *DORDT IN STOOM 2022 IS OVER: 'WE HAVE SURPASSED A QUARTER OF A MILLION VISITORS'*

It is estimated that more than a quarter of a million visitors visited Dordt in Stoom last weekend. On Friday, Saturday and Sunday, the center of Dordrecht and a part of Biesbosch went back in time for a while. Successfully. „This is great, also for Dordrecht. After all, that's what we do it for." The chairman of Dordt in Stoom, Marco Westland, was still sitting on his roses just after the event. „The

weather gods have blessed us and it is so nice that we were able to make so many visitors, but also



participants, happy. Everyone was excited because it was possible again. I really enjoyed it." The atmosphere was good. "The queues at the steamboats were long, but you also have those at an amusement park or at Schiphol. You always have that with a mass of people moving around a site." The organization hoped in advance for 250,000 visitors. „We think that, based on

past experience and ticket sales, we have passed that. That's great, also for Dordrecht; After all, that's what we do it for." *Fleet review and busy Saturday* The three-day event kicked off on Friday evening with the Vlootschouw and the steam whistle concert. From large ships to steamboats, from the many boats of the rescue brigade to curious private individuals; the whole thing made it impressive to watch. *Wolwevershaven a metamorphosis* Dozens of stalls, boats and vehicles were lined up along the water of the Wolwevershaven to view. Some devices on the 1930s market allowed visitors to try them out. Pulling the string of a machine caused a loud whistle, of course with steam. Scattered over the quay, various parts of the fire service from the last century could be seen. Of course, steam cannot be missed at a steam event. An authentic steam train ran between Dordrecht Central and Baanhoekweg throughout the weekend. That was one of the big eye-catchers. The components and smaller trains also attracted a lot of attention. (Source: *Scheepspost*)

## WINDFARM NEWS - RENEWABLES

### *FUGRO CONTINUES SURVEY WORKS FOR ATLANTIC SHORES OFFSHORE WIND*

Fugro has entered the third year of performing integrated site characterisation works for Atlantic Shore Offshore Wind with geotechnical services set to commence later this month. According to Fugro, geophysical, metocean and environmental scopes of work are currently underway, while geotechnical works will begin soon, using a newly commissioned Fugro C30 mobile rig. Working from a third-party vessel, the Fugro C30



mobile rig will deliver Atlantic Shores efficient, heave-compensated drilling capabilities, as well as state-of-the-art downhole sampling, coring and in situ testing data, the Dutch geo-data specialist said. Fugro has also equipped the vessel with an automated launch and recovery system to use in conjunction with the Fugro SEACALF DeepDrive system for performing seabed cone penetration tests. Together, these assets are expected to ensure high rates of operability while also meeting Fugro's standards for safety and sustainability. Commenting on the works, Jeff Scott, director of Marine Geotechnics for Fugro in the Americas stated: "We are thrilled to continue our integrated site characterisation work with Atlantic Shores this year, and we are excited to deploy our new Fugro C30 rig on the project. We are confident it will deliver Atlantic Shores the timely, high-quality soils information needed to optimise foundation and cable design ahead of the target 2024 construction date." All project Geo-data will be delivered in near real-time to Atlantic Shores via Fugro's Gaia.Hub web-based platform. As described, Gaia.Hub provides a single source of information for the entire Atlantic Shores project team and stakeholders, allowing users to access Geo-data any time, from any location, via a simple, intuitive website. To remind, in May 2021, Fugro received a contract renewal from Atlantic Shores Offshore Wind for the provision of real-time wind and metocean measurements off the coast of New Jersey in the US over the next two years. Atlantic Shores, a 50:50 joint venture between EDF Renewables North America and Shell New Energies US, holds development rights for an offshore wind zone located some 14 to 32 kilometres off the New Jersey coast, between Barnegat Light and Atlantic City. The lease area spans across 183,353 ha and has the potential to generate over 3 GW of wind energy. At the end of 2020, the joint venture submitted its proposal to the New Jersey Board of Public Utilities to supply the state with up to 2,300 MW of offshore wind energy. (*Source: Offshore Energy*)

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## *DOGGER BANK A SUBSTATION TOPSIDE SAILS OUT OF THAILAND*

The offshore substation topside for Dogger Bank A, the first of the three 1.2 GW phases of the UK's Dogger Bank Wind Farm, has been completed at Aibel's yard in Thailand and is now on its way to Haugesund, Norway, where it will undergo further work. The topside is expected to arrive at the yard in Haugesund in the latter half of June, according to Aibel. In Norway, the topside will be placed on an upgraded rig quay, where it will be equipped with transformers, slings, and lifting equipment through several large lifting operations with big and small floating cranes. Hitachi equipment will be installed on the structure with the yard's new tower crane, Aibel said. Aibel and Hitachi ABB Power Grids are delivering all the offshore grid connections for Dogger Bank Wind Farm, under a contract for the Dogger Bank A and B phases signed in November 2020, and for Dogger Bank C at the beginning of 2021. The majority of Aibel's work on the Dogger Bank A topside will be completed by mechanical completion in November, the company said, with commissioning work then remaining to

be completed until the expected sailaway in early spring 2023. The 3.6 GW offshore wind farm will



use what the developers say is the world's first unmanned High Voltage Direct Current (HVDC) offshore substation, which slashes topside weight by 70 per cent. According to the latest news from Aibel, the Dogger Bank A topside was weighed at 6,780.5 tonnes. While it was not the heaviest module to be built in Aibel's Thailand yard – this record belonging to the MSF module of Johan Sverdrup P2 – the Dogger Bank A topside was the

largest, according to the company. (Source: Offshore Wind)

## GLADDING-HEARN INKS ITS FIRST CTV ORDER

Somerset, Mass., based Gladding-Hearn Shipbuilding, Duclos Corporation, reports that it has now signed a contract to begin construction of its first crew transfer vessel (CTV) for Patriot Offshore Maritime Services LLC. As we reported earlier, Patriot Offshore has signed a contract with Vineyard Wind, a joint venture between Avangrid Renewables and Copenhagen Infrastructure Partners, that will see the CTV support the construction, operation and maintenance of the Vineyard



Wind 800 MW wind farm project, 15 miles off the coast of Martha's Vineyard. The vessel will operate year-round, roundtrip service from New Bedford, Mass. for 24 wind farm technicians and cargo. The all-aluminum high-speed catamaran, designed by Incat Crowther Design, has a length overall of 88.5 feet, beam of 29.5 feet and draft of 5.6 foot. Each catamaran hull will accommodate a pair of Scania DI16, 8-cylinder, four stroke, EPA Tier-3 compliant diesel engines, each rated at 788 bhp (588 bkW) at 2,100 rpm. Each main engine will drive a Hamilton HM521 waterjet through a ZF-665 reverse-reduction gearbox. The resiliently-mounted superstructure is located aft of midship with port and starboard side decks and working/cargo decks fore and aft, an emergency equipment locker aft and two bow deck lockers. The main deck, accessible by an aft and two side doors, will include a wet locker, two heads and showers and storage racks. There will also be a refreshment counter, a small table with four chairs and seating for 24 wind farm technicians. The crew mess and lounge will each

have a three-person booth and table and lounge seats. A 144,000 Btu air cooled air-conditioning/reverse cycle heat system will service the main saloon, upper state rooms, crew quarters and the wheelhouse. Each hull is divided into four watertight compartments; the forepeaks are the most forward compartments and the vessel will be outfitted with accommodations for crew and personnel, including staterooms, galley and lounge. The wheelhouse, with windows on all sides for nearly 360-degree visibility, will be located on the second deck and accessible by interior stairs and aft exterior ladder. The wheelhouse will include three shock-mitigating helm seats. A control console will be across the front to accommodate centerline engine and waterjet controls, navigation and communication electronics. The large foredeck will be set up to carry two 20 foot ISO containers and to transfer passengers over the bow. The vessel will be certified to USCG Subchapter-L rules for vessels. (Source: *MarineLog*)

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The advertisement consists of two side-by-side photographs of tugboats operating in the sea. The left photo shows a tugboat with a red hull and white superstructure, viewed from a low angle. The right photo shows a similar tugboat from a slightly different angle, with wind turbines visible in the background. To the right of the photos is a dark blue box containing a white logo of a stylized 'H' and 'S' intertwined. Below the logo, the text reads: 'Tug & Workboat company', 'Herman Senior b.v.', and 'Shoalbusters & Multicats for charter on a worldwide basis'. At the bottom of the advertisement, a yellow bar contains the contact information: 'chartering@hermansr.com', '+31(0)78 619 25 07', and 'www.hermansr.com'.

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## NAVIGARE CAPITAL ENTERS OFFSHORE WIND SUPPORT VESSEL SEGMENT



Navigare Capital Partners has made its first investment in the offshore wind support vessel segment. The Copenhagen-based alternative investment fund manager, which has containers, bulkers, tankers and LNG carriers in its portfolio, has partnered up with the Norwegian shipowning company Norwind Offshore, established by Farstad, Volstad and Kleven, to invest in four of its newbuild

commissioning service operation vessels (CSOVs) and one service operation vessel (SOV). All vessels will be built by Fincantieri-controlled Norwegian shipbuilder Vard, with CSOVs delivering between 2023 and 2025, while the SOV is a conversion and sale of one of Vard's platform supply vessels that should deliver this year. The investment has been made by Navigare Capital's Maritime Investment Fund II and is said to be part of the company's commitment to a "green and sustainable transition of the shipping sector, and towards net zero emissions." The vessels are equipped with battery-hybrid propulsion, power management systems, and shore power connectors to enable emission-free operation in ports and offshore fields, where possible. Managing partner of Navigare Capital, Henrik

Ramskov, said: “The investment in offshore wind support vessels is an important next step in our strategy for net zero emissions and our commitment to achieving this. Through our majority investment in the partnership with Norwind Offshore and the highly skilled team and founders behind it, we believe that this investment will both support our accelerating efforts to reach net zero and generate an attractive return for our investors.” *(Source: Splash24/7)*

## DREDGING NEWS

### *ROSMORPORT’S ASTRAKHAN BRANCH EXPANDS DREDGING FLEET*

Rosmorport’s Astrakhan branch fleet has now been expanded with the dredging vessel **Kronshlot**. According to the company, the dredger was earlier operated by Rosmorport’s North-West Basin Branch. The **Kronshlot**, built by Krasnoye Sormovo shipyard (Nizhny Novgorod) in 2016, is the 10th ship of the branch’s dredging fleet and the 36th of its entire fleet.



Vessel particulars: LOA – 62,6 m; Beam – 14 m; Draft – 4,25 m; Hopper capacity – 1000 m<sup>3</sup>. Class notation: KM Ice1 R1 AUT2 Hopper Dredger. The TSHD 1000 series vessels are able to dredge to a depth of 20 meters and operate at water temperatures -2 ° C to + 20 ° C. *(Source: Dredging Today)*

### *IHC BEAVER DREDGER DELIVERED IN VIETNAM*



Royal IHC has successfully completed delivery and hand-over of the “**DACINCO 07**”, a Beaver® 65 DDSP cutter suction dredger, to DACINCO Investment Construction Company Limited in Vietnam. According to IHC, on Tuesday May 17th, Director Dredging Standard Modular Vessels Catina Geselschap handed over the symbolic key of

“**DACINCO 07**” during the ceremony in Vietnam. Catina commented that the ceremony marks the start of a long-term partnership. “This moment represents a change. It was in 2013 that we delivered the last Beaver in Vietnam. With DACINCO as a strong and reliable partner in Vietnam we hope to do much more business together in the future.” Mr. Khuong Van Huy, Chairman of DACINCO Investment Construction Company Limited, further confirmed the sentiment. He addressed the strength of Royal IHC’s Beaver® dredgers stating it is “one of the most innovative, advanced and

ideal cutter suction dredges currently in the world". Current work is focused on commissioning the dredger and taking it to its project location, as well as training staff and crew. This new Beaver® vessel will aid DACINCO in developing their dredging capabilities, and will make their dredge department one of leading markets in their company. (Source: *Dredging Today*; Photo: IHC Beaver® 65 DDSP cutter suction dredger)

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### CSD HENDRIK GEERAERT IN NIEUWPOORT

In the Nieuwpoort shipping channel and marinas, Jan De Nul Group recently carried out maintenance dredging works with cutter suction dredger **Hendrik Geeraert** and split barges **Magellano** and **Verrazzano**. What makes this project so unique, are the CO2-reducing measures taken by Jan De Nul Group. An example for the industry and future dredging works in Europe. According to JDN, a specificity of this project is the CO2 reduction measures enthusiastically taken



by JDN, encouraged by the Flemish Authority and the Maritime Services and Coastal Agency. One of the measures was to run the vessels on renewable biofuel. In addition, Jan De Nul kitted out its local office with its newest energy-efficient site office module that consumes 80 percent less energy than a standard site office. (Source: *Dredging Today*)

### BAKKER UPGRADES BOSKALIS' CSD TAURUS II

Bakker Slidrecht has upgraded Boskalis' cutter suction dredger (CSD) **Taurus II** by increasing the vessel's booster capacity. According to Bakker, by increasing capacity of the dredge pumps from 6000 to 7400 kilowatts, the Taurus II now can pump dredge material over greater distances from the stationary position. The 112 meters long and 24 meters wide, the Taurus II was built in 1983 as a cutter suction dredger and was upgraded in 2010. At that time, Bakker Slidrecht modernized all electrical installations on board. *Capacity stretched to maximum* The converted **Taurus II** will be used as a booster station – ready to pump materials over great distances. The existing 25 megawatts of

power on board had to be used even smarter to cope with this task, said Bakker. “We have stretched



the unused capacity of the electrical installations to the maximum within all safety margins. Upgrading the pump power from 6000 to 7400 kilowatts allows the vessel to move large amounts of sand over large pressing distances quickly,” said project manager Arie de Jong. Under the contract, Bakker Slidrecht also updated all automation systems, inspected electrical

installations and improved the camera system (CCTV). *Successful completion of the vessel upgrade* Bakker Slidrecht started the **Taurus II** upgrade project in June 2021. The first part of the job was conducted in Slidrecht, after which the adjustments were implemented and installed on board the CSD in the United Arab Emirates. The project was successfully completed at the end of February, and Bakker Slidrecht have already handed over the **Taurus II** to Boskalis. (Source: *Dredging Today*)

## **BOSKALIS PROJECT IN MANILA RECEIVES INSURANCE FROM THE DUTCH STATE**

Today, the Dutch State, represented by Atradius Dutch State Business (DSB), decided to support the largest project in Boskalis' history by means of an export credit insurance (ECI). At the end of 2020, Boskalis was awarded a contract for the land development of the new Manila International Airport with a contract value of more than EUR 1.5 billion. Since then, Boskalis



has worked with the client, a subsidiary of one of the largest and most progressive companies in the Philippines (San Miguel Corporation), to make the land development possible by utilizing the export credit insurance program of the Dutch State. As a part of the ECI-process, Boskalis conducted an extensive environmental and social impact assessment in accordance with the highest international standards. This was done together with a large group of experts from its own organization, the client and four renowned consultancy firms. In addition, thorough impact analyses were conducted and compensation plans were drawn up to mitigate or compensate for the adverse effects. Peter Berdowski, CEO Boskalis: “I am very pleased that all the hard work with a large team of experts has been successfully completed today. For more than a year, we have worked intensively with Atradius DSB to ensure that the construction of the new airport will take place in a socially responsible manner. In collaboration with Atradius DSB and the Dutch embassy, we succeeded in developing a broadly supported plan with an eye for the local community and the preservation of biodiversity. I would like to thank all those involved for their contribution to the positive decision of the State.”

Bert Bruning, Managing Director Atradius DSB: “This project is unique on many levels. Firstly, of



course as a very important contract for our client Boskalis but also for us as the largest ECA policy in our 90-year history. In addition, I am proud of the fact that together with Boskalis and San Miguel, by keeping up the dialogue, we were able to ensure that the project is to meet international standards in the field of environmental and social conditions. In doing so, we have not only contributed to making this wonderful contract possible but also really made a difference together for the local communities and nature.” The new Manila

International Airport will be located approximately 20 kilometers north of the city center of Manila. The new airport site will comprise approximately 1,700 hectares and the construction will be carried out to the highest engineering and environmental standards to withstand the effects of possible major earthquakes, local typhoons and future sea level rise. (PR)

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## YARD NEWS

### STRATEGIC MARINE COLLABORATES WITH VEEM MARINE AS PARTNER FOR ITS NEW 42M GEN 4 FAST CREW BOAT

VEEM Marine are proud to partner with Singapore-based shipbuilder Strategic Marine in the launch of their new Aluminium 42m Gen 4 Fast Crew Boat (FCB) developed in collaboration with Southerly Designs. Under the agreement, VEEM Marine will supply its class leading VG140SD Gyrostabiliser for installation on the Gen 4 FCB which will significantly reduce the vessel's rolling motion, by up to 80% increasing safety and efficiency during personnel transfer and cargo operations. The gyro when coupled with a motion compensated gangway enhances the level of safety for personnel transfers to an offshore installation and will maximise operability. The delivery of the vessel, scheduled for the end of Q12023, is particularly relevant for the aging Southeast Asian crew boat fleet that is primed for renewal, in an industry that is continually looking for safer and more cost-effective solutions to

personnel transfer vis-à-vis helicopters. “We are proud to be working with a number of industry leaders that recognise the most efficient hull form is a monohull vessel, which can produce excellent operational results when combined with a VEEM Marine gyrostabiliser. In particular, we look forward to working with Strategic Marine in a joint marketing effort and conducting demonstration trials. Together we will prove to the industry that with the use of gyrostabilisers there is no location where helicopters cannot be displaced for more cost effective and flexible vessel solutions.” comments Mr Brett Silich, Global Commercial Manager.



Mr Hans Randklev, Strategic’s General Manager, Commercial commented “This latest order further cements Strategic Marine’s ambition to be an innovative and leading builder of Fast Crew Boats & Crew Transfer Vessel for the global energy industry. Just as with other areas of this vessel design and optimisation, the installation of the VEEM Marine gyrostabiliser will enable our customers to achieve industry-leading operational uptime without having to compromise fuel efficiency, comfort or safety” (PR)

## *DAMEN SHIPYARDS CAPE TOWN DELIVERS FIRST OF THREE MULTI-MISSION INSHORE PATROL VESSELS TO SOUTH AFRICAN NAVY*

In a ceremony held at Simons Town Naval Base, the first of three, state-of-the-art, Multi Mission Inshore Patrol Vessels (MMIPVs) has been handed over to the South African Navy. The vessel marks the culmination of four years of work for Damen Shipyards Cape Town (DSCT). The vessel being delivered will augment South Africa’s maritime

security by enhancing the country’s capability to respond effectively, rapidly and cost-effectively to threats such as illegal trafficking and fishing. The 62m by 11m vessels have been designed by Damen to deliver a rapid



response capability that is both effective and cost efficient. The vessel is the first Damen Sea Axe vessel to operate in South Africa where, along with its sister ships, its primary role will be to counter piracy, illegal fishing and smuggling operations. However, their ability to accommodate at short notice containerized mission modules gives them a true multi-mission capability. The patented design delivers exceptional seakeeping behaviour with the straight-edged bow cutting through the water thereby improving comfort and safety while reducing emissions and fuel consumption. The MMIPV project is also playing an important role in creating skilled new jobs and acting as a catalyst for the



development of regional supply chains. On its own, the MMIPV project is expected to generate more than one million man-hours of work during the construction of the three MMIPVs and will support more than 1,000 direct and indirect jobs at Damen Shipyards Cape Town (DSCT). In addition, the yard is also focusing on nurturing small businesses to maximise local content. Mr Sam Montsi, Chairman of the Damen Shipyards Cape Town Board, commented: "The

delivery is a significant milestone in the story of Damen Shipyards Cape Town. It is the first time that a naval vessel of this calibre has been built at the yard and it is also the first of its class! Despite the COVID 19 pandemic, this beautiful vessel has been built to the required quality level which is an achievement that was realised by South African people, as most of the work and materials that went into the construction were sourced locally." "The yard has significantly grown during this process both in the quality of work and the safety standards achieved. This project has also allowed the yard to increase the impact of its transformation strategy by consistently delivering relevant development to the communities of South Africa." Work on the remaining two vessels is well underway at DSCT, with the second vessel handover being planned for 2023 and the third for 2024. (PR)

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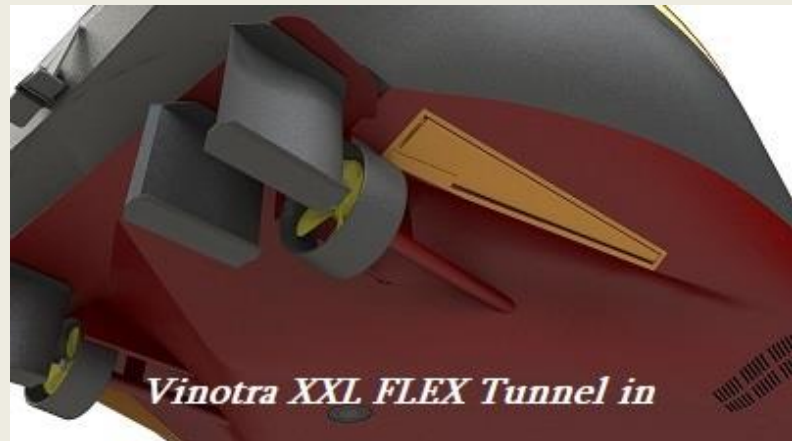
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### *DAMEN MARINE COMPONENTS TO SUPPLY FLEX TUNNELS, PROPELLER NOZZLES AND RUDDERS FOR NEW XXL INLAND TANKERS*

Contract with Rensen-Driessen Shipbuilding signed at Maritime Industry Show. Damen Marine Components (DMC) will supply FLEX tunnels, propeller nozzles, manoeuvring systems and rudders for two innovative inland tanker vessels to Rensen-Driessen Shipbuilding (RDS) from Zwijndrecht,

the Netherlands. On Tuesday May 17, Wim Driessen from RDS and Leo van Zon of DMC, signed a contract at the Maritime Industry trade show in Gorinchem, the Netherlands. The newly developed tankers by RDS are based on the series of four large 'XXL tankers' that have been built between 2017 and 2020 at the yard. The new tankers will be equipped with each two FLEX tunnels, two propeller nozzles and two manoeuvring systems with four rudders. Propellers of a large 2 meter diameter have been selected, which provide efficient propulsion under all circumstances. Van der Velden FLEX tunnels under the hull ensure optimal water flow to the propellers. The wings that construct the duct under the hull in front of the propellers, can be flipped up towards the hull and down to create the tunnel. When the tanker navigates deep water with a full load, the wings can be in the up position, as the propellers will be fully submerged to generate thrust. On shallow water and with limited draft, the wings will be flipped down, so the water will flow under the hull towards the propellers, that will still be fully submerged in the flow towards them. This allows to uphold operations at quite low water levels This concept has proven successful: 13 vessels with FLEX tunnels are operational and 7 more are under construction. *Asymmetrical rudders* The new XXL tankers will be equipped with two propellers with each a nozzle. Behind this, two independently operated Van der Velden HD 240 two-rudder systems are installed. Each set of connected rudders has an asymmetrical 60 – 80 degrees rudder angle, that generates optimal thrust in the water. Even at very low speed, excellent manoeuvring capabilities are ensured. *Maximal deadweight* To be able to take as much liquid as possible in the Amsterdam-Rotterdam-Antwerp sailing area, the vessel measurements are impressive. At 135 meter length and 22 meter beam, the vessels are categorised XXL. Performance



of earlier XXL tankers, providing 13000 deadweight, is very promising. New customers at RDS therefor chose for this vessel concept. *Innovative* Like the earlier XXL tankers, the new vessel design is conceived by RDS together with Rommert Ship Design and completed for improved hydrodynamics by DMC. Knowledge gathered in earlier projects was applied.

Cooperation of the yard and DMC is very smooth, resulting in state-of-the art vessels. "Working with these suppliers has enabled us to optimally develop new ships," says Wim Driessen. "Thanks to working with DMC we can further improve our industry network and integration of ship systems, to perfectly serve our clients." Area sales manager Leo van Zon adds: "We like to thank RDS for the long standing and pleasant cooperation and the openness in this relation. The innovative approach in their shipbuilding projects is a pride to the whole industry!" The casco's will be built in China to arrive in The Netherlands end of 2023 for completion. (PR)

## 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 adds another new build azimuth tractor tug to its young fleet*
- *World's first hydrogen-fuelled harbour tug launched*
- *Sanmar Shipyards delivers highly manoeuvrable and powerful tug to Svitzer*
- *PIRIOU delivers two new tugs to BOLUDA FRANCE*
- *SAAM Towage welcomes new Tug for Canadian operations*

2. Several updates on the Broker Sales page posted last week.

*(New page on the website. If you are interested to have your sales on the website)*

*(pls contact [jvds@towingline.com](mailto:jvds@towingline.com))*

- *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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