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

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TUGS & TOWING NEWS

SANMAR SHIPYARDS DELIVERS HIGHLY MANOEUVRABLE AND POWERFUL TUG TO SVITZER

Indonesian shipbuilder KTU Shipyard has completed its first harbour tug built in collaboration with naval architects Robert Allan Ltd at its Sagulung yard. It delivered 27-m **Karya Pacific 2232**, an azimuth stern drive (ASD) tug built to RAL's TRA2700 design, to its own subsidiary Karya Pacific. Launched mid-April, this is the first of a new series of ASD tugboats the shipyard plans to build for its subsidiary's shipping arm, other clients in southeast Asia and outside the region. "This is the start of a collaboration with Robert Allan Ltd. We already have another model in the works with them," said the spokesperson. KTU's collaboration with RAL was announced March 2020. It also has a relationship with Groot Ship Design for different types of vessel newbuilding's. It has also started building a 91-m long deck cargo barge for PT Mitrabahtera Segara Sejati, with the steel cutting ceremony held 20 May. KTU Shipyard has also built three cargo barges for DS Norden. Nord Panther 1 was towed by tug **Harlina 9**, with support from tug **Harlina 23**, from the shipyard. Nord Panther 2 and Nord Panther 3 were also completed. In addition to its shipyard in Sagulung, Batam, where **Karya Pacific 2232** was constructed, KTU operates two other shipyards Batam, with one in Tanjung Riau with a 400-tonne crane and one in Sekupang. It also operates a shipyard in Marunda, near Jakarta. *(Source: Riviera by Martyn Wingrove)*

SINGAPORE HAS GIVEN ITS OK TO THE LANDING OF RIMORCHIATORI RIUNITI IN ASIA

The process continues for the landing of Rimorchiatori Mediterranei, a subsidiary of Rimrochiatori Rinuiti dedicated to the protective towing business, in Asia. This was announced by the Genoese shipping group by announcing that the Maritime and Port Authority of Singapore has approved the acquisition of the company Keppel Smit Towage Private Limited already announced last November. "With the approval by the Maritime and Port Authority of Singapore, the last formal step of the acquisition of Keppel Smit Towage Private Limited by Rimorchiatori Mediterranei, a company controlled by Rimorchiatori Riuniti and owned by Dws of the Deutsche group, is completed Bank which owns all port towing activities in Italy and abroad ", reads a note. "The operation, together with the acquisition of Maju Maritime Pte Ltd, will make Rimorchiatori Mediterranei the third largest port towing operator in the world with a fleet of over 160 tugs operating in three different continents (South America, Europe and Asia) and over 1,400 employees ". The closing of the two acquisitions is expected by the end of next June. *(Source: Shipping Italy)*

KEEL LAYING CEREMONY FOR IRELAND'S MAIN PORT WAS HELD AT EREGLI SHIPYARD

On May 16th, keel laying ceremony for Main Port's **MED-A2850** order was held at Eregli Shipyard. The ceremony was attended by Main Port's Fleet Director, Dermot Curtin; Eregli Shipyard Manager Kemal Bektas and Med Marine Sales Manager Melis Ucuncu. The **MED-A2850** is 28 x 13 meter vessel built to facilitate a crew of 8. The vessel design is from the Robert Allan RAstar 2800, Canada's Naval Architecture and Marine Engineering Company. The vessel will be built at Ereğli Shipyard in the Zonguldak region of Turkey. Its completion and delivery is scheduled for early 2023. Technical details: Length o.a.: 28,00 m; Beam, moulded: 13,00 m; Depth, least moulded: 5,10 m; Design draft: 5,70 m; Bollard pull: 50 tonnes; Approx. speed: 12.5 Knots; Complement: 8 Persons. *Med Marine's Sales Manager Melis Üçüncü says:* 'Mainport is a very valuable client of ours; it is a great pleasure to be building for them once again.

We are looking forward to deliver the vessel in early 2023. We are also looking forward to further cooperation between Main Port and Med Marine in the future.' *(PR)*

KOTUG AND SEAMEN'S CHURCH INSTITUTE (USA) KICK-OFF THEIR STRATEGIC PARTNERSHIP BY HOSTING MORAN TOWING CORPORATION FOR ASD TRAINING, ASSISTED BY RIBEN MARINE

The Training & Consultancy division of KOTUG International (KOTUG), and the Seamen's Church Institute (SCI), the leading maritime education and maritime training provider in the United States of America entered into a strategic partnership to offer exclusive training of (tug) Masters, ships' crews, river barge shippers, and Pilots by certified KOTUG trainers at SCI training facilities across the United States. The partnership was officially kicked-off by hosting Moran Towing Corporation for a week of ASD operator training assisted by Riven Marine founder Captain Jay Rivera. Since 2019, SCI, Riben Marine, and Netherlands-based KOTUG have performed training for ship pilots and tug masters—-prior to conducting feasibility studies for new docks and waterway projects--along the Texas Gulf Coast. For the week of May 16 to May 20, 2022 this partnership came together to conduct its first Basic Azimuth Stern Drive (ASD) Tug Class for Moran Towing Corporation, among the largest tow and tug fleet operations in the United States. The course was led by KOTUG Senior Trainer Captain Xavier Blejan, assisted by Riven Marine founder Captain Jay Rivera. SCI Staff served as facilitators and subject-matter experts. The course brought

together some of the best training resources available -expert tug trainers, ship-handling experts, pilot-grade custom tug models, and state-of-the-art Kongsberg simulators- delivering high-impact and quality instruction for the Moran team of ASD operators. *Patrick Everts, General Manager of KOTUG Training & Consultancy:* "We are extremely happy with this strategic partnership. Supporting SCI with their navigational training and preparing their students for expected and unexpected real-life situations with our proven training method in their state-of-the-art simulator-based facilities, is a win-win." *Stephen Polk, Director of Center for Maritime Education, SCI :* "This course establishes a new standard in maritime education. We are excited to offer comprehensive

coursework together with KOTUG and RIBEN in Basic ASD training, Advanced ASD training, Harbor Assist/Towing, and Advanced Ship Assist and Escort Maneuvers for tug personnel in the USA using our best-in-class simulators at SCI's facilities in Paducah, KY and Houston, TX. *KOTUG Training App for advanced safety* In addition, SCI will implement the KOTUG Training App, KOTUG's latest feature to bring training to the next level by monitoring the knowledge and skill levels of all seamen. The app detects possible gaps in skills at an early stage and registers progress made as a result of training. It gives valuable insights to put together tailor-made individual training which is highly motivational and improves overall safety. *(PR)*

MWOKOZI II – HARBOUR ASSIST AND SALVAGE TUG FOR KENYA PORTS AUTHORITY

The Kenya Ports Authority (KPA) recently took delivery of a new ASD harbour tug from Turkish builder Med Marine. The RINA-classed, Robert Allan Ltd (RAL) designed **Mwokozi II** ("Saviour II") was built at Med Marine's Eregli Shipyard for operations at the Kenyan Port of Mombasa, one of the busiest ports in East Africa. Its duties include ship handling, coastal towing, and salvage operations in the waters of East Africa and the Indian Ocean. The establishment of the IMO's Regional Maritime Search and Rescue Coordination Centre within the Port of Mombasa Port prompted the KPA management to recognise the need of having a sea-going vessel with the capacity to perform salvage and successful

search and rescue (SAR) operations, as the incidences of vessel groundings in the Indian Ocean within Kenyan territorial waters became increasingly common in recent years. RAL said that, within the eastern and northern seaports of East Africa, no country possesses the capacity to mount a proper sea salvage and SAR operation. However, with the introduction of the new tug, salvage operations will create a new revenue stream for the KPA and enhance its standing as a leading port along the Western Indian Ocean Seaboard. The ports authority's managing director approved the procurement of a newbuild salvage tug, and construction lasted from March 2020 to November 2021. **Mwokozi II** has a length of 42 metres, a moulded beam of 16 metres, and a maximum draught of 7.2 metres. The vessel is SOLAS compliant for Gross Tonnage of > 1,000. Accommodations are outfitted to high, MLC-compliant standards for a crew of up to 18 personnel. The master, chief engineer, and owner cabins are located on the main deck with eight double crew cabins located in the lower accommodations levels. The tug's main propulsion comprises a pair of Caterpillar C280-12 diesel engines, each rated 3,700 kW at 1,000 rpm and each driving a Schottel SRP 710 fixed-pitch, 3.4-metre Z-drive propeller. The vessel is also equipped with a Schottel tunnel thruster at the bow for enhanced manoeuvrability. Trials showed the tug can achieve a bollard pull of 126 tonnes and a free running speed of 14.7 knots. The electrical plant meanwhile comprises two Caterpillar C9.3 200ekW diesel generator sets. These supply power for navigation and communication electronics from Furuno, Simrad, and Jotron. On the foredeck is a MacGregor MG HAT/GDG-30-1230U02272x2 hydraulically driven, split drum, towing winch accommodating two bu 220 metres of 72mm diameter synthetic rope and fitted with double gypsies and warping heads. The winch is equipped with a length and tension monitoring system with load indicating display in the wheelhouse. On the aft deck, there is a MacGregor MG-HTWW-1232D10064 hydraulically driven towing winch, accommodating 1,000 metres of 64mm diameter steel wire rope and a MacGregor hydraulic combined shark jaws and towing pins package. **Mwokozi II** is also equipped with an off-ship fire-fighting system meeting class Fire Fighting Ship 1 requirements with water spray. The system was supplied by Fire Fighting Systems and comprises two main engine-driven centrifugal pump type FFS SFP 250 x 350 XPH. The two monitors deliver 1,200 m³/h of water and 300 m³/hour of foam. Ship handling fenders at the bow consist of upper cylindrical fender and lower "W" block fendering below. "D" fendering provides protection at the sheer line, and cylindrical fender is used at the stern. *(Source: Baird)*

TUGBOAT THAT WAS SINKING IN DULUTH HARBOR IS AFLOAT AGAIN

The tugboat named "**Lake Superior**" that partially sunk in the Duluth Harbor back in March is now floating once again. According to the Coast Guard, contractors are working on what's called "lightering and dewatering operations," which will remove any leftover water, fuel, and lube oil

from the tugboat, so pollutants don't leak into the waterway. The Coast Guard is also looking for any

signs of pollution now that the tugboat is floating again, as it had been leaking oil as it sunk. That oil was successfully contained by absorbing materials around the tugboat these past two months. After this process is done, the tugboat needs to be dealt with by its private owner. *(Source: Fox21)*

ZHEN GANG TUO 6001 – POWERFUL INLAND TUG TO SERVE CHINA'S ZHENJIANG PORT

Chinese operator the Zhenjiang Port Group has taken delivery of a new ASD harbour tug optimised for assisting large ocean-going ships sailing in inland waters, particularly the stretch of the famed Yangtze River that passes through Jiangsu province. Designed and built by Jiangsu Zhenjiang Shipyard over a period of 12 months, **Zhen Gang Tuo 6001** has an LOA of 40.15 metres, a beam of 11 metres, a depth of 5.3 metres, and a design draught of 4.1 metres. The builder claims the total installed power of 4,420 kW makes the vessel the most powerful harbour tug currently in operation in China's inland waters. The installed power of the two main engines also enables the tug to achieve a free running speed of 14.05 knots, a bollard pull ahead of 73.9 tonnes, and a bollard pull astern of 66.2 tonnes. These then ensure the tug can easily assist both ocean-going and river-sea vessels of 100,000 tonnes displacement or greater. The fuel capacity will meanwhile enables **Zhen Gang Tuo 6001** to make multiple trips back and forth along the Yangtze before requiring bunkering. Jiangsu Zhenjiang said that a total distance equivalent to approximately 700 nautical miles can be covered in between refuelings. The tug was designed to be an intelligent vessel with a digital integrated management platform. This key feature has multiple functions to enable the crew to monitor onboard systems, manage energy efficiency levels and electrical consumption, reduce emissions, and even assess the vibrations that are generated during regular operations, all through a single interface that can be accessed via a dedicated display in the wheelhouse. This interface also provides the crew with data such as routes

and sailing times to ensure safe navigation even in busy port waters. The integrated management platform is linked to a variety of onboard sensors. Among these are five panoramic cameras installed on the bow to assist the crew in detecting, tracking, and avoiding obstacles within the immediate vicinity while the tug is underway. The vessel also has accommodations for six crewmembers working in shifts. Aside from the cabins, there is a conference room with television. **Zhen Gang Tuo 6001**'s duties at Zhenjiang Port include berthing/unberthing assistance, towing, and search and rescue. *(Source: Baird)*

THE STEAM TUG "SAN ESTEBAN", A JEWEL FROM 1902

In the entrance area to Navalia 2022, the steam tug "**San Esteban**", known as "el vaporín", is on display, a jewel of riveted shipbuilding dating from 1902, the year in which it was completed at the Phillips & Sons Shipbuilders Ltd., in Dartmouth, England. In his first five years of seafaring life he held the name of "**Venture**" in his fishing capacity. In 1907 it appears transformed into a tugboat as property of the General Society of Basque-Asturian Railways and remained in service until 1970, based in the port of San Esteban de Pravia. Restored between 1998 and 2003 by the "**San Esteban**" Tugboat Protection Society, under the responsibility, among others, of the naval engineer José Cardín, manager of the Sidra El Gaitero company. Between 2021 and 2022 it has been restored again by Talleres Carral, on the occasion of its centenary, a company that today is part of the Ferri Group. *Industrias Ferri celebrates the centenary of Talleres Carral* It is not often that a company celebrates 100 years in Spain. It is less so in the naval sector, subject to numerous conditioning factors, in many cases unrelated to local performance. However, among the examples of centuries-old companies in the Spanish naval sector is Industrias Ferri, to which Talleres Carral belongs, which has completed its first century of existence and today was celebrated in an emotional act together with the centennial tugboat "**San Esteban**" . , a jewel of naval construction from 1902. Founded in 1921, Talleres Carral

has been the most important company in Spain for the manufacture of winches, winches and winches for a decade. Added to this is the Belgian company Brusselle, dating from 1929, a manufacturer of winches and servo rudders, acquired and merged with Talleres Carral, which has given rise to Bruselle Carral Marine. Patricio Fernández, CEO of the aforementioned company based in Vigo, received this noon a heartfelt recognition from the Navy, through the Admiral Director of Naval Engineering and Construction of the Navy, Vice Admiral Manuel Antonio Martínez-Ruiz, due to the close relationship existing for years; as well as the State delegate in the Vigo Free Zone Consortium, David Regades; Augusto Álvarez Borrás, head of IGAPE, and the mayors of Gondomar, Juan Francisco Ferreira González, who spoke in Galician, and of Vigo, Abel Caballero –in a very pertinent intervention, far removed from the conventional canons of political rhetoric–, who especially emphasized the contribution of this company to the industrial and social fabric of the metropolitan region of Vigo. Industrias Ferri was founded in 1964 by Ricardo Fernández Villar, a senior naval mechanic and captain. After working for several years on fishing boats, he decided to set up a workshop in the basement of his father's house to develop new or improved products, the origin of what Ferri is today. *(Source: Puente de Mando; Photo: Juan Carlos Diaz Lorenzo)*

BOLUDA TOWAGE EXPANDS ITS TOWAGE BUSINESS IN ASIA

The subsidiary Boluda France now has two new tugboats, the **VB LIKURAI** and the **VB FADO**, which will enter service in East Timor, built this year by the Piriou shipyard in Vietnam. Valencia, May 25, 2022. Boluda Towage, the towing division of Boluda Corporación Marítima, through its subsidiary Boluda France, has expanded its activity in Asia, with the forthcoming start of operations in East Timor, north of Australia. Currently, Boluda Towage has a fleet of 400 vessels in the main ports of Europe, Africa, Latin America and the Indian Ocean. To this end, Boluda Towage has expanded its fleet of tugboats after contracting with the Piriou Vietnam shipyard, located in Nha Be, for the construction of two new vessels, named **VB LIKURAI** and **VB FADO**, which have already

been delivered. The two tugs, with 3,800 and 5,100 horsepower, have a towing capacity of 45 and 60

tons at fixed point, respectively; they have a standard PIRIOU design and are tailored to Boluda France's specific needs. They are particularly easy to handle and meet the latest safety and performance requirements, offering our customers solutions tailored to their operational needs. From 2007 to 2009, Piriou has already built and delivered to Boluda France a first series of eight tugs with a 70-ton fixed point tow capacity following; from 2015 to 2017, another series of six tugs were built by its Vietnamese subsidiary, and a third series, between 2019 and 2020, of six units with a 75-ton fixed point tow capacity. Denis Monserand, CEO of Boluda France, said that "These two new tugs will be used at our first base in Asia, in East Timor, as a result of a partnership with the Bolloré Group. Thanks to this long-term project, Boluda France participates in the expansion of Boluda Corporación Marítima worldwide. We would like to thank PIRIOU for their support in this new venture." Vincent Faujour, president of the Piriou Group, expressed his satisfaction that Boluda France "has once again shown its confidence in us with this contract for the construction of two new OST30s. The uniqueness of this order lies in the fact that this is the first time we have supplied Boluda France with vessels to be used outside mainland France or its overseas territories". *Multi-purpose ASD tugs* The vessels are the OST 30-Omni Stern Tug model from the range of tugs designed by PIRIOU. The OST 30 is a multi-purpose tug developed for push pull tug and harbor assistance operations as well as offshore operations and is equipped to assist vessels in access channels. This tug is equipped with two Azimuth Stern Drives, driven by two four-stroke medium-speed marine diesel engines with turbocharger, water-cooled and refrigeration box. On the bridge, the ergonomics of the individual control station and the high visibility of the entire working area and its surroundings allow the captain to operate the tug without any assistance whatsoever. *(PR)*

GREEN WAVE – PLIMSOLL MARINE'S HEAVY DUTY PUSHER TUG BUILT FOR MISSISSIPPI RIVER SAILINGS

Shipbuilder Blakeley BoatWorks of Mobile, Alabama, has delivered a new inland pusher tug to the Cooper Group of Companies. Named **Green Wave**, the vessel will be owned by Cooper subsidiary Plimsoll Marine and will be operated primarily on the Lower Mississippi River. Designed by Farrell and Norton Naval Architects in compliance to US Coast Guard Subchapter M requirements, the new tug has a length of 70 feet (21.3 metres), a beam of 28 feet (8.5 metres), and two Caterpillar C32 diesel engines that each produce 800 hp (596 kW). The EPA Tier III main engines drive a pair of Southeastern Propeller four-blade, stainless steel propellers via Twin Disc MGX5222 gearboxes. Hydra Force meanwhile supplied the steering system for the two main and four flanking rudders as well as a pair of Quincy reciprocating air compressors. Electrical power is drawn from two Caterpillar C4.4 EPA Tier III generator sets. Ventilation fans were provided by Donovan Marine while Schuyler Maritime supplied varying sizes of rubber fendering around the perimeter of the vessel and push knees. Stone Construction provided a Mitsubishi split-duct HVAC system in all interior spaces with Blakeley BoatWorks providing all custom woodwork and interior finishes. Bozant supplied rubber-framed windows and Donovan Marine supplied a pair of Patterson Manufacturing deck winches. Blakeley BoatWorks installed all electronics, communications, and an alarm system. Green Wave has capacities of 22,000 gallons (83,279 litres) of fuel and 5,200 gallons (19,684 litres) of fresh water. The vessel is outfitted with four staterooms housing seven crewmen as well as three baths and a full galley arrangement. *(Source: Baird)*

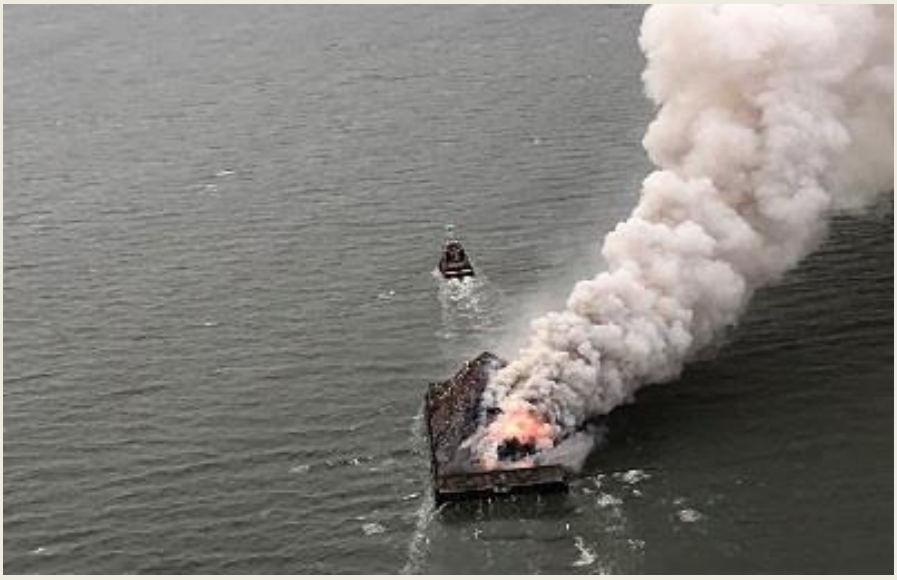
ACCIDENTS – SALVAGE NEWS

ARMED PIRATES LOOT OSV IN GULF OF MEXICO

An armed group of at least five people illegally boarded the offshore support vessel **Crest Tarasco** in the waters of the Gulf of Mexico and stole tools, communication equipment, and 35 autonomous breathing apparatuses. According to the information provided by the crew to local media, the assailants reached the ship when

it was nine nautical miles southwest of the Hokchi oil and gas field, boarded it, and fired shots into the air. The crew took refuge in rooms below the deck to avoid being taken as hostages or being injured. The incident was recorded on May 21 off the coast of Dos Bocas, Tabasco at around 23.00 hrs local time. The crew revealed that despite the fact they notified the navy, the criminals fled with the stolen goods. No injuries have been reported. Nevertheless, the crew pointed out that the insecurity that exists in the Gulf of Mexico is increasing, which is why fear grows for the integrity of the workers who work not only on ships but also on offshore platforms. *(Source: Splash24/7)*

BARGE FIRE PUT OUT IN DELAWARE BAY



The massive fire onboard a barge in Delaware Bay has been extinguished after burning for approximately 26 hours, ending what is thought to be the largest firefighting operation in Delaware state history. Bowers Fire Company Chief Aaron Warren made the announcement Tuesday about an hour after Governor John Carney issued a limited State of Emergency for Kent County, which took effect at 2:30 p.m. Tuesday. The Coast Guard reported Monday 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 was reportedly carrying household appliances for scrap. A total of thirty organizations and fire companies were involved in the effort to put out the fire, including the U.S. Coast Guard and New York City Fire Department (FDNY), Bowers Fire Company said in an update on Facebook. Chief Warren said to his knowledge it was the largest Delaware firefighting operation in state history. A Unified Command has been established to oversee salvage operations. Northstar Environmental and Marine Services has been contracted to assess the integrity of the vessel and manage salvage operations. A Coast Guard 87-ft Patrol Boat is monitoring the situation and enforcing a 500-yard safety zone enforced around the barge and Northstar Independence, the Norstar's 185-ft salvage vessel. Vessels are prohibited

from entering unless authorized by the Captain of the Port of Delaware Bay. Should the fire reignite, Northstar Independence has firefighting capabilities onboard. The Coast Guard reports no sheening or discoloration has been observed on the waterway. "I want to thank all the responders, especially Fire Chief Aaron Warren, the local fire companies, and Delaware Department of Natural Resources and Environmental Control who initially responded to this complex and dynamic situation," said Capt. Jonathan Theel, Sector Delaware Bay Captain of the Port. "The fire is out due to their dedication and adaptability." From photos, the barge appears to be the new **CMT Y NOT 6** belonging to Coeymans Marine Towing (CMT), part of Carver Companies. Carver Companies posted a photo welcoming the "new" barge to Facebook just last week, however it appears the post has been taken down. Coast Guard records show the barge was built in 1998. The Unified Command consists of representatives from Eastern Metal Recycling, New Jersey Office of Emergency Management, Cumberland County Office of Emergency Management, New Jersey Department of Environmental Protection, and the U.S. Coast Guard. *(Source: gCaptain)*

FIRE ON CARNIVAL FREEDOM CRUISE SHIP ON GRAND TURK ISLAND

It was reported that a fire broke out on Grand Turk Island for an unknown reason on the **Carnival Freedom** cruise ship, which has 2 thousand 504 passengers and 972 crew, and it was recorded that there were no deaths or injuries in the incident. For unknown reasons, a fire broke out on the **Carnival Freedom** cruise ship, owned by Carnaval Cruise, while in port on Grand Turk Island. The fire, which broke out from the ship's chimney, was quickly extinguished by the crew before it grew. No one was injured or killed in the incident. It was reported that there were 2 thousand 504 passengers and 972 crew members on board. It was stated that this ship will come to Grand Turk to take **Carnival Freedom** passengers back to Port Canaveral, while Carnival Conquest's next voyage to depart from Miami has been cancelled. Carnival Conquest will arrive at Grand Turk tomorrow (Saturday 28 May) and passengers on Carnival Freedom will transfer to Carnival Conquest for the return journey to Port Canaveral on Monday 30 May. Carnival Conquest will then return to Miami. Carnival Freedom's departure tomorrow (28 May) from Port Canaveral has been cancelled. Passengers affected by the **Carnival Conquest** and **Carnival Freedom** flights were informed about the changes. Carnaval apologized to all passengers affected by the incident and congratulated the crew, who quickly got the fire under control and intervened. On the other hand, after the passengers are transferred from **Carnival Freedom**, the ship will go to Freeport for maintenance. *(Source: Deniz Haber)*

CONTAINER BARGE DESTINATION FOR SINGAPORE ALMOST SINKS IN KARIMUN, RIAU ISLANDS

The barge **Marcopolo 188** almost completely sank in the waters of Takong Hiu, Karimun Regency, Riau Islands (Kepri), Thursday (26/5/2022) morning. The incident was confirmed by the Head of Polairud Polres Karimun, AKP Binsar Samosir. He said the barge loaded with containers or containers pulled by the tugboat **Mega Daya 43** was known to have departed from the Perawang Siak Container Terminal for Singapore. "The tugboat captain saw the barge tilted 15 to 20 degrees when it passed Karimun at around 01.10 WIB," Binsar said by telephone, Thursday (26/5/2022). Knowing that condition, continued Binsar, the captain of the tugboat then turned around with the aim of aground the barge loaded with hundreds of containers. "The tugboat captain immediately turned around to try to get the barge aground," said Binsar. Binsar said the condition of the barge had tilted 40 percent until 08.00 WIB. "The floor of the main deck has even sunk and cannot be seen," said Binsar. *(Source: Kompas)*

ELECTRICAL FIRE DESTROYS $3.9 MILLION YACHT IN GULF OF MEXICO

An engine room fire aboard a yacht was likely caused by an electric source within the sound enclosure for the starboard generators, the National Transportation Safety Board (NTSB) said Thursday. Marine Investigations Report 22/16 details the NTSB's investigation of the March 16, 2021, engine room fire aboard the yacht **La Dolce Vita** while anchored near Marquesas Keys in the Gulf of Mexico. The crew unsuccessfully attempted to extinguish the fire. The crew of four and two passengers on board abandoned the yacht into the vessel's tender boat. They were then assisted by two U.S. Coast Guard boats. No injuries were

reported. The fire resulted in the total loss of the $3.9 million yacht. The Cayman Islands-flagged La Dolce Vita was anchored with the crew preparing for the passengers to go snorkeling when the fire began. The captain and mate described the odor of the smoke to NTSB investigators as like burning plastic and like the insulation from wires burning. According to investigators, this, combined with the captain and mate's description of where the smoke and flames emanated, suggests the fire may have originated in the electric generator end of the starboard genset enclosure. However, due to the extent of the fire damage, investigators were unable to conclusively determine the source of the fire. The vessel was chartered for hire four to six times a year, including at the time of the casualty. Under the Cayman Islands Shipping Registry, a vessel certified for commercial use of La Dolce Vita size would have been required to meet the UK Large Commercial Yacht Code (LY2) requirements for commercial use yachts. LY2 requirements that La Dolce Vita did not meet included having a way to remotely stop the engine room's intake and exhaust fans and the capability to close off natural ventilation to the space. The NTSB determined the probable cause of the engine room fire aboard La Dolce Vita was an undetermined electrical source within the sound enclosure for the starboard generator. Contributing to the severity of the fire and total loss of the vessel was the inability to secure ventilation to the engine room, which reduced the effectiveness of the yacht's fire extinguishing system and allowed the fire to spread beyond the engine room. "Fixed fire-extinguishing systems in machinery and other hazardous spaces require a minimum concentration of extinguishing agent to either halt the chemical reaction producing the fire, displace the oxygen feeding the fire, or effect a combination of both," the report said. "To ensure the effectiveness of the system and prevent the reintroduction of oxygen to the space, vessel designers and owners should ensure that the ventilation, both natural and forced draft, can be completely and remotely secured to all fire-protected spaces, and that all machinery within these same fire-protected spaces can be remotely stopped from outside the space where the machinery is situated." *(Source: Professional Mariner)*

THE MARITIME SELF-DEFENSE FORCE COLLIDES WITH A SWEEPER TENDER, AND THE BOW COLLAPSES BY 1 M.

At around 3:45 pm on the 22nd, the escort ship "Jintsuu" (2000 tons, about 120 crew members), which was leaving the port from the Maritime Self-Defense Force Yokosuka Base in Funakoshi-cho, Yokosuka City, Kanagawa Prefecture, was berthed by the sweeping mother ship "Uraga". It collided with the central part of the right side of (5650 tons, about 20 crew members). No one was injured, and there were no floods or oil leaks. The Yokosuka Coast Guard is investigating the cause. According to the Security Department and the Maritime Self-Defense Force Yokosuka District General Manager, Jintsu collided with a towboat while turning off the shore in order to return to Sasebo Base in Nagasaki Prefecture after training. The bow sank about 1 meter and a hole about 5

cm in diameter was opened. The outer panel of the back was sunk 3 meters in length and width and about 20 cm in depth, and a crack with a length of about 45 cm was formed. Captain Yasuhiro Nakajima, who was maneuvering **Jintsu**, commented, "I'm sorry for this situation. I will fully cooperate with the Japan Coast Guard. *(Source: Yomiuri)*

THE COLLISION OF THE "MANGA REVA" AND "L'OCARINA" DUE TO A STANDBY FAULT

The BEAmer has just submitted its report on the collision between the trawlers **Manga Reva** and **L'Ocarina**, which led to the sinking of the former on July 13, 2021 off Penmarc'h, in Finistère. “The lack of watch on the two ships involved did not prevent the collision which led to the sinking of the “**Manga Reva**”, indicates in its conclusions the investigation office. That day, the two ships cast off from Guilvinec, 20 minutes apart. They target the same fishing area, called the Eco, 14 miles from the port. On site, shortly before 6 a.m., they follow the same route. Aboard the Manga Reva , the skipper “hoists the fishing marks up the mast and looks around the horizon. He sees a ship less than a mile away, "**L'Ocarina"**, heading towards him. He estimates that this ship has seen him and that he is going to maneuver. It changes course from heading west to heading north ,” the report said. On **L'Ocarina**, “the second sailor keeps watch. The ship is approaching the point set by the skipper where the watchman must wake up the whole crew to go fishing. Before that, the sailor goes down to the working deck to prepare the fishing gear. Less than four minutes later, **L'Ocarina** collided with the **Manga Reva** on her aft starboard side and her keel fractured the second trawler below the waterline, "causing a major leak in the engine room". The **Manga Reva** quickly alerts the Cross Etel, telling it that the ship is sinking and that the crew will evacuate the ship. After boarding the life raft, he is picked up by a third ship, **L'Okeanos**. The **Ocarina** manages to return to port without assistance. “*Only three sailors*” For the BEAmer, on the two trawlers, "the organization of the work on board combined with a workforce of only three sailors caused a lack of simultaneous watch for a sufficient time for neither of the two vessels to avoid the collision" . Monitoring imposed in

particular by the Colreg convention, the transport code requiring that “every vessel must have on board a sufficient number of sailors (…) to guarantee the safety of the vessel”. For the investigators, on the **Manga Reva**, “additional technical measures” such as alarms on the radar could have “made it possible to compensate at least partially for the lack of watch in the wheelhouse” . As for the sailor on watch from **L'Ocarina**, he "had no compelling reason to leave the day before". The BEAmer recommends that the shipowner “adopt a work organization that allows the person on watch to carry out a permanent watch”. The report also recommends that the administration "implement a campaign to verify the adequacy of the workforce to carry out the watch with regard to the organization of work and the technical characteristics and equipment of the vessel" *(Source: Le Marin)*

REMEMBER TODAY

S.S. MERION – 29TH MAY 1915

SS **Merion** was an ocean liner built in 1902 for the American Line, a subsidiary line of the International Mercantile Marine (IMM). She also sailed for the Red Star Line and the Dominion Line—both subsidiary lines of IMM—during her passenger career. After the outbreak of World War I she was bought by the British Admiralty and converted to serve as a decoy resembling the Royal Navy battlecruiser **HMS Tiger**. In May 1915, while posing as **Tiger** in the Aegean Sea, **Merion** was sunk by the German submarine SM **UB-8**. *Career* **Merion** was built by John Brown & Company of Clydebank, Scotland for the American Line, a subsidiary of the International Navigation Company, and launched on 26 November 1901. The ship was 161.7 metres (530 ft 6 in) long (between perpendiculars) and 18.0 metres (59 ft 1 in) abeam. She had a gross register tonnage (GRT) of 11,621. The ship had twin screw propellers powered by twin triple-expansion steam engines, and, at top speed, could move 14 knots (26 km/h). As built, Merion had accommodations for 150 second- and 1,700 third-class passengers. **Merion** was named after a suburb of Philadelphia, PA, as was her sister ship, the SS Haverford. The towns were home to Clement Griscom, Director of the International Navigation Company. Upon completion, the ship was chartered to the Dominion Line, a subsidiary line of International Mercantile Marine (IMM) with which International Navigation had merged in 1902. The liner sailed for Dominion on her maiden voyage on 8 March 1902 from Liverpool to Boston. After completing eleven voyages on that route, **Merion** was returned to the American Line in March 1903. The following month she began sailing on the Liverpool–Philadelphia route on which she sailed most of the rest of her passenger career. She was briefly chartered to the Red Star Line in 1907 for one Antwerp–New York voyage. The liner had several mishaps during her passenger career. On 2 March 1903, an article in The Washington Post reported that Merion had run aground shortly after leaving Queenstown while en route to Liverpool from Boston. The ship was freed from her perch near Chicago Knoll by the rising tide, but when she got underway again became stuck fast in almost the same spot. At press time, two British Admiralty tugs had been dispatched to free the ship. Almost exactly a year later, Merion collided with the steamer Clan Grant off Tuskar

Rock on 30 March 1904 and was damaged. On 24 December 1912, Merion collided with a tanker off the Delaware coast and sustained damage which included two flooded compartments. The ship was beached below Cross Ledge, but was refloated and made way under her own power back to Philadelphia, after discharging her cargo and passengers. After the outbreak of World War I in Europe, **Merion** was equipped with four 6-inch (15 cm) guns for defensive purposes. **Merion** was the subject of a protest by the German Consul at Philadelphia, when she docked at that port equipped with those guns, counter to rules regarding armed ships in neutral ports. The still-neutral United States required that the guns be removed before they would allow **Merion** to sail; her guns were stowed belowdecks when she departed Philadelphia on 5 September 1914. **Merion's** final voyage on the Liverpool–Philadelphia route began on 31 October, after which she was sold to the British Admiralty. **Merion** was employed as part of a program that disguised ocean liners to resemble Royal Navy capital ships. Merion was patterned after the British battlecruiser **HMS Tiger** and deployed in the Mediterranean. For this duty, the liner was equipped with canvas-and-wood replicas of **Tiger's** guns, and her crew had to stow them whenever approached by neutral ships. The ship was also overloaded with ballast to make the ship ride lower in the water to match the profile of the real **Tiger**. On 29 May 1915, the German submarine **UB-8**, apparently tempted by the prospect of sinking a British battlecruiser, allowed five loaded transports to sail past before launching a torpedo attack on **Merion**. One torpedo from **UB-8** struck the liner and exploded, sending some of the "cement and stones" used as ballast into the air. Some of **Merion's** crew that were knocked overboard by the explosion were able to float ashore on nearby Strati Island on remnants of the liner's false guns.[8] Despite being severely overloaded, **Merion** did not immediately sink, remaining afloat more than 24 hours before finally succumbing to the attack on 31 May. Four crew were killed during the. Merion's sinking. *(Source: Wikipedia)*

OFFSHORE NEWS

SUBSEA 7 WINS MAJOR EPCI CONTRACT WITH PETROBRAS

Subsea 7 has won a “major” engineering, procurement, fabrication, installation and pre-commissioning (EPCI) contract by Petrobras for the development of the Búzios 8 field in Brazil. The contract scope includes engineering, procurement, fabrication, installation and pre-commissioning of approximately 126 kilometers of rigid risers and flowlines, 98 kilometers of flexible lines and 88 kilometers of umbilicals and associated infrastructure, as well as installation of FPSO mooring lines and hook-up. Project management and engineering will commence immediately at Subsea 7’s offices in Rio de Janeiro and Paris. Fabrication of the pipelines will take place at the company’s spoolbase at Ubu, Brazil. Offshore operations are scheduled to be executed in 2024 and 2025 at the field located

approximately 180 kilometers off the coast of Rio de Janeiro at 2,000 meters of water depth in the pre-salt Santos basin using one of Subsea 7's fleet of rigid-reeled pipelay vessels. Subsea 7 defines a major contract as being over $750 million. "We are delighted to have been awarded this contract by Petrobras and we look forward to reinforcing our strong, collaborative relationship as we deliver Búzios 8," said Daniel Hiller, Subsea 7's vice-president Brazil. The Búzios field was discovered in 2010 and is the largest deep-water oil field in the world. It is expected to reach the end of the decade with daily production above 2 million barrels of oil equivalent per day, becoming the Petrobras asset with the highest production. *(Source: Offshore Energy)*

TECHNIPFMC SCORES EQUINOR CONTRACT OFF NORWAY

UK-headquartered offshore contractor TechnipFMC has sealed a significant deal with Norway's Equinor for the Halten East subsea tieback development on the Norwegian Continental Shelf. The contract, worth in the region of $75m to $250m, covers the manufacture and installation of flowlines and the installation of umbilicals and subsea structures. The award is the latest call-off on a subsea umbilicals, risers, and flowlines (SURF) framework agreement between the two companies and is subject to government approval of the plan for development and operation. The development of Halten East consists of the Gamma, Harepus, Flyndretind, Nona, Sigrid and Natalia discoveries tied back to the existing infrastructure on the Åsgard field. Equinor is the operator of the development, and the other license partners are Vår Energi, Spirit Energy and Petoro. Norwegian engineering firm Aker Solutions won a contract for a subsea production system and a separate letter of intent for the delivery of about 90 km of static subsea umbilicals. *(Source: Splash24/7)*

ESSO ANGOLA APPOINTS MAERSK SUPPLY FOR MARINE SERVICES

Maersk Supply Service has won an integrated marine services contract by Esso Angola for the provision of project management, engineering and marine services for Block 15 offshore Angola. Subsea support vessel **Maersk Forza** will perform the offshore marine operations, including offshore

field maintenance support, deepwater AHC precision lifting, and ROV operations for the installation of subsea and other marine equipment. The activities will be carried out in support of the development of offshore drilling and production operations in Block 15. The vessel is due to be delivered in the third quarter of the year and the crews and project teams are currently being assembled in preparation. "We are very pleased to have the opportunity to build on our positive relationship with Esso Angola. Despite the challenges posed by the pandemic, we have continuously sought to provide the best service to Esso Angola, and we are glad to see these efforts affirmed by our client in this award," said Osvaldo Sechie, managing director for Angola at Maersk Supply Service. *(Source: Offshore Energy)*

INSPECTION, MAINTENANCE AND REPAIR (IMR) VESSEL NOR GOLIATH

Whenever a heavylift vessel calls into Cape Town, the observer is generally impressed by the size of the cranes that give the vessel the 'heavylift' moniker. A pair of 200 ton hydraulic cranes is enough to evoke a nod of approval, and if it has a pair of 400 ton mast cranes, it is even more impressive. But these cranes simply pale into insignificance when a heavylift vessel, employed by the offshore oil and gas industry, comes to town. As always, their size takes the

breath away. On 24th May at 16h00 the Inspection, Maintenance and Repair (IMR) vessel **NOR GOLIATH** (IMO 9396933) arrived off Cape Town from Pointe Noire in the Congo. She entered Cape Town harbour and, unusually, proceeded to the Passenger Terminal, located at F berth in the Duncan Dock. Such a berth for an offshore vessel of this size indicates that a major crew change was possibly to be undertaken. Built in 2009 by Drydocks World Pertama at Batam in Indonesia, '**Nor Goliath**' is 180 metres in length and has a deadweight of 21,011 tons. She is a diesel electric vessel and has a total of eight Caterpillar 3516C-HD V16 4 stroke main engines, producing 3,569 bhp (2,525 kW) each, to give an overall power provision of 28,552 bhp (21,000 kW), to give her a service speed of 12 knots. Her engines provide power to drive motors on three, aft located, Rolls-Royce Azimuth Thrusters each providing 3,333 kW each. Power is also provided for two forward located, Rolls-Royce retractable Azimuth Thrusters providing 2,400 kW each. She also has two transverse bow thrusters providing 1,355 kW each. All these thrusters give '**Nor Goliath**' a DP3 dynamic positioning capability, provided by Kongsberg. The reference systems that give 'Nor Goliath' the accurate station keeping capability that is provided by a DP3 system, are two Acoustic Positioning Reference Systems, two Differential GPS positioning reference systems, two Taut Wire Positioning Reference Systems, and two Laser Positioning Reference Systems. All of these systems can work together to provide the information required to be able to maintain station in heavy seas. As well as being officially known as an Installation, Maintenance and Repair (IMR) vessel, '**Geo Goliath**' is also able to provide heavylift capability, offshore construction, platform decommissioning support, and Saturation Diving support. She has accommodation for 296 persons, who are engaged in all of these offshore work elements for which '**Nor Goliath'** is designed to carry out. A 23 metre helideck is provided to allow for logistic support, and offshore crew changing, capable of being utilised by the Sikorsky S-92A, which is the largest offshore helicopter currently available. She has a steaming endurance of 60 days, with a sea speed maintained at 9 knots, and she has a 100 day offshore endurance, when operating in a heavylift role. Her saturation diving support systems include a three man diving bell, two six-man living habitats and a hyperbaric lifeboat that is capable of holding 12 divers in decompression. She also has Air Diving decompression chambers. She has two moonpools, for use by both an onboard Remotely Operated Vehicles (ROV). Her onboard Triton XLX ROVs are rated to operate in water depths down to 3,000 metres. For offshore emergencies, 'Nor Goliath' is equipped as a FiFi2 category firefighting vessel, and she has a bollard pull, via a stern ramp, of 260 tons. For her IMR and heavylift working environments she has two 70 ton, Liebherr cranes, and for her major work she has a gargantuan Liebherr MTC 78000-1400 (1600) Liptronic Mast Crane, capable of achieving a 1,600 ton lift. She has an aft working deck area of 4,800 m2. Owned by Goliath Offshore Holdings Pte. Ltd. of Singapore, she is operated by Coastline Maritime Pte. Ltd, also of Singapore, and she is managed by V Ships Ltd. of London. In March 2017, '**Nor Goliath'**, operating under her former name of '**OSA Goliath'**, was seized by the authorities of Aruba, in the Caribbean.

Her arrest was as collateral against a debt incurred by the Mexican offshore company, Oceanografia SA (OSA), whose company name she carried. In August 2019 an attempt to request a Lien against 'Nor Goliath' was defeated in the US District Court for the Southern District of Mississippi. The four tugboat owners, for whom the case was brought, were owed US$1.1 million (ZAR17.26 million) in towage fees, by the Epic Company who had gone into liquidation. As 'Nor Goliath' has been chartered by Epic to lift out decommissioned oil platforms, and place them onto barges for the tug to take them to shore for recycling disposal, it had been argued that '**Nor Goliath'** could be held against the debt. The case was dismissed, with an appeal lodged for the US Appeal Court to hear in 2022. *(Source: Africa Ports & Ships by Jay Gates; Photo's Dockrat)*

DEEPOCEAN EXTENDS CHARTER OF HYBRID-POWERED ØSTENSJØ REDERI VESSEL

DeepOcean has signed a contract extension with Østensjø Rederi for the hybrid-powered construction vessel Edda Freya. Designed by Salt Ship Design and built by Kleven Verft in Ulsteinvik, Norway, **Edda Freya** is suited for cable laying operations, offshore construction, as well as advanced maintenance and repair operations. The 150-meter long vessel is one of three Østensjø Rederi vessels on contract with DeepOcean. The new contract will begin on 1 January 2023 and is for a fixed duration of two years with options for further extensions. "We are pleased that we have come to an agreement with DeepOcean for **Edda Freya**, a vessel that was designed together with and has been on contract with DeepOcean since delivery in 2016. We are satisfied with the terms and our long and solid relationship with DeepOcean," said Kristian Vea, CEO of Østensjø Rederi. To remind, Østensjø Rederi and DeepOcean agreed on new contracts for offshore construction vessels **Edda Fauna** and **Edda Flora** in February last year. The contracts are in force until the end of this year. *(Source: Offshore Energy)*

EVENT NEWS

NATIONALE SLEEPBOOTDAGEN EN DUURZAAMHEID, EEN PETITIE VOOR HET UITZONDEREN VAN VAREND ERFGOED

Als één van de eerste evenementen voor Varend Erfgoed liep de organisatie van de Nationale Sleepbootdagen in Zwartsluis aan tegen een milieu probleem. Deze regio van Overijssel is een Natura 2000 gebied waardoor er strenge eisen gesteld worden aan activiteiten en evenementen. Met aanpassingen in het programma was een vergunning gelukkig nog wel mogelijk. In een persbijeenkomst schetste de voorzitter van de Vereniging de Motorsleepboot VDMS Marcel van der Molen en projectleider Duurzaamheid bij de VDMS Matthijs Wink waar ze daarbij tegenaan liepen. En wat ze doen aan compensatie voor de uitstoot die het evenement veroorzaakt. Een belangrijk voordeel voor de VDMS was dat de Federatie Varend Erfgoed Nederland (FVEN) al een onderzoek was gestart naar de uitstoot van het Varend Erfgoed. Die resultaten konden worden gebruikt voor de onderbouwing van de vergunning aanvraag. In een helder betoog schetste Hans van Nispen, bestuurslid van de FVEN en voorzitter van de Commissie Duurzaamheid van de FVEN, de mogelijke beperkingen die op het Varend Erfgoed af kunnen komen vanwege de emissies van de motoren. Een voorbeeld is Amsterdam, waar vanaf 2025 alleen nog emissieprijs gevaren mag worden. Dankzij de inzet van de FVEN is er nu voor het Varend Erfgoed een uitzondering gemaakt op die regeling. Dat is wanneer schepen ouder zijn dan 50 jaar en in het Register Varend Erfgoed staan ingeschreven. De meeste Varend Erfgoed schepen varen op diesel en zorgen daardoor voor CO2 en andere uitstoot. Maar de oude motoren in de schepen zijn een cruciaal onderdeel van dit erfgoed, daarvoor zijn ze gebouwd en daarvoor worden ze behouden. Natuurlijk wil de FVEN haar verantwoordelijkheid nemen en kijken hoe de uitstoot beperkt kan worden, bijvoorbeeld door alternatieve brandstoffen als GTL en HVO. Of deze brandstoffen geschikt zijn voor de oudere motoren wil de FVEN onderzoeken, en daarvoor is ze op zoek naar fondsen. De CO2 uitstoot met dergelijke brandstoffen kan zo'n 90 % lager uitkomen. Maar uitgangspunt moet zijn behoud door gebruik, dat is de enige manier om Erfgoed te behouden. Als dat niet meer mogelijk is wordt het sterfgoed, aldus Hans van Nispen. De FVEN wil nu een uitzonderingspositie bereiken voor het Varend Erfgoed, zoals de klassieke auto's dat ook hebben. Auto's van meer dan 40 jaar mogen vrij milieuzones in en de APK voor deze klassiekers is afgeschaft. Dat terwijl veel oude schepen worstelen met extra regelgeving in het ES-TRIN. De uitstoot van Varend Erfgoed schepen als aandeel van de totale recreatievaart bedraagt volgens het onderzoek van de FVEN slechts 0,00229 %, wat aangeeft dat een uitzonderingspositie geen grote bedreiging zal zijn voor het milieu. Terwijl Varend Erfgoed absoluut deel uitmaakt van de Nederlandse identiteit. Door de schepen van het Varend Erfgoed heeft Nederland zich in de vorige eeuw immers zo kunnen ontwikkelen. Om meer steun voor deze uitzonderingspetitie te krijgen is een petitie gestart. Deze kan je hier HIER ondertekenen. *(Source: Scheepspost)*

WINDFARM NEWS - RENEWABLES

SEAJACKS' NEW WTIVS NAMED AFTER MYTHOLOGICAL SEA CREATURES

UK-based offshore wind turbine installation firm Seajacks, owned by Eneti, has revealed the names of the two next-gen offshore wind turbine installation vessels (WTIV) ordered last year by Eneti. The two new NG-160000X vessels will be known as **Nessie** and **Siren**, in line with the Seajacks tradition of naming vessels after mythological sea creatures. They also have a **Zaratan**, a **Kraken**, a **Scylla**, a **Hydra**, and a **Leviathan** in their fleet. **Nessie** got its name from the Loch Ness Monster, affectionately known as **Nessie**, which is a creature in Scottish folklore that is said to inhabit Loch Ness in the Scottish Highlands. The iconic Loch Ness is one of the largest and deepest expanses of water in the UK. For the **Siren**, Seajacks said: "In Greek mythology, Sirens were unique creatures who were generally depicted as part woman and part bird. Being part bird, they had unbelievably beautiful voices, which it was said that no person could resist. Merciless, the Sirens used their songs to lure sailors to the rocky shores of their home, where the sailors were drowned and eaten by the monsters. The **Siren's** call is one best left unanswered. The new high specification GustoMSC NG-16000X vessels will be joining the Seajacks fleet in 2024 and 2025. Both vessels are currently under construction in Daewoo, South Korea, and will be fitted with high-capacity 2600t at 31m radius cranes, allowing the installation of 14MW+ offshore wind turbines. *(Source: MarineLink)*

GEOPHYSICAL SURVEY ABOUT TO BEGIN AT MORAY WEST OFFSHORE WIND PROJECT

Titan Surveys' **Titan Discovery** is set to soon kick off nearshore geophysical site investigations at the Moray West offshore wind project in Scotland. The survey will be carried out along the project's export cable corridor at the site located on the Smith Bank in the Outer Moray Firth, off the

Caithness coastline. Work is anticipated to commence on 1 June and the survey is expected to take approximately 3-4 weeks, with completion expected by 26 June. The exact survey duration and completion date will depend on the weather and the progress of the works. Scope of work will comprise hull-mounted multi-beam echo sounder (MBES), with towed side-scan sonar (SSS) and magnetometer arrays. Moray West will comprise up to 85 turbines, two offshore substations, and a total of 65 kilometers of export cables that will transport the electricity from the project to a landfall location east of Sandend Bay on the Aberdeenshire Coast and further to the onshore substation. The 850 MW offshore wind farm is expected to produce its first power in 2024. Ocean Winds, a 50-50 joint venture between EDP Renewables (EDPR) and ENGIE, is developing the Moray West project. *(Source: Offshore Energy)*

ALL JACKETS INSTALLED AT GREATER CHANGHUA 2A OFFSHORE WIND FARM

Heerema Marine Contractors' heavy lift vessel **Aegir** has completed the installation of jacket foundations at the Greater Changhua 2a wind farm site offshore Taiwan and will now move on to do the same work on Greater Changhua 1, the company said via social media. This brought the entire 900 MW Greater Changhua 1 & 2a project to having around half of the jacket foundations and over 60 per cent of the pin piles now in place, according to a social media update by Ørsted Taiwan's Head of Communications, Rachel Chan. Heerema Marine Contractors secured a contract for the transport and installation of turbine foundations and the installation of offshore substations at the Greater Changhua 1 and 2a offshore wind project in 2019. The vessel Aegir finished the installation of the first wind turbine jacket foundation in August 2021 while the two substation topsides were completed three months later. Located some 35 to 50 kilometres off the coast of Changhua County, the 900 MW project comprises the two substations and will feature 111 Siemens Gamesa 8 MW wind turbines, the first of which was installed this April. Once operational by the end of this year, the Greater Changhua 1 & 2a will be Taiwan's first far shore and large-scale offshore wind project. The 295 MW Changhua 2a is solely owned by Ørsted, which is also in charge of developing both wind farms, while the 605 MW Greater Changhua 1 is owned by Ørsted (50 per cent), and a consortium comprising Caisse de dépôt et placement du Québec (CDPQ) and the Taiwanese private equity fund, Cathay PE (50 per cent). *(Source: Offshore Wind)*

DREDGING NEWS

HALL CONTRACTING TO DREDGE THE MOOLOOLAH RIVER MOUTH

Maritime Safety Queensland recently contracted a local Sunshine Coast contractor, Hall Contracting, to clear a dangerous sandbar at the entrance to Mooloolaba Harbour. According to Maritime Safety Queensland general manager Kell Dillon, Hall Contracting has been tasked to dredge the entrance in February 2022, as part of routine scheduled activity. "One of Hall's smaller dredges has been on stand-by in the Mooloolah river since February, but due to the severe weather it was too unsafe to use the vessel until now," said Dillon. Dillon also added that depending on weather and sea conditions, the larger dredger named **Port Frederick** could be brought up from Cabbage Tree Creek to Moreton Bay. If this happens the dredge will be used in conjunction with the smaller dredge to clear the bar. "A bigger dredge requires deeper water in the first place, it's more susceptible to damage because of the swell lifting the barge up and down and dropping it onto the sand and also the tidal windows in which you can work are narrower," concluded Dillon. The dredged sand will be pumped onto Mooloolaba Beach by the pipeline that runs under the beach. The pipeline was installed in 2013 along the eastern breakwater wall and runs across the channel anchored on the riverbed. This makes dredging more efficient with less impact on boaties accessing the harbour. *Mooloolaba boat harbour dredging* The Mooloolaba harbour and entrance training walls were built in the late 1960's. Since that time, sand shoaling events have occurred regularly in the entrance channel. Maintaining a safe navigable entrance here is crucial for all boaties. The main aim is to keep the entrance clear to a design depth of at least -2.5m Lowest Astronomical Tide (LAT) at all times. During a shoaling event, sand accretes to form a shoal (like a sand bar). The shoal decreases the water depths making navigation more hazardous. To improve safety, dredging removes the sand shoal by pumping the sand onto Mooloolaba Beach. The dredge stays in position and continues to remove sand until safe depths are reached. The 2020–2021 shoaling event required

almost continuous dredging from September 2020 to November 2021. *(Source: Dredging Today)*

REPLENISHING MICHIGAN'S ERODING BEACHES

The U.S. Army Corps of Engineers will use western Michigan harbor dredge material to nourish and replenish Lake Michigan beaches from recent high water level erosion. "Nourishing beaches using shoaled sand into these harbors rather than trucking in new material is very functional and cost effective," said Grand Haven Resident Engineer Elizabeth Newell Wilkinson. "It allows for both dredging and beach nourishment." USACE sampled and analyzed the harbor dredged material to determine if it is suitable for beneficial reuse as nearshore nourishment material. The sampling results indicate the proposed outer harbor dredge material is suitable for beneficial reuse as nourishment material. The Army Corps awarded contracts to dredge Holland, Grand Haven, St. Joseph and South Haven harbors this spring season. The King Co., Inc. of Holland, Michigan will dredge over 85,000 cubic yards from the four areas. "That's roughly 7,100 one-ton dump trucks full," said Wilkinson, "That's a lot of great beneficial sand for Michigan's beaches." King Company began hydraulically dredging Grand Haven Harbor this week and is removing over 18,000 cubic yards of material from the outer harbor (lakeward of the pierheads) and pumping it 8,000 to 11,000 feet north of the north pier. This work should be complete by May 31. Material from the remaining three projects will go south of the south breakwater. St. Joseph Harbor dredging should begin June 6 and take eight days to hydraulically dredge about 18,000 cubic yards from the federal navigation channel. South Haven Harbor dredging should begin June 15, running through June 24, and will hydraulically dredge about 18,000 cubic yards from the federal navigation channel. Dredging at Holland Harbor took place May 13 through May 17 and removed about 31,000 cubic yards of material from the outer harbor (lakeward of the breakwaters). *(Source: Dredging Today)*

TSHD MAGDALEN WORKING IN TERREBONNE BASIN

Louisiana Coastal Protection and Restoration Authority (CPRA) yesterday released a photo of trailing suction hopper dredger (TSHD) **Magdalen** working on the Terrebonne Basin Barrier Island and Beach Nourishment project. The $160 million project will restore beach, dune, and marsh habitat within the Terrebonne Basin barrier shoreline system with restoration work on West Belle Headland, Timbalier Island, and Trinity-East Island. The scheme will create and/or nourish approximately 1,0111 acres of barrier island habitat and 7.5 miles of beach using approximately 11.5 million cubic yards of sediment. Sand for the restoration is being dredged from an offshore area known as Ship Shoal through a lease agreement with the Bureau of Ocean Energy Management (BOEM). The project is funded through the National Fish and Wildlife Foundation's (NFWF) Gulf

Environmental Benefit Fund utilizing fines and penalties from the Deepwater Horizon disaster. The 356' twin screw **Magdalen**, belonging to Weeks Marine Inc, was launched on March 31, 2017 at Eastern Shipbuilding Group (ESG) Allanton facility in Panama City, Fla. This highly automated hopper dredger has been specifically designed for beach nourishment and capital dredging works. Since Weeks commissioned the vessel in December 2017, **Magdalen** has been on the job up and down U.S. coastal waters—from reclaiming beaches in New Jersey to removing silt in the Mississippi Delta. *(Source: Dredging Today)*

YARD NEWS

WISON RECEIVES OFFSHORE WIND FARM INSTALLATION VESSEL ORDER

Shanghai-headquartered Wison Offshore & Marine has won a contract from China's Shandong Lankun Offshore Engineering for the construction of an offshore wind farm installation vessel that will be able to handle offshore wind turbines of up to 16 MW. Under the contract, Wison Nantong Heavy Industry, a subsidiary of Wison Offshore Engineering, will provide engineering, procurement, and construction (EPC) services for the jack-up vessel, which will be equipped with a crane with a lifting capacity of 1,500 tonnes. The jack-up will have a DP-2 system and will be capable of operating in water depths of up to 70 metres, according to Wison. Apart from shipbuilding, the company has been involved in the offshore wind sector as a technology developer as well. Namely, Wison Offshore & Marine has built the semi-submersible floating foundation for the world's first pilot typhoon-resistant wind turbine. The floating foundation is supporting MingYang Smart Energy's MySE5.5MW typhoon-resistant wind turbine which was put into

operation in December last year at the 400 MW China Three Gorges (CTG) Yangxi Shapa III wind farm offshore China. Earlier this month, DNV issued a verification letter to the company for its w.semi semi-submersible floating wind foundation technology. "This time, we successfully won the EPC contract for offshore wind power installation platform, which shows that our strength in engineering design, construction management, project planning and other aspects has been fully recognized by the market. It is an important step in the strategic transformation from industrial to EPC general contractor," said Zhang Wenlu, Assistant President of Wison Offshore Engineering and General Manager of Nantong Base. *(Source: Offshore Wind)*

KONGSBERG TO EQUIP CADELER'S FOUNDATION INSTALLATION VESSEL

Kongsberg Maritime has signed a EUR 28 million contract for Cadeler's new foundation installation vessel to be built by Chinese shipbuilder COSCO Shipping (Qidong) Offshore and delivered in 2025. Under the contract, the third Kongsberg Maritime has received for Cadeler installation vessels, the company will deliver a comprehensive technology package for the new vessel. Danish wind farm installation vessel owner and operator ordered the new F-class jack-up at COSCO shipyard earlier this month. The new vessel is said to be unique in terms of flexibility and scope, as it can be converted from the installation of large foundations to the installation of wind turbine generators within a short period of time. Kongsberg Maritime is also delivering equipment Cadeler's two new NG-20000X WTIVs being built by COSCO, under contracts totalling EUR 49 million. The first of the new WTIVs, which will service the European renewable energy market, is expected to be delivered before the end of the third quarter of 2024. The second is expected by the first quarter of 2025. *(Source: Offshore Wind)*

DAMEN CHOOSES BAWAT

Damen and Bawat agree that Damen Green Solutions will promote Bawat's ship-based Ballast Water

Management Systems (BWMS). Damen and Bawat have agreed that Damen Green Solutions is given

the rights to sell, install and promote Bawat's green ship-based ballast water management system (BWMS) through their sales channels. Damen has chosen Bawat as it fits the green approach for their business in new build and retrofit market. Marcel Karsijns, Director at Damen Green Solutions says: Adding Bawat as partner fits very well with our strategy in establishing partnerships with leading green manufacturers as well as making it possible to create retrofit service packages that cover every aspect of the design, installation, and compliance processes. Rutger van Dam, Sales Manager at Damen Green Solutions continues: By using the surplus heat recourses from the vessel and turn it into a neutralizer for living organisms, basically eco-friendly pasteurization which is the greenest way to treat ballast water available in the market. With at least 35,000 vessels still needing to comply with international ballast water treatment legislation in the near future, we will now be able to offer ship owners Bawats green BWMS solution that heat treat ballast water using heat primarily from the main engine. All in all, a real green solution that uses no chemicals nor UV lamps. Marcus Hummer, CEO at Bawat says: Working with a global player as Damen is a fantastic stamp of approval of our Bawat ballast water management system and how we work as a company, and we are convinced the cooperation will benefit the maritime industry looking for green solutions. Currently Damen and Bawat have identified the first common project. The full potential of the agreement will materialize over time. *(Source: Marpro)*

BOLLINGER SHIPYARDS DELIVERS 49TH FAST RESPONSE CUTTER TO U.S. COAST GUARD

Bollinger Shipyards LLC ("Bollinger") has delivered the **USCGC Douglas Denman** to the U.S. Coast Guard in Key West, Florida. This is the 175th vessel Bollinger has delivered to the U.S. Coast Guard over a 35-year period and the 49th Fast Response Cutter ("FRC") delivered under the current program. "I could not be more proud of the over 650 men and women of the Bollinger team that built the **USCGC Douglas Denman**," said Bollinger President & C.E.O. Ben Bordelon. "Pound for

pound, the quality and capabilities of the FRC platform is unmatched and can be looked upon as a model government acquisition program. We look forward to continuing to support the U.S. Coast Guard for decades to come." The USCGC Denman will travel to Alaska where it will be commissioned on September 28 in its new homeport of Ketchikan, in the 17th District of the Coast Guard. Once there, it will serve and safeguard the public, protect the environment and its resources, and defend the Nation's interests in the Alaskan maritime region. The 17th District encompasses over 3,853,500 sq. miles and over 47,300 miles of shoreline throughout Alaska and the Arctic. Last month at the commissioning ceremony of the USCGC Charles Sutphin in New York City, Vice Adm. Steven Poulin, U.S. Coast Guard Atlantic Area Commander lauded the "enhanced seakeeping" capabilities of the Bollinger-built FRC platform. Earlier this year, U.S. President Joe Biden signed the Consolidated Appropriations Act for Fiscal Year 2022, which included a $130 million increase for two additional FRCs, continuing the program beyond its 64-vessel program of record. This is the second time Congress has added FRCs beyond the original 58 vessel program of record. Each FRC is named for an enlisted Coast Guard hero who distinguished themselves in the line of duty. Douglas Denman joined the Coast Guard at the age of 18. Showing promise as a boat driver, he was sent to New Orleans to train at Higgins Industries, builder of the U.S. military's first operational landing craft. Denman was assigned to the Number 4 landing craft aboard the USS Colhoun as coxswain. After landing Marine Raiders at Tulagi Island in August, 1942, the Colhoun patrolled, delivered provisions and war material to the Marine 1st Division on Guadalcanal Island. During patrols Japanese bombers attacked the Colhoun, with the bombers destroying Denman's Higgins Boat. Denman received severe facial wounds as he was thrown up against a bulkhead. Denman remained onboard as he and a shipmate carried wounded comrades to the ship's bow and floated them clear of the sinking ship. He and his shipmate gathered dozens of life jackets and threw them to victims struggling to stay afloat in the oily water. Denman managed to jump off the vessel before the ship slid below the surface. Denman saved many lives while risking his own. Denman survived along with 100 of Colhoun's original crew of 150 officers and men. For his wounds and heroism in the face of great danger, Denman received the Silver Star and Purple Heart medals. *About the fast response cutter platform* The FRC is an operational "game changer," according to senior Coast Guard officials. FRCs are consistently being deployed in support of the full range of missions within the United States Coast Guard and other branches of our armed services. This is due to its exceptional performance, expanded operational reach and capabilities, and ability to transform and adapt to the mission. FRCs have conducted operations as far as the Marshall Islands—a 4,400 nautical mile trip from their homeport. Measuring in at 154-feet, FRCs have a flank speed of 28 knots, state of the art C4ISR suite (Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance), and stern launch and recovery ramp for a 26-foot, over-the-horizon interceptor cutter boat. *(PR)*

CLEANER AIR IN PORTS: U.S. SCRUBBER BARGE PROPELLED BY SCHOTTEL

The German propulsion expert SCHOTTEL has been awarded a contract to supply rudder propellers on a self-propelled barge-based vessel stack exhaust capture and treatment system. It will be produced and operated by U.S. company Clean Air Engineering - Maritime, Inc. (CAE-M), based in San Pedro, California. The system is called the Marine Exhaust Treatment System or METS-3 and was designed by Fassmer Techincal Projects and will be built at U.S. shipyard Greenbrier Companies, Inc, Portland.

Additional METS systems will be produced and operated in several other California seaports. The 26 metre long and 13 metre wide barge will be operated by CAE-M to capture and treat stack exhaust of vessels in the Ports of Long Beach and Los Angeles, California. *Nicholas Tonsich, President at Clean Air Engineering - Maritime, Inc:* "It is more important than ever to develop innovative technologies that help reduce emissions in ports to an absolute minimum. Clean Air Engineering - Maritime's latest METS-3 will succeed in doing exactly that. We are excited to have SCHOTTEL as an experienced partner at our side and that they are part of this flagship project." *Tim Klaybor, Managing Director at Fassmer USA:* "A number of factors had to be taken into account in the design of this next-generation CAE-M METS-3, which is why we were looking for a reliable partner to cooperate with. SCHOTTEL and Fassmer are sharing a long-standing relationship. We have made positive experiences, with both

reliable products and competent service." *Scope of SCHOTTEL supply* The main propulsion system of the barge consists of two electrically-driven SCHOTTEL RudderPropellers type SRP 150 (400 kW each) featuring propeller diameters of 1.2 metres. The SRPs will run on biodegradable oils (EALs). The scope of delivery includes the complete electrical package, which comprises electric motors, frequency drives as well as a portable control station for the SCHOTTEL MasterStick. *One single control lever for up to six propulsion units* The SCHOTTEL MasterStick is a joystick system which can control up to six propulsion units simultaneously. The thrust and the alignment of the propulsion units are controlled and distributed by a software in such a way that all translational and rotational movements required for manoeuvring the barge are executed optimally. The ship's movement can thus be controlled intuitively and comfortably in any desired directions of motion or in a combination of those. *(PR)*

STEEL CUTTING FOR TWO UNITS OF ASD TUGBOATS

On 27th May, 2022, two units of 5,600HP ASD tugboats built by Jiangsu Zhenjiang Shipyard for Ningbo Port have been steel cutted. Leaders from Ningbo Port attended the ceremony. *(Source: Jiangsu Zhenjiang Shipyard)*

"ODÓN DE BUEN", FUTURE IEO OCEANOGRAPHIC VESSEL

Astilleros Armón Vigo has begun the construction of the future ship of the Spanish Institute of Oceanography, which will be called "**Odón de Buen**", according to the Higher Council for Scientific Research. With 85 m in length, it will be the largest marine research vessel in Spain upon delivery in 2025. The ship, "star project" of the Spanish naval sector and which reaffirms Vigo's position as an international benchmark in this type of construction, will involve an investment of 85 million euros, of which 80% will be provided by the European Regional Development Fund (ERDF). It will be equipped with state-of-the-art technology and will allow the study of ecosystems, habitats and the seabed in all the oceans, including the polar areas, and at depths greater than 6,000 meters. It will have accommodation capacity for 58 technicians and

scientists and autonomy for 50 days of navigation. The future ship will be an exponent of the latest technology in green propulsion, specially designed to be silent, a fundamental aspect both for observing the ocean, producing the minimum impact and disturbance to marine organisms, and for working with scientific echo sounders. The project incorporates scientific equipment at the forefront of technology through echo sounders for the study of the seabed such as fisheries, ROV's, sampling systems, dredgers and a 500 square meter laboratory. *(Source: Puente de Mando)*

KOSTROMA PLANT OF MARINE EQUIPMENT DELIVERS SURVEY SHIP OF PROJECT 3330

On 26 May 2022, Kostroma Plant of Marine Equipment JSC signed an acceptance/delivery certificate for a survey ship of Project 3330 (RMS 1,2 A class), says press center of the Federal Marine and River Transport Agency (Rosmorrechflot). The ship ordered by RechVodPut is built under the Comprehensive Plan for Modernization and Expansion of Core Infrastructure (CPMI) until 2024. The General Designer - Gorky Central Design Bureau for River Fleet (GCKB Rechflot). The state contract foresees construction of 11 survey ships. The ships of Project 3330 fitted with modern automated equipment are intended for surveying operations as part of river survey works. The equipment ensures high speed and accuracy of surveys, lets scan the bottom and create 3D relief model as well as make calculations for dredging works and control them. With that equipment, the surveying of a fairway of 4.0 meters deep and 85 meters will have two sounding lines that lets reduce fuel consumption. The ships are to be given to Administrations of IWW basins. The lead ship and two serial ones have been already handed over to the Lena, Volga and Ob administrations. The works under the contract are to be completed in Q4 of 2023. Key characteristics: LOA – 18.1 meters, BOA – 3.2 meters, main engine – 184 kW; crew – 2; survey team – 4; endurance – 2 days. Kostroma Plant of Marine Equipment JSC builds a wide range of boats (over 50 types) including service, leisure, passenger, high-speed, firefighting and towing boats. The company supplies its products to the

federal bodies of Russia: FSB, Interior Ministry, Emercom, special and rescue services, Defence Ministry. *(Source: PortNews)*

KHULNA SHIPYARD TO MAKE TWO MODERN TUGBOATS

The Khulna Shipyard limited is going to build two 70-tonne bollard pull tugboats for the Payra Port Authority. The shipyard held an official keel-laying ceremony for the tugboats on Monday where Payra Port Authority Chairman, Rear Admiral Mohammad Sohail, was present as chief guest. Completed, these will be the highest bollard pull-capacity tugboats ever built in Bangladesh. Rear Admiral Sohail said the fate of the people of this region has started to change with Payra Port, which is soon going to become the country's export-import hub. A lot of domestic and foreign investment is coming to this region centering this port. Payra Port and Khulna Shipyard will work together for mutual development in the future as well, he said. Khulna Shipyard Managing Director, Commodore M Shamshul Aziz, chaired the event. The tugboats will be equipped with state-of-the-art machinery and equipment capable of running in international waters and seaports, he said. They will be used for carrying out emergency work like berthing or unberthing, towing, push or pull operations of any ship arriving at the port, and accident assistance of other ships, Khulna Shipyard sources said. The tugboats will be able to perform various offshore support tasks, including control and operation of mother vessels, which will greatly increase the port's capacity. The boats will also play a leading role in transforming Payra Port into an international standard port. Above all, making the first 70-ton bollard pull tugboat will be considered a milestone in the country's shipbuilding industry. The tugboats will be built following principles of the Bureau Veritas Marine & Offshore Registre International de Classification. *(Source: The Business Standard)*

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:

   - *Keel Laying Ceremony for Ireland's Main Port Was Held at Eregli Shipyard*
   - *Boskalis receives approval for sale KST and Maju to Rimorchiatori Mediterrane*
   - *Indonesian shipbuilder delivers first RAL-collaboration tug*

- *Sanmar adds another new build azimuth tractor tug to its young fleet*
- *World's first hydrogen-fuelled harbour tug launched*

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

mailto: *jvds@towingline.com*

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