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TUGS & TOWING NEWS

TOKYO KISEN, E5LAB ANNOUNCE LAUNCH OF ELECTRIC TUGBOAT TAIGA

Tokyo Kisen Co., Ltd. (Yokohama-shi, Kanagawa Prefecture) and e5 Lab, Inc. (Headquarters: Chiyoda-ku, Tokyo) today announced that on May 26, Tokyo Kisen held a naming and launching ceremony of the electric tugboat **Taiga**, currently under construction at Kanagawa Dockyard Co., Ltd. (Kobe-shi, Hyogo Prefecture). The Taiga is powered by an electric propulsion system that combines e5Lab-developed large-capacity lithium-ion batteries and a diesel engine. It is an eco-ship designed to protect the environment in areas surrounding the ports of Yokohama and Kawasaki, and also a crew-friendly tugboat, not only achieving low/zero emissions of CO2, NOx, SOx, and particulate matter (PM) from the vessel but also reducing noise and vibration for an improved working environment. IHI Power Systems Co., Ltd. (Headquarters: Chiyoda-ku, Tokyo) participated in the development of the tugboat as the system integrator and supplier of the ship's Electric Propulsion System. The **Taiga** is the first tugboat to adopt IHI Power Systems' L-Drive propulsion system. The system also marks the first use of ABB's DC Grid in Japan. In combination with the large-capacity lithium-ion batteries, it delivers higher efficiency than conventional electric propulsion systems. In addition, it can be upgraded for even greater energy efficiency by analyzing important parameters such as the charge-discharge power of lithium-ion batteries and propulsion motor output, along with fuel consumption of the diesel engine. The project team also collaborated with OSD-IMT, a group company of Damen Shipyard (the Netherlands), for concept design of the tugboat to improve the crew's operating performance as well as living environment. In recognition of these advancements, the tugboat construction project was adopted as subsidy project of "Utilizing AI/IoT, etc. and More Efficient Transport Promotion Project Grant

Subsidy (Coastal Ship Innovative Operational Efficiency Demonstration Projects)" by Japan's Ministry of Economy, Trade and Industry (METI) and Agency for Natural Resources and Energy. Initially the team considered equipping the tugboat with hydrogen fuel cells for enhanced environmental performance, and conducted a risk assessment (HAZID analysis) in cooperation with the project partners, but decided not to adopt the cells. The Taiga is slated for completion in December 2022, and will operate mainly in the ports of Yokohama and Kawasaki as a harbor tug after delivery. In addition, installation of power supply equipment on a floating pier designed especially for the Taiga will be completed when the tug enters service. Tokyo Kisen contributes to the decarbonization of ports and harbors by reducing the environmental impact of tugboats, aiming at sustainable growth for the tugboat business. The Taiga is the second eco tugboat, following the Ginga, a diesel-electric hybrid harbor tug that was launched in the ports of Yokohama and Kawasaki on September 30, 2013. e5 Lab will realize a sustainable ocean shipping business through its initiatives to address urgent issues that face coastal shipping—improvement of the work environment for crewmembers and global environmental protect—through development of advanced ships that adopt electric propulsion technology. The company continually contributes to Japan, in both social and economic terms, by offering safer and higher quality transport services. *(PR)*

NORDIC ENGINEERING COMPLETES CONCEPT DESIGN OF MULTIFUNCTIONAL TUG NE034

The ship is intended for operation in the port of Petropavlovsk-Kamchatsky. Nordic Engineering has completed the first phase of designing a multifunctional tug of Arc 4 ice class. The tug of **NE034** design is intended for operation in the port of Petropavlovsk-Kamchatsky, says the company.

According to the statement, Kamchatka Territory's Ministry of Transport and Road Engineering and Nordic Engineering JSC have succeeded in a joint work on a concept design for a multifunctional tug of Arc 4 ice class, Project NE034. The design meets the requirements of Russian Maritime Register of Shipping and intended for insuring safe mooring of ships, providing assistance to ships of 201-220 meters in length, conducting towing and canting operations, firefighting, supply and oil spill response operations, hydraulic engineering and other works.

Two ships of this design are planned for the construction. Key particulars of the ship: length — 29 m; width — 10 m; draft – 2.3 m; displacement — about 500 t; crew — 8; endurance — at least 6 days; cruising range – at least 2,000 miles; speed — at least 11 knots; class notation - KM⍟Arc4 (hull; machinery) R1 AUT3 FF3WS Tug. Nordic Engineering is one of the leaders in development of ship modernization designs. Over the recent two years the company has completed 6 concept designs, 3 detailed designs and 2 sets of design documentation. *(Source: PortNews)*

SUSTAINABILITY INCREASINGLY IMPORTANT FOR TUGBOAT BUILDERS AND OPERATORS

Sanmar Shipyards has delivered another powerful low emission tugboat to South American towage giant SAAM Towage, the sixth tug it has delivered to the world's third largest operator in the past two years. Known as BOGACAY L while under construction at Sanmar's purpose built modern shipyards in Turkey, the tug has been renamed SAAM CONDOR by SAAM Towage. It will operate in Peru. Like five of the six tugs delivered to SAAM Towage in the past two years, SAAM CONDOR is based on the exclusive to Sanmar RAmparts 2400SX design from Canadian naval architects Robert Allan Ltd. Like its sisters, the 24m tug has a bollard pull of 70 tonnes. The sixth tug, which was delivered to SAAM Towage, is a larger 29m Bigacay class ASD Z-drive based on the exclusive to Sanmar RAstar 2900SX design from Robert Allan Ltd. renamed MATAQUITO II by its new owners, it

will operate in Chile. **SAAM CONDOR** has been designed and built with operational efficiency in mind as part of Sanmar's ongoing initiative to increase sustainability in the tug and towage industry and to reduce and eventually eliminate any negative impact on the environment. **SAAM CONDOR's** four sister tugs are **HALCON III**, delivered to Chile in 2022, **ALBATROS** and **SAAM PALENQUE** delivered to Peru and Panama in 2021 and **SAAM VALPARAISO** delivered to Panama in 2020.

The Bogacay class tugs from Sanmar have been widely acclaimed for their performance, particularly for their manoeuvring, sea-keeping and stability. Designed with low-manning in mind, they also have a high standard of machinery automation which also contributes to their overall efficiency. Sanmar's stated aim is to maintain its position as the greenest shipyard in Turkey and to minimize or eliminate negative impacts on the environment during all of its operations and projects. Ruchan Civgin, Commercial Director of Sanmar Shipyards, said: "SAAM Towage is the third largest tugboat operator in the world and we are delighted that it has chosen us to provide the powerful and technologically-advanced tugs it needs to carry out its work efficiently and with the minimal amount of environmental impact. Taking delivery of six tugs in just two years is a major investment by SAAM Towage and we at Sanmar are proud to have stepped up to the mark in helping them achieve their goal of expanding their fleet with powerful, yet sustainable and environmentally aware modern tugs. Sustainability is, quite rightly, an increasingly important factor when operators are deciding where to place their orders. With a third purpose built state-of-the-art shipyard coming on board soon, we at Sanmar are confident that we can continue to lead the way to a low and no emission future for our industry." *(PR)*

TWO DELIVERED, FOUR STARTED FOR CHINESE TUG BUILDER

Jiangsu Zhenjiang Shipyard, China had a busy month in May, delivering two high-power tugs and starting construction of four more. Zhenjiang Shipyard in Jiangsu province delivered the most powerful tug for the Chinese market to date, with propulsion compliant with IMO Tier III emissions standards 24 May. **Yantian Tuo 21** was built for Shenzhen Huazhou Ocean Development Co with exhaust gas aftertreatment and almost 100 tonnes of bollard pull. This azimuth stern drive (ASD) tugboat has selective catalytic reduction (SCR) for removing nitrogen oxide from

emissions and filters to prevent particulate matter. It is the most powerful tug with an SCR to operate in China, as it has 5,884 kW of power and 99 tonnes of bollard pull ahead and 91 tonnes astern. **Yantian Tuo 21** has an overall length of 39 m, beam of 14 m and speed of 14 knots. China Classification Society classed this tug with notations for SCRs and a FiFi1 fire-fighting system. Zhenjiang Shipyard also delivered ASD tugboat **Zhitai Tuo 1**, with 5,220 kW of power to **Jiangsu Zhitai 21** in May. This 39-m tug has a beam of 11 m, hull depth of 5 m, a forward bollard pull of 85 tonnes and a bollard pull astern of 76 tonnes. It has a top speed of 13 knots and enough fuel storage to sail 1,000 nautical miles. Jiangsu Zhenjiang Shipyard cut steel 27 May for two ASD tugs it will be building, with 4,175 kW of installed power, for Ningbo Port. The shipbuilder also cut steel 18 May on two 3,824kW, ASD tugboats it will build for Wenzhou Port. Zhenjiang Shipyard launched **Zhitai Tuo 2** on 6 May, when it was lifted from the drydock to the quayside. The shipyard also assembled blocks for 3,880-kW, ASD tugboat **Wei Xiao Tuo 1** for Weihai Ganghang Tugboat Co. On 30 April, two ASD tugs were launched, both with 2,942 kW of power. **Xin Beibuwan Gang 19** is being built for Guangxi Beibuwan and **Beibuwan Tuo 12** will be completed for Beibuwan Fangchenggang. Also on 30 April, the shipyard assembled blocks for ASD tugboat **Ying Gang Tuo 5001**, which it is building with 3,676 kW of installed power for Zhenjiang Yingchao Shipping Co. *(Source: Riviera by Martyn Wingrove)*

DELIVERY AND NAMING CEREMONY FIRST EMISSION-FREE PUSHER TUG ELEKTRA

In Berlin's Westhafen, the Mayor of Berlin Franziska Giffey named the push boat **ELEKTRA**! After almost two years of construction at shipyard Hermann Barthel GmbH in Derben and the transfer to the Westhafen in Berlin, the long-term testing of this unique, innovative and emission-free push boat begins. Petra Cardinal, Managing Director of BEHALA, welcomed around 250 guests who gathered at Harbor Basin II. Among them were numerous representatives from politics and authorities as well as project partners and other guests. In his opening speech, Federal Minister Dr. Volker Wissing spoke about on the importance of hydrogen mobility to achieve the German government's climate protection goals. "The **ELEKTRA**

is a Lighthouse project: It is the world's first push boat in which battery-electric propulsion is combined with hydrogen and fuel cell technology. The entire project is a blueprint for the climate and environmentally friendly inland shipping, not only technically but also in terms of regulation real pioneering work." Prof. Dr.-Ing. Gerd Holbach, overall project manager from the Technical University of Berlin, briefly explained the overall project, the concept and the design of the innovative push boat. The Mayor of Berlin, Franziska Giffey, spoke the formula "I name you **ELEKTRA**, wish the crew always a safe journey and you always a hand's breadth of water under the keel" and christened the ship. She said: "The world's first zero-emission push boat is the impressive result of the cooperation between stakeholders from the shipbuilding, energy and propulsion technology industries. I'm particularly pleased that a lot of Berlin's ingenuity flowed into the development and construction of **ELEKTRA**. This lighthouse project shows us how we can succeed, by implementing innovative ideas, in improving the climate on our access waterways for the long-term. Berlin wants to be a pioneer here." Miss Dr. Corinna Barthel from Barthel Werft congratulated the godmother and spoke about the special features of building the **ELEKTRA**. *8 dedicated partners* Under the project management of the Dept. of Maritime Systems Design and Operations at the Technical University of Berlin, BEHALA - Berliner Hafen- und Lagerhausgesellschaft - (logistics), shipyard Hermann Barthel, BALLARD Power Systems (fuel cells), Argo-Anleg (hydrogen system), SER Schiffselektronik Rostock (electrical energy system), EST-Floattech (battery system) and HGK Shipping (nautical operation) are involved in the development, construction and testing of the push boat **ELEKTRA**. *Role model for zero-emission sailing* As the first emission-free ship, the **ELEKTRA** will serve as a role model, because its power system is designed to be applicable to a variety of barge and coastal vessel types. Also, this is not only about providing energy for the ship's propulsion and pushing convoys, but also about the energy for the crew, who live, cook and wash on board.

Energy, efficiency, features & range In addition to propulsion, the system provides energy for the temperature control of the cabins and the wheelhouse. The battery system also needs a certain 'comfortable temperature' for efficient operation and a long lifespan. All of this must be done with a limited amount of carried energy and without loss of operational range. The waste heat from the fuel cells is used through continuous water cooling and the cabins are heated by a brine heat pump. An additional advantage is that the ship always operates in water with temperatures above 0°C under its keel. The use of a self-developed energy management system and a digital sailing assistant support the captain and logistics planner with the planning of operations and transports. With 750 kg of gaseous hydrogen (at a pressure of 500 bar) on board and a battery capacity of approx. 2,500 kilowatt hours, the ship has a range of approx. 400 kilometres when sailing in combination with the loaded heavy lift barge URSUS. Therefore, next to the Westhafen in Berlin, only one additional land-based station is needed to supply the **ELEKTRA** with hydrogen and electricity to sail on the waterways of Berlin in the direction of the Rhine/Ruhr, Hamburg and Stettin. In total the vessel can operate push-barge combinations up to 150 m in length. *Hydrogen & electrical supply stations* The first stations for the changeover of hydrogen tanks and 500 kilowatt electric charging stations will be operational in Berlin's Westhafen as well as in the port of Lüneburg in 2023. The TU Berlin has contracted Mittelelbe Business Park and H2 Green Power & Logistics for filling and transporting the tank

systems (Multiple Energy Gas Container - MEGC) with green hydrogen until the end of the **ELEKTRA** project at the end of 2024. The MEGC can be exchanged with the onboard crane and the power connection runs via a loading beam that guide the cables to land. This way the handling of the arm-thick cables is very easy for the ship's crew, the vessel is connected to the charging station in a short time and the quayside is free of cables. *Testing and future developments* Testing the **ELEKTRA** will initially take place in the capital region; as of 2023 the tests will also be continued on long-distance routes towards Hamburg. After completion the partnership project will have learned a lot; it will then also be able to say how future commercially viable inland shipping vessels and coastal ships can be optimally equipped for the many purposes in this performance class and what concepts can look like for other ship types and performance classes. With a total project volume of approx. 14.6 million euros, the project is being funded by the Federal Ministry for Digital and Transport (BMDV) funded with approx. 9.1 million euros and supported and coordinated by project manager Jülich (PTJ) and the National Organization for Hydrogen and Fuel Cell Technology (NOW). *(PR)*

THE NEW WORLDWIDE TUG & OSV NEWS NR 14 ISSUED

Last week the latest Worldwide Tug & OSV issue nr. 14 is published. Worldwide Tug & OSV News is a free e-magazine and is the successor of the News from Everywhere section that was published by the Lekko Foundation in its magazine Lekko International for many years, but which unfortunately had to stop all activities at the end of 2019. If you want to be kept informed of all kind of transactions in the field of towage and offshore vessels, please send an e-mail to wwtugosvnews@gmail.com and you will receive a free PDF document every two months in your mailbox. The newsletter is compiled by Leen van der Meijden. Click on the picture to read the newsletter

WAMANDAI 3 SPOTTED

In Rotterdam was spotted the old tug **WAMANDAI 3** (ex **SHIPDOCK 6** ex **NARROW ESCAPE**) in the Coolhaven on Saturday 28 May. Here are a few pictures of the ship and skipper Paul Rijksen. Hereby the story of the skipper of this old tugboat. My tugboat was built in 1039 by N.A. bernhard junior at the De Overtoom shipyard on the Oostzanerdijk in Amsterdam-North. The name Narrow Escape is probably hidden by the Germans. Completed and launched in 1945. The ship had a Kromhout crude oil engine of about 100 hp and went to serve in the city cleaning service with the name SR12. Entered service with the NDSM in 1952 and because the tasks changed, a new (current) engine (a Kromhout 3F240 with 165 hp) was installed. The ship was also given a new name: Shipdock VI. The ship was bought by me at the end of 2018 and sailed to Gouda. At the beginning of 2019 I renamed her to **Wamandai 3.** The **Wamandai A870** was a seacoast tug of the Royal Netherlands Navy, which in the early 1980s performed manual services between the three leeward islands of Aruba, Bonaire and Curacao. On one of those trips I ended up behind her steering wheel. I have given the serial number 3 because it is my third ship. It was the intention to moor in the museum harbor of Gouda, but for unknown reasons this did not take place. And then the "wandering" started. Roelofarendsveen, Amsterdam, Zwartsluis and Island of Maurik. It is terribly quiet there, especially in winter. That's why I registered with the ships carousel. You will then see another ports. *(Source: Freek Koning)*

FAST CREW SUPPLIERS EMAR , E-SIX & E-SEVEN

The Dutch maritime service provider EMAR Offshore Services expanded her fleet with a serie of Fast Crew Supply Vessels. It all started with a contract for a Damen FCS 1605 named **E-FIVE** with 29 passenger seats capacity in West Africa. This year EMAR bagged a contract in Angola for the delivery of another three fast boats for which EMAR ordered two stock vessels of the FCS 2206 type at Damen Shipyards. Both vessels named **E-SIX** and **E-SEVEN** have 41 seats, FIFI, some cargo carrying capacity and a sailing speed above 30 knots. The vessels are built at Damen Shipyards Antalya in Turkey. FCS

E-SIX already started her contract in Angola and the delivery of FCS **E-SEVEN** is scheduled for July this year. Most likely a fourth Damen vessel type FSIV 5009 with DP, 6.000 hp, FIFI1, 65 passenger seats and a cargo deck of 250 sqm will be added to the Fast Crew Supply fleet of EMAR halfway this year to complete the provision of three vessels. All vessels are servicing the Oil & Gas industry and are being used to transport industrial personnel, spare parts, fuel and water to the various offshore platforms. *(PR)*

NOORDZEE STEAM TUG CARRYS RECORD NUMBER OF PASSENGERS

The 300 hp steam tug **Noordzee** from Den Helder transported a record number of 500 passengers during the largest steam event in Europe, Dordt in Stoom. In addition, more than 100 other interested parties were on board, including passengers during the two fully steam-powered cruises between Den Helder and Dordrecht. It was a great moment that the North Sea was allowed to open the fleet review of approximately 30 beautiful steam vessels in Dordrecht on Friday evening 20 May. The fireplace was watched by thousands of people from the

Groothoofd and from a row of passenger ships with invited guests. “Really a goosebumps moment for the nine crew members of the steam tug”, says board member Paul Schaap of the Stichting Stoomtugboot Noordzee, “and also a nice reward for the great work that these volunteers have done in recent years to rebuild the now 100-year-old steamer. restore it to its former glory.” On Saturday 21 and Sunday 22 May, a total of 10 sailing trips were made with the North Sea in the waters around Dordrecht, each time 50 passengers could be taken on board. A record number. This was to the great satisfaction of the organizers of the steam event, which attracted a total of about 250,000 visitors. The next Dordt will be held in Stoom in two years' time. Since the end of 2016, enthusiastic volunteers have worked hard in Museumhaven Willemsoord in Den Helder on the complete restoration of the monumental tug. Last September, the North Sea was officially put into use again and the weekend before departure to Dordt in Stoom, the tug was able to celebrate its 100th anniversary in a festive way. Both events also took place in Museum Harbor Willemsoord. *(Source & Photo: Paul Schaap)*

ATLAS PROFESSIONALS AND AMERICAN MARITIME OFFICERS SEAL LONG-TERM PARTNERSHIP

Signing of MOU Agreement makes the global leading recruitment and HR service provider and AMO strategic partners for all U.S. offshore wind farm union crewing opportunities New Jersey - On April 27, 2022, at the Business Network for Offshore Wind in New Jersey, Atlas Professionals and the American Maritime Officers union (AMO) signed a Memorandum of Understanding to collaborate on all opportunities concerning the crewing of United States offshore wind farm-related vessels when a project requires the provision of U.S. unionized seafarers. Atlas Professionals, a leading global provider of HR solutions, combines its extensive offshore wind and marine track record with the largest union of U.S. Coast Guard licensed merchant marine officers. AMO officers work aboard U.S.-flagged commercial and military sealift vessels and hold a unique presence in the international energy transportation trades. AMO officers have access to world-class training, including a comprehensive dynamic positioning (DP) training program accredited by the Nautical Institute, at the AMO Safety and Education Plan's STAR Center (Simulation, Training, Assessment and Research). The combined value-added services of Atlas and AMO will ensure the supply chain within the emerging U.S. offshore wind industry has the most robust and compliant service available. "By combining our knowledge and resources with AMO, we will be able to improve our service offering to our clients by providing U.S.-based personnel in compliance with the Jones Act, creating U.S. jobs for U.S. projects," said Laura Smith, North America Business Manager of Atlas Professionals. "This is the next step in pioneering new job opportunities for AMO officers within the U.S. offshore wind market,” said AMO National President Paul Doell. "We are looking at the future requirements with Atlas Professionals and we are sure to achieve significant milestones together." *(PR)*

ACCIDENTS – SALVAGE NEWS

BULKER RUNS DOWN FISHING BOAT OFF THE PHILIPPINES

The Philippine Coast Guard is conducting a broad search and rescue operation in the waters of the Sulu Sea along one of the main shipping routes after a bulker ran down a fishing vessel. According to the Coast Guard, the collision took place Saturday, May 28 in the late afternoon with 13 crewmembers from the fishing boat initially rescued and seven others remain missing. The 32,600 dwt bulker **Happy Hiro** registered in the Marshall Islands had departed China on May 20 bound for Australia. She was following one of the main shipping routes passing west of the Philippine chain when on Saturday afternoon around 5:40 p.m. local time she collided with **FB JOT-18** south of Maracanao Island. The 580 foot bulker remained in the area assisting in the rescue and has now been detained in the Philippines. A passing fishing boat rescued the 13 crew from the vessel and transferred them to the bulker for first aid. One of the crew suffered a head injury while the others were reported to be suffering from minor cuts and bruises. The Coast Guard later transferred the fishing boat crew to

shore. The fishing boat capsized and sunk about 160 miles south of Maracanao Island. The Coast Guard ordered the bulker to sail to the port of Antique, where she remains. "This is part of our port state control. Once the vessel docks, it will be inspected and investigated," PCG spokesman Commodore Armand Balilo told the local media. He said they would be checking for the seaworthiness of the **Happy Hiro**. "We have to look at the circumstances surrounding the collision." Coast Guard cutters continue to search the area. They were being assisted by the aviation force from the Coast Guard. *(Source: Marex)*

LUXURY YACHT RENDEZVOUS IN ENGLAND SANK AS A RESULT OF FIRE

It was announced that the superyacht **Rendezvous**, worth 6 million pounds, which caught fire for an unknown reason in Devon Harbor in England, sank. The £6m super luxury yacht Rendezvous has caught fire in an explosion that broke out for an unknown reason, in Devon Harbor, England. It was reported that the giant yacht with 8 thousand liters of diesel suddenly caught fire. One eyewitness described the incident as "It was like a fireball". Residents were asked to keep their doors and windows closed due to the smoke rising into the sky while the area was being evacuated. Authorities announced that the luxury yacht sank after the fire, and the next step was to take precautions against sea pollution. The yacht was built in 2010. *(Source: Deniz Haber)*

THE SHIPS NAMED MARE AND AREL 4 COLLIDED IN KARTAL OFFSHORE.

It has been reported that the ships named **Mare** and **Arel 4** collided off the coast of Istanbul Kartal. While the Coastal Safety teams were keeping a record of the accident, which did not experience any negativity, the moment of the accident was reflected on the mobile phone camera. The accident occurred in the evening off Kartal Beach. The Vanuatu-flagged **Mare**, 78.79 meters long and 9.95 meters wide, built in 1985, went out of control for an unknown reason and collided with the 81.62 meters long, 14 meters wide Turkish flagged ship named **Arel 4** built in 1983. There were no adverse events as a

result of the conflict. Coastal Safety teams were dispatched to the region upon the notification of the incident. The crews detected the damage on the sides of the ships and kept a report. The moments when the ships collided were reflected on the mobile phone camera second by second. *(Source: Deniz Haber)*

CREWS DISLODGE CHEMICAL-CARRYING SHIP IN ST. LAWRENCE SEAWAY

A large ship carrying chemical products ran aground during its passage through the St. Lawrence Seaway early Friday morning, backing up maritime traffic as tugboats tried to dislodge it. The **Chem Hydra** got stuck shortly after 12:30 a.m. Friday near the Sainte-Catherine Lock on Montreal's South Shore. By 7 p.m., the tanker had been dislodged and moored, or parked, near the Lock. Officials say the ship got stuck after it collided with the Seaway's natural bottom. Its engine is said to have failed. Details of the ship's contents are not known, but a Seaway spokesperson told CTV the chemicals it was carrying have not spilled. “There was no ingress of water and no spillage of any pollution into the environment,” said spokesperson Nicolas Poirier-Quesnel. The ship was heading toward the Great Lakes. All crew members were able to safely disembark. *(Source: CTVNews)*

REMEMBER TODAY

S.S. HMAS KUTTABUL – 01ST JUNE 1942

HMAS Kuttabul, formerly SS **Kuttabul**, was a Royal Australian Navy depot ship, converted from a Sydney Ferries Limited ferry. **Kuttabul** and her identical sistership, **Koompartoo**, were the largest and last K-class ferries built. Kuttabul had the highest passenger carrying capacity of any ferry on Sydney Harbour and was ordered for the crowded Milsons Point to Circular Quay route. During the Japanese midget submarine attack on Sydney Harbour on 31 May 1942, **Kuttabul** was sunk, with 21 naval

personnel aboard. *Design and construction* To service the booming population growth on the North Shore prior to the construction of a bridge connection, Sydney Ferries Limited ordered the largest, and what would be the last, "K-class" ferries. They were **Kuttabul** and **Koompartoo**, steam-powered ferries, built in 1922 by the Walsh Island Dockyard and Engineering Works in Newcastle. Similar in size to Manly ferries, they were rated at 448 gross and 201 net register tons (1269 and 569 m³), and were 183 feet (56 m) long, with a beam of 36 feet (11 m). They were the largest ferries ever operated on the inner harbour ferry routes, though **Kuttabul** had a larger passenger capacity (2,250) than **Koompartoo** (2,089). Their passenger capacity was the largest ever of any ferry on Sydney Harbour, exceeding even the largest Manly ferries by 500 passengers, a record that has not been beaten by any subsequent ferry. Both ferries were of steel construction with a wooden superstructure. Both vessels were constructed with 18 watertight compartments, regarded as being unsinkable and therefore were not required to carry life-saving equipment. *Sydney Ferries* **Kuttabul** and **Koompartoo** had been ordered specifically for the short heavy lift commuter link across the harbour between Circular Quay and Milsons Point, a route that was approximately aligned with the location of the pending Sydney Harbour Bridge. Prior to the opening of the bridge, peak hour ferries were leaving either side of the harbour at the rate of one fully loaded vessel every six minutes. Supporting the large steel hulled twins, were usually the timber "K-class" **Kuramia** (1914), **Kai Kai**, and **Kulgoa**. With the opening of the Sydney Harbour Bridge in 1932, the route became redundant. **Kuttabul** and **Koompartoo** were considered too big to be used on other routes and were laid up, but were later made available for tourist cruises on the harbour. The Milsons Point wharf used by these ferries is now part of Luna Park. *Royal Australian Navy and sinking* After the outbreak of World War II, **Kuttabul** was requisitioned by the Royal Australian Navy on 7 November 1940, and moored at the Garden Island naval base to provide accommodation for Allied naval personnel while they awaited transfer to their ships. On the night of 31 May/1 June 1942, three **Ko-hyoteki** class midget submarines

of the Imperial Japanese Navy entered Sydney Harbour with the intention of attacking Allied warships. According to the official account, only one of the submarines, designated **M-24**, was able to fire her torpedoes, but both missed their intended target: the heavy cruiser **USS Chicago**. The torpedoes, fired around 00:30, continued on to Garden Island: one ran aground harmlessly, but the other hit the breakwater against which **Kuttabul** and the Dutch submarine **K-IX** were moored. The attack killed 19 Royal Australian Navy and two Royal Navy sailors asleep aboard the ferry, and wounded another 10. It took several days for the bodies of the dead sailors to be recovered, with a burial ceremony held on 3 June.

One of the ferry's wheelhouses was salvaged and used as a naval police guardhouse at the Garden Island naval base; the base was commissioned on 1 January 1943 as the stone frigate **HMAS Kuttabul** in commemoration of the ferry and the lives lost. The wheelhouse later came into the possession of the Australian War Memorial, and is on display alongside a composite submarine built from the wreckage of two of the Japanese midget submarines. *(Source: Wikipedia)*

OFFSHORE NEWS

UKRAINIAN ANTARCTIC RESEARCH SHIP – NOOSFERA

As yet another Antarctic season winds down, and the stragglers and late season arrivals all head back to their home ports, or to their overwinter bases, so Cape Town has seen the arrival of one more of these late Antarctic arrivals. However, this vessel is here because she simply cannot get home, as a result of Putin's barbaric onslaught on Ukraine. On 27th May at 09h00 the Antarctic Research and Supply Vessel **NOOSFERA** (IMO 8904496) arrived off Cape Town from Port Stanley in the Falkland Islands. She entered Cape Town harbour and proceeded to the Repair Quay in the Duncan Dock. The length of her stay in Cape Town is as yet unknown. The reason for the unknown stay being that '**Noosfera**' is the flagship of the National Antarctic Scientific Centre of Ukraine (NANC), based in Kiev, and she cannot currently get home. Built in 1990 by Swan Hunter Shipbuilders of Wallsend in the United Kingdom, '**Noosfera**' is 99 metres in length and has a deadweight of 2,917 tons. She is a diesel-electric powered vessel, and has two Wärtsilä 8R32E 8 cylinder 4 stroke main engines producing 4,197 bhp (3,100 kW) each, which provide power to four GEC motors producing 8,500 bhp to drive a fixed pitch propeller for a service speed of 12 knots. Her auxiliary machinery also includes two Wärtsilä 6R22/26 generators providing 1,000 kW each. She has DP1 position capability, and for added manoeuvrability she has a bow White Gill azimuth thruster, and a stern White Gill azimuth thruster. She cost UKP50 million (ZAR982.85 million) to build. As a light icebreaker, she has an ice classification of 1A Super, which means that she can break one metre

thick ice at a continuous speed of 2 knots. She was originally built for the British Antarctic Survey

(BAS), and launched by Her Majesty Queen Elizabeth II, and named the Royal Research Ship (RRS) '**James Clark Ross'**. At this time BAS named all of their vessels after great British Antarctic explorers. **James Clark Ross** (1800-1862), was a Captain in the Royal Navy, who led a two ship expedition of **HMS Erebus**, and **HMS Terror**, on a four year expedition to Antarctica, between 1839 and 1843. **James Clark Ross** mapped a great deal of the then unknown continent, and his discoveries included Victoria Land, the Ross Sea, and the great Ross Ice Shelf, plus the two great Antarctic volcanoes named after his ships, Mount Erebus and Mount Terror. Geographical locations named after him include Cape Ross and James Ross Island. As most polar philatelists will tell you today, the Antarctic territory claimed by New Zealand is named the Ross Dependency. His four year voyage included two calls at the Cape, once when southbound and again when he was northbound. He first called into Simonstown on 16th March 1840 from the UK, and sailed on 6th April to Marion Island and Antarctica. He returned to Simonstown on 4th April 1843 from Queen Maud Land in Antarctica, and sailed for the UK on 30th April. The First Lieutenant onboard **HMS Terror** was Archibald McMurdo. For those who wondered where the great American Antarctic Base got its' name from, well now you know. Built as a joint scientific research, and Antarctic resupply vessel, '**James Clark Ross'** served BAS for 30 years. She was retired in March 2021 when she returned from her last voyage to Antarctica. The Ukrainian government has been looking for a suitable vessel to support both their own Antarctic research programme, but also their sole Antarctic Research Base, Vernadsky Station, located on Galindez Island at 65°14' South 64°15' West. Vernadsky Base started life in 1947, as Base F of the British Falkland Islands Dependencies Survey (FIDS). She was renamed Faraday Base in 1977 under the British Antarctic Survey. After Ukrainian independence from the Soviet Union, the British Government transferred Faraday Station to the Ukrainian Government, who renamed it Vernadsky Base. Vernadsky Base is named after Vladimir Vernadsky, one of Ukraine's greatest scientists, the first President of the Ukrainian Academy of Sciences, and the man who described the Noosphere, which is the third stage of the development of the Earth, after the Geosphere and the Biosphere. It is the origin of the name of '**Noosfera**'. The new vessel was purchased by the Ukrainian Government in August 2021, and sailed to the Ukrainian port of Chernomorsk, located in the Black Sea, where she entered the ISRY Shiprepair yard for a refit. On completion, she sailed to Odessa, her new home port, arriving there on 5th October 2021. On 29th October 2021 she was formally named '**Noosfera**', at a ceremony attended by Ukrainian President Volodymyr Zelensky. In a happy twist of fate, it was 'James Clark Ross' who brought the first ever Ukrainian team to Vernadsky base in 1996 when they occupied it for the first time. As a joint scientific research, and resupply, vessel '**Noosfera**' is well equipped to undertake both. She has a wide variety of scientific laboratories onboard, including a wet lab, dry lab, CTD Water lab, Chemistry lab, Biochemistry lab, Microbiology lab, Radioactive lab, preparation lab, and a Bathymetry suite. Additionally, she can carry a further five fully equipped container labs. Her deck equipment includes a 20 ton 'A' frame, mounted on her stern, capable of deploying a wide variety of nets, scientific measuring equipment and towable instruments. She also has a 30 ton overside gantry, capable of conducting coring down to 3,000

metres. Her aft deck working space is 370 m2, and has a 10 ton knuckle crane for handling scientific equipment. She carries a crew of 27, and a scientific passenger complement of 50. Facilities provided include a passenger bar, passenger TV lounge, coffee lounge, gymnasium, sauna and hospital. She has an endurance of 57 days, or over 40,000 nautical miles. Her forward cargo hold has a cargo carrying capacity of 1,500 m3. For cargo handling work she has a 20 ton knuckle crane mounted on her bow deck. She has two liquid cargo tanks for provision of liquids to the scientific bases, and they include a tank carrying capacity of 250 tons of aviation fuel, and 300 tons of polar diesel. She sailed from Odessa for Punta Arenas on 28th January 2022, arriving in the Chilean port on 14th March, two weeks after Russia's brutal invasion of Ukraine. This delayed their departure for Antarctica as some of her crew and scientific complement wanted to return home, and some of her joining scientists had been unable to join the vessel at Punta Arenas. Whilst there, the Polish Antarctic Expedition requested that '**Noosfera**' conduct a full crew change of the Polish 'Henryk Arctowski' Station, located on King George Island at 62°09 South 58°28' West. This was because the Poles were due to be taken off by a Russian supply vessel, but refused to do so as a result of the invasion of Ukraine. Sailing from Punta Arenas on 26th March for Vernadsky Base, '**Noosfera**' finally completed her full Antarctic programme, and returned to Punta Arenas in late April. She sailed for Port Stanley, in the Falkland Islands on 30th April. However, her problem now was that she was unable to change her crew, and return to the Ukraine, due to the ongoing war. So on 7th May she sailed from Port Stanley, bound for Cape Town, where she arrived on 27th May. In what appears to be a completely tone deaf, and unnecessarily provocative decision, Transnet planners in Cape Town decided to berth her directly opposite the Russian polar vessel 'Vasiliy Golovnin' on the Landing Wall. In a similar manner, they had berthed the Russian vessel there, ahead of the Ukrainian Krill Trawler 'More Sudrozhestva'. Let's hope that there are no minor altercations between the crews. Compassion and understanding are obviously not qualities for some of the Transnet folk! *(Source: Africa Ports & Ships by Jay Gates; Photo's: Dockrat)*

PETROBRAS BOOKS ANOTHER DOF AHTS VESSEL

DOF-owned Norskan Offshore and DOF Subsea Serviços Brasil have won service contracts with Petrobras for the anchor handling tug supply (AHTS) vessel **Skandi Iguazu**, including a remotely operated vehicle (ROV). The contracts are set to commence in the fourth quarter of this year and have a duration of three years, plus options for two-year extensions. According to DOF, the total contract value for the firm period is approximately $70 million. Mons S. Aase, DOF CEO, said: "I am very pleased for these awards securing utilisation for our personnel and our assets and adding important backlog to the group. It further strengthens our leading position in Brazil and confirms our long relationship with Petrobras." Two months ago, DOF secured long-term charter and service contracts with Petrobras for four AHTS vessels and ROVs. The vessels are **Skandi Angra**, **Skandi Paraty**, **Skandi Urca** and **Skandi Fluminense**, equipped with DOF Subsea's work class ROVs. *(Source: Offshore Energy)*

PIONEERING SPIRIT VESSEL REMOVES NORTH SEA PLATFORM TOPSIDES

Allseas' **Pioneering Spirit** vessel has removed the Gyda platform topside from the North Sea and transported it to a Norwegian yard for recycling and disposal. Late on Wednesday, preparations were underway to transfer the Gyda platform to the Aker yard in Stord for disposal, Allseas informed in a social media post that day. Only hours after removing the 18,400-tonne former drilling and production facility from the southern North Sea, the company's giant Pioneering Spirit vessel arrived in Norway. According to Allseas, this operation was made possible by its motion compensation and single-lift systems, adding that 2022 promises to be a record year with dozens of offshore lifts on the horizon. This also includes the massive Gyda jacket, which is planned to be removed later this summer. Allseas secured a contract from Repsol for the removal, transfer, load-in to shore, and disposal of its Gyda platform back in September 2019. The contract included the topsides and jacket as well as an option for re-installation on another field and an option for the removal, transfer, load-in and disposal of the jacket's 32 conductors. Following the removal, the platform needs to be dismantled and recycled and for this part of the job Allseas in 2019 selected Kvaerner, now Aker Solutions. This contract includes onshore deconstruction and disposal of the Gyda topside and jacket structures. The work also includes load-in assistance, waste management, deconstruction, and yard services. Gyda is a field in

the southern part of the Norwegian sector in the North Sea, between the Ula and Ekofisk fields. The field has been developed with a combined drilling, accommodation and processing facility with a steel jacket standing in 66 m water depth. The platform started producing in 1990 and a decommissioning plan was submitted in 2016. In June 2017, the Norwegian authorities approved the decommissioning plan for the Gyda field. The decommission scope includes permanent plugging of 32 wells on the field, removal of platform and undercarriage, as well as the removal of installations on the seabed. Production ceased in 2020 and P&A work was finalised in October 2021. Archer was in charge of all downhole services on the Gyda P&A campaign with a scope of 14 wells left to plug & abandon. In September 2019, Norway's Petroleum Safety Authority (PSA) gave its approval to Repsol for the removal and disposal of the Gyda platform. All Gyda installations should be removed by 2023. *(Source: Offshore Energy)*

CANADA NAMES TWO ARCTIC OFFSHORE PATROL SHIPS FOR WWII HEROES

In a double naming ceremony at Halifax Shipyard on Sunday, the Royal Canadian Navy christened two new ice-classed patrol ships, the **HMCS Margaret Brooke** and **HMCS Max Bernays**, two WWII heroes who served with distinction at sea. "This is a proud day for our team of over 2100 shipbuilders," said Kevin Mooney, President of Irving Shipbuilding. "From our team to the crews of these fine ships we wish you fair winds and following seas." The ships are part of the fleet of six Harry DeWolf-class Arctic and Offshore Patrol Ships (AOPS) being delivered to the Royal Canadian Navy as part of Canada's controversial National Shipbuilding Strategy. Two more will be delivered to the Canadian Coast Guard, but supply-chain issues and inflation have doubled the price for the follow-on CCG contract. The Arctic and Offshore Patrol Ships are ice-capable vessels measuring 340 feet long, and they are designed to conduct a variety of missions, including armed seaborne patrol and ISR. They carry a single Mk 38 25mm autocannon, the standard armament of the U.S. Coast Guard's cutter fleet. AOPV 431 is named after Margaret Martha Brooke, a junior officer in the Royal Canadian Navy during the Second World War. Brooke enrolled as a nurse in March 1942

at the rank of Sub-Lieutenant. On October 14, 1942, she was aboard the ferry **SS Caribou** off Newfoundland when the vessel was torpedoed by the German submarine **U-69**. The ferry sank in five minutes, and Brooke abandoned ship with a friend, SLt Agnes Wilkie. Both women clung to ropes of a capsized lifeboat; despite Brooke's efforts to save her, Wilkie succumbed to the frigid water - one of the 137 lives lost that day. For her selfless act, Brooke was named a Member of the Order of the British Empire. She retired from the service in 1962 at the rank of Lieutenant-Commander and passed away at the age of 100 in 2016. AOPV 432 is named after Chief Petty Officer (CPO) Max Bernays, a merchant mariner who was recalled to the Canadian Navy at the outbreak of the war. By March 1942, he achieved the rank of Acting Chief Petty Officer and was the coxswain aboard the destroyer **HMCS Assiniboine**. On August 6, 1942, during an exchange of fire with German submarine U-210 in the North Atlantic, a shell sparked a fire that engulfed the bridge and wheelhouse of Assiniboine. Surrounded by smoke and flames, CPO Bernays ordered two junior sailors to get clear, leaving him alone at the helm and trapped by the blaze. He executed helm orders and did the work of both telegraphmen at the same time. After a hard-fought exchange, Assiniboine rammed and sank U-210. For his actions, CPO Bernays was awarded the distinguished Conspicuous Gallantry Medal (CGM) by the British Admiralty. Descendants of Lieutenant-Commander Brook and CPO Bernays were on hand as sponsors for the christening ceremony. "It gives me great pride to think of the naval heroes these ships are being named after, and great optimism to think of the incredible capability that they are bringing to the Royal Canadian Navy, and to Canada," said Vice-Admiral Craig Baines, Commander of the Royal Canadian Navy. *(Source: Marex)*

VARD DELIVERED NORWIND OFFSHORE'S FIRST VESSEL – NORWIND BREEZE GOES STRAIGHT INTO OPERATION

VARD has delivered **Norwind Breeze** to Norwind Offshore in Ålesund. Norwind Breeze is a Service Operation Vessel (SoV) for offshore wind. The vessel was originally built as, a platform supply vessel developed for the oil and gas market and has now been converted to a service operation vessel that will operate in the field of renewable energy for offshore wind farms. Svein Leon Aure, CEO of Norwind Offshore, says: – Together with VARD, we have based our project on an existing vessel, and have specifically designed and converted the ship for global service and maintenance operations at offshore wind farms. This is our first vessel, and we look forward to seeing the vessel leaving the ship yard and enter operation The first contract has already been secured, and **Norwind Breeze** will participate in developing one of the world's largest offshore wind farms on the UK continental shelf. Getting **Norwind Breeze** delivered on time was very important for the newly established ship owner. The contract for the sale and conversion of the vessel was signed in October 2021, at the same time as a contract was signed for the design and construction of two CSOV (Commissioning Service Operations Vessels). In April 2022, an additional contract was signed for two new ships. The new

CSOV's of VARD 4 19 designs will be delivered from Vard Brattvaag and Vard Vung Tau in 2023, 2024 and 2025. General Manager of the Offshore and Specialized Vessels business area in VARD, Fredrik Mordal Hessen says: – This project is in line with VARD's strategy and commitment to renewable energy and the green transition. We have used our core competence and long experience in design and construction of advanced vessels to meet Norwind Offshore's needs in the market. The project also demonstrates VARD's strength with its fully integrated value chain that ensures innovation power and ability to deliver on time. The vessel has previously operated for the oil and gas market in Asia and Australia and arrived in Norway in November 2021 where the extensive rebuilding and outfitting process started. VARD has within a short period carried out the conversion where the vessel has been equipped with, among other, a larger and modernized accommodation (60 pax), and a large battery power system to reduce emissions. An advanced temporary gangway has also been installed, which will be replaced this autumn with a new larger gangway system. Yard director at Vard Brattvaag, Dag Vikestrand says: **– Norwind Breeze** is a good example of how we can utilize existing vessels, rebuild it, bring on board new equipment and new environmentally friendly technology, and adapt it to new markets. This is circular economy and the green transition in practice. The handover and naming ceremony of **Norwind Breeze** took place at Vard Brattvaag on Monday 30 May 2022. *(Source: Workboat365)*

SAPURA ENERGY OFFLOADS PIPELAY VESSEL FOR $71M

Malaysian offshore services provider Sapura Energy has initiated an asset sale process to improve its balance sheet position with the disposal of the 2008-built heavy-lift and pipelay vessel **Sapura 3000**. The company's subsidiary has entered into a memorandum of agreement with Safeen Feeder Company, a company in the Abu Dhabi Ports group of companies, for the disposal of the vessel for around $71.5m. The cash generated from the proposed sale will be utilised for working capital and to reduce the borrowings of the group. The sale should complete by the middle of July this year. In a filing with Bursa Malaysia, Sapura Energy said the move is part of the 'group's reset plan', which

focuses on the company's long-term sustainability by "improving its liquidity position, streamlining its operating model, and providing greater flexibility for strategic growth." *(Source: Splash24/7)*

FUGRO WINS JUMBO MARITIME CONTRACT FOR DELIVERY OF FPS TO US GULF OF MEXICO

Jumbo Maritime has awarded Fugro a positioning and metocean services contract to help guide the safe transport and installation of a new floating production system (FPS) for Vito, a deepwater development in the US Gulf of Mexico. Fugro services will support both inshore and offshore towing of the 24,000-ton structure as it leaves the coast of Texas and travels 800 km to the Vito field for final positioning and hook-up. The project is expected to be executed in summer 2022. Asset positioning will be accomplished using a remotely enabled Fugro Starfix solution. The approach will provide real-time knowledge of all vessel locations, both in relation to each other and the FPS, while limiting the number of surveyors required in the field. Given the number of assets required for the project – eight inshore and offshore towing vessels, two anchor handling vessels and the FPS – the remote technology will significantly reduce health and safety exposure, as well as carbon emissions. During installation, positioning data will be complemented by real-time current monitoring information to support situational awareness and safe working conditions. *(Source: Splash24/7)*

CHINA'S LNG-POWERED RESCUE SHIPS PUT INTO SERVICE

China National Offshore Petroleum Corporation (CNOOC) and China State Shipbuilding Corporation (CSSC) announced that the intelligent LNG (liquefied natural gas) powered rescue vessels developed by China have entered service. It was stated that the delivery of the ships **Haiyangshiyou 542** and **Haiyangshiyou 547** is a critical step in terms of China's development in the field of offshore oil equipment, as well as its transformation into digital and smart. It was reported that the dual-fuel ships were 65.2 meters long, 15.2 meters wide and weighed 2140.5 tons. The vessels will provide goods transport and salvage services, as well as escorting China's offshore oil and gas development activities. There are approximately 4,400 ships of different types in the world that

provide services to offshore oil and natural gas development activities. It has been reported that the number of ships serving in the seas close to China is over 300, and that smart LNG supported rescue ships will be used for the first time. *(Source: Sea News Agency)*

WINDFARM NEWS - RENEWABLES

SAIPEM, HAVFRAM TO GAUGE OFFSHORE WIND TIE-UP

Italy-headquartered offshore engineering and construction services provider, Saipem, and Norwegian offshore wind contractor Havfram will evaluate a potential collaboration in the offshore wind sector. The companies will assess the potential collaboration under a non-binding agreement signed between Saipem, Havfram Holding, and HVAS Invest Kappa, a holding company controlled by Havfram's majority owner HitecVision. A final agreement and a detailed definition of the business model are anticipated to be completed by the end of the third quarter of 2022, after a joint team completes studying and developing the technical, organisational, financial and valuation aspects of the possible collaboration. "The parties share the common objective to create a wider value proposition by integrating a range of construction and operational services, based on the parties' respective competences and expertise", the companies said in a joint press release on 30 May. The cooperation would build upon Havfram's agile business model and consolidated expertise in installation of offshore facilities on one side, and Saipem's offshore wind EPCI capabilities, competences and assets on the other side, the new potential partners said. According to Saipem and Havfram, their collaboration would be in line with both companies' objectives in the offshore wind market. "The initiative is consistent with Saipem's 2022-25 Strategic Plan in that it aims at strengthening its value proposition for the offshore wind market identifying new and more profitable ways of execution, organizational and management models, also through the integration of the latest generation installation assets such as jackups", the companies said. "The agreement also corresponds to Havfram's objective to accelerate growth in its EPCI and service-oriented offering towards offshore wind". In December 2020, Havfram changed its name from Ocean Installer as part of its commitment to offshore wind and a little less than a year later announced it

would place an order for a semi-submersible jack-up vessel with a capability of installing 20 MW+ wind turbines. In December 2021, the company signed a letter of intent with China's CIMC-Raffles shipyard to build a series of next-generation wind turbine installation vessels, first of which are scheduled for delivery in 2024. The Norwegian company, which recently joined the team building Taiwan's Yunlin offshore wind farm, has also set sights on a floating wind lease at the Utsira Nord site in Norway in a consortium with RWE and NTE. Havfram is also eyeing participating in the Scottish Innovation and Targeted Oil and Gas (INTOG) offshore wind seabed leasing round and recently announced its intention to become one of the future leaders in the electrification market for oil and gas production assets through offshore wind developments. Saipem has been involved in offshore wind construction for a while now, with its latest projects including Neart na Gaoithe and Seagreen offshore wind farms in Scotland, and upcoming work on the Fécamp offshore wind farm in France. The Italian company is no stranger to floating wind as well. Last year, Saipem closed an agreement to acquire the floating offshore wind business of France's Naval Energies. *(Source: Offshore Wind)*

ORION READY TO INSTALL XXL MONOPILES AT ARCADIS OST 1

The installation of 28 XXL monopiles for 27 wind turbines and one substation of the Arcadis Ost 1 offshore wind farm is about to begin as DEME Offshore's installation vessel Orion has arrived at the Port of Roenne, the project's storage and marshaling port. According to available AIS data, Orion arrived at the port this weekend. This is the first time DEME's new installation vessel will be deployed on a project, following its delivery and officially joining the company's fleet at the beginning of this month. This is also the first time DEME Offshore will install monopiles of this size, according to the Port of Roenne. Manufactured by Steelwind in Germany, the foundations have a length of 110 metres, a diameter of 10 metres, and a weight of over 2,000 tonnes each. In January, DEME selected the Port of Roenne as the storage and marshaling hub for the project's 28 foundations which will soon be shipped to the northeast of the German island of Rügen where Arcadis Ost 1 offshore wind farm is located. The turbine installation is set to take place in early June 2022 via a new method based on using a floating installation vessel to assemble the turbine components, which will be located onboard the deck, as well as a dummy tower. Once fully commissioned in 2023, the wind farm's 27 Vestas V174-9.5 MW turbines will provide enough electricity to cover the needs of up to 300,000 German households. Belgium's Parkwind is the owner and developer of Arcadis Ost 1. *(Source: Offshore Wind)*

THAYERMAHAN TO UNDERTAKE LATEST VINEYARD WIND SUBSEA SURVEY

Vineyard Wind, the joint venture between Avangrid Renewables and Copenhagen Infrastructure Partners, has appointed ThayerMahan to carry out seabed and infrastructure survey and inspection work in waters off southern Massachusetts. Based in Groton, Connecticut, ThayerMahan, specialises

in seabed surveys, acoustic mitigation and monitoring and other related services and has facilities in Connecticut and Massachusetts. It will conduct operations on the Vineyard Wind offshore windfarm from a host vessel – Hornbeck Offshore's **HOS Mystique** – with mobilisation and demobilisations being conducted from Gateway Terminal's Montville facility at Horton Point. **HOS Mystique** will have an offshore fishery liaison (OFL) on board to help communicate with commercial fishermen working in the area, in addition to support from Chicawa, a local fishing vessel that is employed by Vineyard Wind to help survey vessels avoid fixed gear and reduce potential gear entanglement. The vessels will follow all marine mammal mitigation requirements. DeepOcean Group, with engineering support services provided by Jacobs Engineering, will provide remotely operated vehicles for the contract. Vineyard Wind is an 800-MW project located 24 km off the coast of Martha's Vineyard. It is due to begin delivering clean, renewable energy to Massachusetts in 2023. Vineyard Wind chief executive Klaus Moeller said, "Partnering with local companies like ThayerMahan is an essential component of building out the offshore wind industry here in the US. "The more we go local, the more we can ensure that the many jobs this industry will create in our region will not only take root but flourish." *(Source: Riviera by David Foxwell)*

SAIPEM 7000 BACK IN ACTION FOLLOWING CRANE INCIDENT

Semi-submersible crane vessel, **Saipem 7000**, is returning to the Seagreen wind farm offshore Scotland to resume the installation of jacket foundations at the 114-turbine site. Saipem 7000 and support vessels are expected to arrive on site on or around Wednesday, 1 June, the project's latest Notice to Mariners shows. The three-legged suction caisson foundations will be towed to the work site on barges from Nigg, Cromarty, where they will be installed by **Saipem 7000**. A number of anchor handling tugs and barges will be involved in transporting the foundations. On completion of the installation by **Saipem 7000**, foundation grouting operations will take place from the **EDT Hercules**. **Saipem 7000** departed from Scotland to Norway for maintenance in April after installing 21

jacket foundations at the site. The vessel was scheduled to return to the project later in April, but the return was delayed after Saipem 7000 and a couple of barges had suffered what was described as a ”lifting incident” on 14 April. The vessel returned to ”a stable position and safe condition” soon after developing a list during the crane incident, Saipem said at the time, adding that the incident occurred during ”the planned five-year main cranes load test”. When completed in late 2022/early 2023, Seagreen will consist of 114 Vestas V164-10.0 MW turbines, the first of which was installed in December 2021. The remaining 20 installed jacket foundations have since been fitted with turbines. Situated around 27 kilometres off the Angus coast, the GBP 3 billion wind farm is a joint venture between SSE Renewables (49 per cent) and TotalEnergies (51 per cent). SSE Renewables is leading the development and construction of the Seagreen project, supported by TotalEnergies, and will operate Seagreen on completion for its expected 25-year lifetime. *(Source: Offshore Energy)*

DEME OFFSHORE, EIFFAGE MÉTAL COMPLETE FOUNDATION INSTALLATION AT FRANCE'S FIRST OFFSHORE WINDFARM

DEME Offshore and Eiffage Métal have completed installation of 80 foundations at the Saint-Nazaire offshore windfarm in France. The companies said industry-first technology was deployed to install the foundations in solid rock. Installation of the foundations started in Q2 2021. DEME and its partner Herrenknecht jointly designed a 350-tonne offshore foundation drill to undertake drilling work for the XL monopiles. Other unique equipment deployed at Saint-Nazaire included 'MODIGA,' specially designed equipment which encapsulated drilling and installation operations, protecting them from adverse conditions. The complete solution was deployed from the offshore installation vessel Innovation. DEME Offshore general manager Bart De Poorter said, "Deploying this equipment enabled us to complete the installation well ahead of schedule. "Installation operations continued through the winter season, despite the combination of severe weather conditions and the harsh Atlantic ocean environment." "Our teams and crew have not only gained substantial experience for

the next offshore windfarm projects at the French coast, but also to successfully carry out installation works in similar challenging conditions across the globe." The Saint-Nazaire windfarm will have a total capacity of 480 MW. It is being developed by EDF Renouvelables, Enbridge and CPP Investments. *(Source: Riviera by David Foxwell)*

DREDGING NEWS

MILESTONE FOR THE FEHMARNBELT PROJECT – DREDGING HALFWAY DONE

A great milestone has been reached in the construction of the Fehmarnbelt tunnel between Germany and Denmark. The dredging of the trench needed to realize the 18-kilometer long immersed tunnel is halfway complete, according to Boskalis. As part of the joint venture FBC (Fehmarn Belt Contractors), Boskalis is carrying out this complex project together with Van Oord. In addition to constructing two work harbors, FBC is responsible for dredging the tunnel trench and is deploying numerous vessels, floating equipment and dry earthmoving equipment for the job, including large trailing suction hopper dredgers, the world's largest backhoe dredgers and two purpose-built grab dredgers. To complete the works, around 19 million cubic meters of sand, clay and rocky material needs to be dredged. The dredged material will be reused to create new nature and recreation areas. Wrapping up the announcement, Boskalis also shared another impressive achievement: 2 million working hours without a single lost-time injury in this important infrastructure project. *(Source: Dredging Today)*

PORT MACDONNELL DREDGING PROJECT ENTERING FINAL PHASE

Dredging works are continuing at Port MacDonnell in South Australia to improve safety and access to

the harbour, boat ramp and mooring ground. The project, which commenced in late March, is removing a significant accumulation of sandy materials at the harbour entrance and mooring grounds as well as a build-up of seaweed inside the harbour channel. This will help improve productivity for local businesses and the fishing industry as well as ensuring the ongoing safe use of the harbour. Organic materials dredged from the channel are being screened, drained, and progressively transported to the adjacent western beach, or to the local transfer station. Since the project began, more than 37,000 cubic metres of sand and 1000 cubic metres of seaweed has been removed. The Department for Infrastructure and Transport is continuing to work closely with the Environment Protection Authority (EPA) as the project continues, with works expected to be completed in late July 2022 (weather permitting). *(Source: Dredging Today)*

FLORENCE BEDROCK REMOVAL IN FULL SWING

Work is well underway on the USACE Omaha District's bedrock removal project in the Florence Bend reach portion of the Missouri River near Omaha. The implementation of the excavation is due to riverbed degradation in recent years, which has lowered water elevation at certain river stages through this reach of the river. This has resulted in insufficient navigation channel dimensions at several locations within Florence Bend. The shallow depths add risk or hinder passage to the nearly five million tons of cargo moving along the Missouri River annually. The goal is to excavate a minimum of 120,000 cubic yards of material, and restore adequate channel parameters for river traffic, by contracts end. "The navigation channel has experienced some degradation over the past few decades due to all the floods that have happened, and the purpose of this project is to restore the draft for the tows to come through, with the goal being to get back to a 300-foot width and nine-foot depth authorized navigation channel," Daniel Pridal, Omaha district engineer, said. "We've got about 120,000 yards of material to remove and, so far, pretty good progress, but that's the reason we are out here inspecting the process and following up on it." The bedrock is being moved at a pace of 2000 tons a day and operations run 12 hours a day, seven days a week. This operation is being executed as a part of ongoing maintenance of the navigation channel, which begins at the mouth of the Missouri River at St Louis, Missouri and extends upstream for 734 miles to Sioux City, Iowa. The base contract of this $8.2 million project is scheduled to be complete in the following days, with

option one and two portions completed in October 2022. *(Source: Dredging Today; Photo by Samuel Weldin, USACE)*

DREDGE MASTERS GHANA AND IHC DREDGING ARE BOOSTING AFRICAN CAPACITY

It is with great pleasure that IHC Dredging and Dredge Masters Limited announce the commissioning of two Beaver® cutter suction dredgers and marine equipment. The commissioning was done by His Excellency, Nana Addo Dankwa Akufo-Addo, President of the Republic of Ghana, during a ceremony that took place on Wednesday 25 May in Ghana.

The support of His Excellency, the President of the Republic of Ghana, and his strong vision for the Republic of Ghana is greatly appreciated by all parties. The commissioning of the dredgers and equipment provides this African company with cutting edge marine technology, to be operated by local engineers and technical staff. This capacity will be a major breakthrough in the African region.

Dr. Joseph Siaw Agyepong, Chairman of the Jospong Group, reacted: "Our objective is to be the most successful African Holding company, leading in every sector we operate. With our mission 'improving the lives of people' dredging has become an important part of our group." Captain Kahn, Director of Dredge Masters Limited, commented: "Dredge Masters is operational for over 5 years now and has an ambition for substantial growth in the region by supporting local parties in the development of their dredging capacity. We aim to

become the leading provider of dredging, marine and related services in Africa through sustained, environmentally friendly and effective standards. To do so, we partner with organisations who are able to supply us with the best suitable equipment and knowledge. This has resulted in the partnership with IHC Dredging." IHC Dredging offers Dredge Masters a total solution for their dredging needs and access to the latest technology. In addition to two Beaver 50® dredgers, IHC Dredging has delivered two Delta Multi Craft work boats to perform all supporting operations. Furthermore, a critical spare parts package, training package, planned maintenance system and two discharge pipeline systems are included. Catina Geselschap, Director PMG Dredging Standard Modular vessels, commented: "IHC Dredging is proud to have partnered with Dredge Masters and we are honoured with the confidence Dredge Masters has placed in our company . Together we can make an impact in Ghana and the region. We look forward to provide support building local dredging capacity and enhancing technical knowledge. " *(PR)*

NEW HID DREDGER LAUNCHED IN NINGBO

A new HID 3-in-1 dredging vessel was launched in the City of Ningbo today. According to the Chinese manufacturer of dredgers and dredging equipment, this piece of machinery has the function of mud dredging, flocculation and solidification – the HID's patent product. A strong power system and electric hydraulic control are designed to prevent environmental pollution, making it the best environment dredging equipment for urban river dredging, said the company. HID also said that the assembling, testing and commissioning operations are already completed and the dredger is ready to start its tasks. *(Source: Dredging Today)*

YARD NEWS

OFFSHORE VESSEL OWNER MIGRATES TO FLEET LTE

Inmarsat's combination of satellite and LTE connectivity provides faster communications for vessel performance analysis. Golden Energy Offshore has deployed Inmarsat's latest satellite and network communications to support connectivity on its fleet of offshore support vessels. The Ålesund, Norway-headquartered owner has implemented Fleet Xpress, a combination of Ka-band VSAT with L-band back-up, and long-term evolution (LTE)

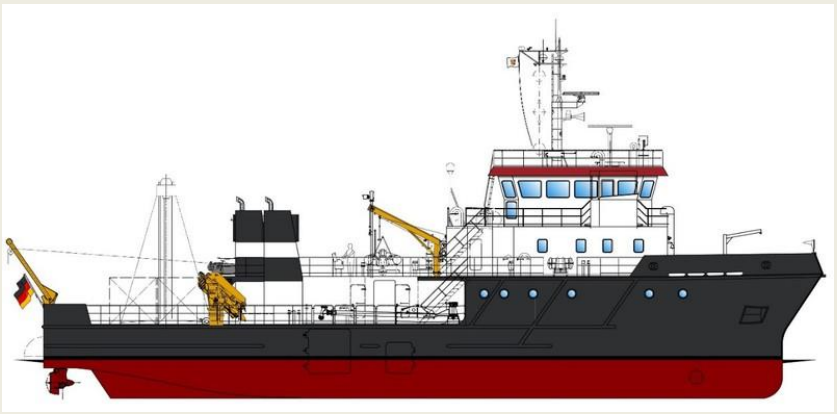
communication on its vessels. Inmarsat's Fleet LTE service meets the owner's growing data requirements for vessel performance analysis and communications for improved crew welfare services. Golden Energy operates six vessels, of which it owns four. The fleet, with an average age of three years, includes large platform supply vessels of ST 216L and PX121H designs and inspection, maintenance and repair vessels of SX 131 design. It upgraded communications on these vessels by combining VSAT and LTE in one service to enable connectivity to switch from geostationary satellites to LTE or 4G networks when in range around coastlines, offshore production platforms, drilling rigs and windfarms. Communications are becoming more important for data transmissions and vessel performance monitoring as Golden Energy seeks to minimise its environmental footprint and implement green operations. "Fleet LTE was easy to install and ticks all of our boxes," says Golden Energy Offshore chief executive Per Ivar Fagervoll. "By maximising network capacity and minimising latency while reducing connectivity costs, the solution has given us a significant competitive edge," he explains. "Crucially, it supports vessel performance analysis, allowing us to make data-driven decisions to improve efficiency and sustainability across our fleet." Golden Energy, which is certified to the ISO 50001 energy management standard, requires sufficient bandwidth to collect, analyse and transfer significant volumes of vessel and machinery performance data. It also needs the capacity to support other data-intensive activities, such as video conferencing, and to enable remote vessel inspections by class societies or equipment servicing. Crew welfare is another vital consideration, with a fast and reliable internet connection a necessity for onboard personnel, says Mr Fagervoll. Typically, offshore vessel operators deploy separate LTE and VSAT solutions and rely on crew to switch to VSAT when beyond the reach of 4G. However, owners face challenges with these communications, such as manual switching between VSAT and LTE, which can compromise signal strength and cause service interruptions, and uncertainty in connectivity costs when services are billed separately. In a highly competitive offshore market, in which vessel data consumption is doubling every 18 months, operators and customer requirements are evolving and offshore connectivity solutions must evolve with them. Golden Energy installed Fleet LTE on its vessels **Energy Duchess**, **Energy Empress**, **Energy Swan** and **Energy Scout** during scheduled port calls. Inmarsat introduced Fleet LTE in 2020 with Fleet Xpress Ka-band and FleetBroadband L-band coverage for unlimited back-up and 99.9% network availability. Fleet LTE demonstrates the same principle as the forthcoming Inmarsat Orchestra, which will also include a mesh network of 5G from coastal areas and low Earth orbit satellites. *(Source: Riviera by Martyn Wingrove)*

NORCO ELECTED KEY SUPPLIER BY MST GROUP FOR £36 MILLION UK MOD CONTRACT

After the successful delivery of two 19m vessels due to replace HMS PURSUER and HMS DASHER in

Gibraltar, NORCO has successfully bid to produce 18 vessels over the course of 4 years. The first 15m Ministry of Defence Police Patrol Vessel left NORCO's facilities in Poole Q1 2022. NORCO have designed and manufactured the tools for the project, utilising years of experience in the marine leisure and defence market producing quality large composite components. Similarly, the hull, wheelhouse and internal structure are to be sourced from NORCO complete ready for fit out and testing with MST Group. "MST's recent delivery and commissioning of HMS Cutlass into the Royal Navy's Gibraltar Squadron was the culmination of a huge team effort, in which NORCO composites was a key member, with them delivering high quality composite structures and components for HMS Cutlass and her sister craft HMS Dagger. MST chose to partner with NORCO in the very early stages of the project, recognising that both their technical capabilities and manufacturing facilities would be instrumental for successful project delivery. Such was the success of the two Royal Navy 19m builds, MST have now contracted with NORCO to build the hull and superstructure for the eighteen HPB-1500 boat contract MOD Police Patrol Craft" *Andy Phillips, Group Technical Director at MST Group* "Having been involved from an early stage we were able to work closely with the MST project team and Naval Architects to optimise tool design, build in design for manufacture, thus ensuring weight targets were repeatably achieved at an early stage. Norco are continuing to develop and advance large direct injected infused structures to minimise part weight, resin waste and ensure the highest quality" *Project Engineer Ned Popham* *(Source: Workboat365)*

HAVARIEKOMMANDO AND NLWKN WRITE OUT NEW SHIP CONSTRUCTION



New multi-purpose ship takes on tasks in Lower Saxony's coastal waters. Planning and building a new multi-purpose ship – that is the task of the partner community of the five coastal states. According to the federal-state agreement on combating of marine pollution, she has given this order to the NLWKN and the Havariekommando. The new multi-purpose ship is intended for combating pollution accidents and for Research and water monitoring tasks in the Lower Saxony coastal sea can be used. The emergency command and the Lower Saxony State Office for Water Management, Coastal and Nature Conservation (NLWKN) are now looking for a service provider who can build and takes over the ready-to-operate delivery of the ship. An EU-wide, open award procedure has now started for this

purpose. The draft and implementation planning as well as the development of the basic design has that Consulting company and design office Technolog Services from Hamburg taken over. The ship was designed with strict environmental goals in mind. The environmental impact of the moving ship should be significantly reduced. A diesel-electric hybrid drive is intended for fewer pollutant emissions and more economical operation of the ship. The drive is characterized by a high degree of efficiency. Also, it can run fully electric for some time. The ship is said to be eco-labelled Received "Blue Angel" for its environmentally friendly ship design. The classification society DNV checked the basic design in advance and fundamentally approved. Department 3 of the Central Command for Maritime Emergencies (Coast Pollution Control) is responsible for project planning for the new ship up to and including the EU-wide publication of the construction work for the new ship. Later operator and owner of the ship will be the NLWKN according to the current status. The construction and turnkey delivery of the multi-purpose ship has now been put out to tender as part of an EU-wide, open tendering process. The tender documents are available online in the tendering portal of the state of Lower Saxony: *(Source: Haveriekommando)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

   - *Delivery and naming ceremony first emission-free pusher tug ELEKTRA*
   - *Sustainability increasingly important for tugboat builders and operators*
   - *Tokyo Kisen Co Holds Naming Ceremony for Electric Tug Taiga*
   - *Nordic Engineering completes concept design of multifunctional tug NE034*
   - *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*

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

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

   (pls contact jvds@towingline.com)

   - *Offshore Support Tug with Fifi and AHT equipment*

3. *Several updates on the Newsletter – Fleetlist page posted last week*
   - *Marine & Towage Services LTD. - Brixham by Jasiu van Haarlem (New)*

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

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