Tugs Towing & Offshore Newsletter

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

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MIDWEEK–EDITION

TUGS & TOWING NEWS

TRADER 2700 STEEL TUG KARYA PACIFIC 2232 DELIVERED TO INDONESIA

Robert Allan Ltd. is pleased to announce that the twin screw tug **Karya Pacific 2232** was completed by PT. Karya Teknik Utama (KTU) in June and has wrapped up successful trials off Batam, Indonesia, just south of Singapore. The **Karya Pacific 2232** is a TRAder 2700 steel tug designed especially for PT. Karya Teknik Utama by Robert Allan Ltd. The drive is conventional shaft propulsion, with or without nozzles. The **Karya Pacific 2232** is fitted with open screws. The tug is designed for towing barges in the Indonesian archipelago where depth of water is sometimes limited. As the name implies, the first tug of this series will operate in the fleet of PT. Karya Pacific Shipping, a sister company of the shipyard. Three more are under construction, one more with open screws and two with nozzles. *Key particulars of the **Karya Pacific 2232** are:* Length, overall: 27.1 m; Beam, ex fenders: 8.8 m; Depth amidships: 4.0 m; Draft (navigational): 3.0 m; Gross Tonnage: 245. *The **Karya Pacific 2232** was designed to ABS rules with the following notation:* American Bureau of Shipping, ✠ A1 Towing Vessel, Ⓔ, ✠ AMS, Unrestricted Navigation. However, it was built under Biro Klasifikasi Indonesia (BKI) survey. *Tank capacities of the **Karya Pacific 2232** are:* Fuel oil: 78 m3; Potable water: 51 m3; Sewage tank: 11 m3. Accommodations are outfitted for a crew of 12. An alternate MLC compliant arrangement is also available for a crew of 10. Main propulsion consists of a pair of Yanmar 6EY17w 6-cylinder in line diesel engines, each rated 837 kW at 1450 rpm, and each driving a Yanmar YXH-500L 4.96:1 reverse reduction gear. Shafts are 165 mm stainless steel turning 2000 mm 4-bladed open propellers. Although engines and gears are hard mounted the tug is surprisingly smooth and quiet. The electrical plant consists of two (2) Yanmar generators. *On trials, the **Karya Pacific 2232** exceeded performance expectations with the following results:* Bollard pull: 23.3 tonnes; Free running speed, ahead: 12.3 knots. The spacious wheelhouse is ASD tug style with split consoles and excellent all-around visibility. *(PR)*

LAUNCHING FOR ANOTHER 5,120KW ASD TUGBOAT

On 19th June, 2022, 2nd unit of 5,120kw ASD tugboat built by Jiangsu Zhenjiang Shipyard for Beibuwan Port and named "**XIN BEI BU WAN GANG 21**" has been launched. *(Source: Jiangsu Zhenjiang Shipyard)*

ONE TUG PURCHASED, WORKBOAT ON THE WAY

UK-based tugboat owner Carmet is expanding its fleet with a tug purchase and a workboat newbuilding order. The third-generation, family run group welcomed **CT Upton** at its Eastham facilities near Liverpool as the first azimuth stern drive (ASD) tug in its fleet. Carmet purchased the vessel, formerly named Trueman, from UK-based family run owner SMS Towage. It was then mobilised from Newport to Merseyside to support ship handling and towage. Carmet said **CT Upton** has 35 tonnes of bollard pull, making it the most powerful vessel in its fleet. “This workboat-coded harbour tug will be a great addition to support our ongoing port services in the Mersey area,” said Carmet. After its

arrival, CT Upton completed two jobs on 13 and 14 June, assisting **CT Oxton** to tow Haven Searsier 1 and barge Lastdrager 35. *Carmet intends to repaint CT Upton into its own brand colours.* Carmet is expecting another workboat in its fleet in Merseyside July 2022, with delivery of an EasyWorker-series vessel from Groeneveldft Marine, in the Netherlands. The Dutch shipyard is adapting the 20-m vessel to meet Carmet's requirements and will install a 40-tonne anchor-handling winch, a Fassi F800 crane and additional tugger winch. This workboat will be powered by two Volvo Penta engines, generating a total of 895 kW and complying with IMO Tier III emissions standards. Carmet provides ship handling, personnel transfers, workboats, shipwright services and supports navigation aids in Merseyside ports and inland ship waterways. It operates four harbour tugs, and is contracted to carry out all towage services required on the Manchester Ship Canal, for Peel Ports. Carmet also provides harbour towage in Liverpool, Birkenhead and the River Mersey. It operates five shallow-draught, multipurpose workboats, used for anchor handling, towage, construction support, buoy handling, dredging or diving support and stores deliveries. *(Source: Riviera by Martyn Wingrove)*

MASTER BOAT BUILDERS ANNOUNCES CONSTRUCTION OF SECOND TUG FOR PNE MARINE HOLDINGS, LLC

Today, Thursday 16 June 2022, announced the construction of a new 4,000-hp tug for PNE Marine Holdings, LLC. The new tug is the sister ship to **Polaris**, which was delivered to Polaris New Energy, LLC earlier this year. *A large ship in the water* Description automatically generated with low confidence. "Master Boat Builders is humbled by the vote of confidence from Polaris New Energy to request construction of a sister ship to Polaris, which was delivered earlier this year," said Garrett Rice, President of Master Boat Builders. "We are incredibly excited to continue this relationship with such a well-respected company in the industry." The sister ship to **Polaris** will be coupled with a barge

currently under construction at Fincantieri Bay Shipbuilding Company and will form a Jones Act-compliant articulated tug barge (ATB) to help fuel the cruise ship industry's new LNG-powered ships in Port Canaveral in Florida. The tug is expected to be delivered to PNE Marine Holdings, LLC in 2023. *(PR)*

WILSON SONS COMMISSIONS NEW TUG WITH TECHNOLOGY TO REDUCE EMISSIONS

The Wilson Sons company began operating the first in a series of six new company tugboats. With Damen RSD 2513 design , the ship has a hull design that reduces greenhouse gas emissions by up to 14%, thanks to more efficient hydrodynamics. In detail, its twin fins would improve navigation and increase its towing capacity during maneuvers, which would guarantee a reduction in fuel consumption and, consequently, in emissions. In addition, the new ships are the first in Brazil to follow the IMO TIER III standard, which promotes the reduction of nitrogen oxide emissions by more than 75%, helping to improve air quality in the ports where they operate. The new tug, named **WS Centaurus** , has 91 tons of static traction (TBP), making it the most powerful tug operating in Brazil. It also has Escort Tug class notation , is approved for fire fighting (Fi-Fi 1) and has a length of 25 meters and a beam of 13 meters. In this context, the executive director of the Wilson Sons Tugboats division stressed that "the delivery of the new tugboats demonstrates the relevance of innovation and sustainability for Wilson Sons. In these more than 180 years of the company's history, we have always sought to be at the forefront of the market, which is why our ships are bringing unprecedented energy efficiency standards to Brazil." *next deliveries* Built at the Wilson Sons shipyard, in Guarujá (SP), based on a Damen Shipyards project , WS Centaurus will operate in São Luís do Maranhão , integrating the fleet of 11 tugboats that the company maintains in the locality to support docking operations. and undocking of iron ore ships, at the Ponta da Madeira Maritime Terminal , as well as at the Port of Itaqui. "The location where the vessel will operate was decided based on the large ships that dock there, when the full potential of energy efficiency can be applied," the company reported. Another two new tugs will be delivered at the end of 2022, and the others will come into operation throughout 2023. *(Source: PortalPortuario)*

ZELENODOLSK SHIPYARD HOSTS LAUNCHING CEREMONY FOR NE012 SERIES FIRST TUG FOR RUSSIAN NATIONAL GUARD

The shipyard is building two harbor tugs. Tatarstan, Russia based Zelenodolsk Shipyard named after Maxim Gorky (part of Ak Bars Shipbuilding Corporation, AK BARS Holding), held June 18, 2022, an official launching ceremony for the first vessel in a series of harbor tugs of Project NE012 for the

Federal Service of the National Guard Troops of the Russian Federation, the shipbuilding company's press office said. The NE012 series tug was designed by naval architecture and marine engineering firm Rybinsk Design Bureau LLC for towage of self-propelled and non-self-propelled watercraft, for transportation on its deck some cargo including a pair of TEU containers. The tug is also equipped to support fire fighting operations. Key particulars: displacement - 400 tonnes, LOA - 26.8 m, beam - 9.5 m, draft - 2.4 m, full speed - 11 knots, cruising range - 650 miles, endurance - 5 days, crew - 8. The vessel was built to the RS Ice2 class. The main engines total power is 1268 kW. RS AUT3 class automation system enables semi-autonomous operation of the tug without constant presence of service personnel in the engine room. The launching ceremony was attended by Zelenodolsk Shipyard General Director Alexander Fillipov, director of Rybinsk Design Bureau Andrey Khangazheyev, officials of local administration and representatives of the Russian Guard. M.Gorky Zelenodolsk Shipyard is currently building two tugs of Project NE012, serial numbers 445, 446. Zelenodolsk Plant named after M. Gorky based in Tatarstan, Russia specializes in the construction of warships and passenger high-speed vessels. The enterprise is managed by AK BARS HOLDING. The shipyard has built more than 1,500 different ships, including 600 warships. *(Source: PortNews)*

ACCIDENTS – SALVAGE NEWS

UKRAINE REPORTS SINKING RUSSIAN SUPPLY SHIP WITH ANTI-SHIP MISSILES

The Russian military tug **Vasily Bekh** was reportedly attacked and either severally damaged or sunk according to reports from the Ukrainian military released on social media. Unverified video appears to show the vessel struck by two missiles and erupting into a fireball. Ukrainian officials are reporting that the vessel was struck by two land-based missiles believed to be Harpoon anti-ship systems which

were recently supplied by several countries including the United States and Denmark. Alternately, it could be a UK missile system that was believed to have also recently arrived in Ukraine. It would be the first use of the Western-supplied anti-ship systems by Ukraine. Analysts viewing the unconfirmed video released on social media by the Ukrainians noted that the trajectory of the missiles seems to confirm the use of these more sophisticated systems. They point out that the missiles appear to be coming in at a slower speed and perpendicular to the water. In the past, Ukraine has used mostly laser-guided anti-tank missiles in conjunction with drones to stage the attacks on Russian vessels. The statement from Ukraine with the video said the **Vasily Bekh** was transporting ammunition, weapons, and personnel to reinforce the Russian forces on Snake Island. Independent sources are also reporting that recent images of the vessel showed it carrying a Tor-M2MK short-range air defense vehicle, with some sources suggesting it was being used as a make-shift defense for the vessel while others believe it was being transported to shore. Ukraine did not announce the timing of the attack but reports are saying it happened in the overnight hours while the vessel was approximately 19 miles east of Snake Island. Initial claims from Ukraine said 70 percent of the crew was "disabled" but they later revised it saying the vessel had sunk. Media reports are citing unnamed Russian officials saying that 10 of the 33 crew onboard were missing and most of the crew were injured. If the sinking of the **Vasily Bekh** is confirmed, analysts are saying it would be the fourteenth Russian vessel damaged or sunk since the beginning of the invasion. Most of the vessels have been smaller landing crafts and patrol boats as well as the widely reported sinking of the flagship of the Black Sea Fleet the Moskva in late March. *(Source: Marex)* *History:* **Visily Bekh** ex **SB 739** was built at the yard Astrachan Shipyard "Ship and Repair Yard Zvezdochka" in Astrakhan. Vessel was launched on 2-8-2016 and delivered to the Russian Navy on 16-1-2017 as **SB 739**. On March 7, 2017, the flag of the ACC of the Navy was raised on the ship. Became part of the KChF .'s 145th Rescue Vessel Detachment. In April 2021 name was changed into **VASILY BEKH**

FIRE ON PASSENGER SHIP IN BIESBOSCH, NETHERLANDS, 225 PEOPLE EVACUATED

A fire has broken out on a passenger ship in De Biesbosch National Park. According to the fire service, all 225 passengers have been evacuated. No one was injured. It's about elderly people. Many of them have walking difficulties and have a wheelchair or walker. The passengers were evacuated by the fire brigade, with support from the crew. The KNRM and Rijkswaterstaat also helped to bring them ashore safely. One passenger was more impressed than the other: The ship is moored at a working harbor in the nature reserve. That is why another tour boat is on its way to take the passengers to their home port in Drimmelen. There was no panic, according to the fire department. The fire started at a generator in the engine room of the tour boat. The fire brigade extinguished the fire with a fire boat. *'Ship could still sail'* The ship belongs to the company Zilvermeeuw. The shipping company has several tour boats and organizes day trips in the region. The director of the company tells Omroep Brabant that it was a small fire. "There were no flames and only a little smoke," he says. According to him, the ship could still sail, but it has been docked just to be sure. "It all ended well. We were lucky with the location where it happened. We were immediately able to go to the work port here," continues the director. *(Source: NOS translate by Google)*

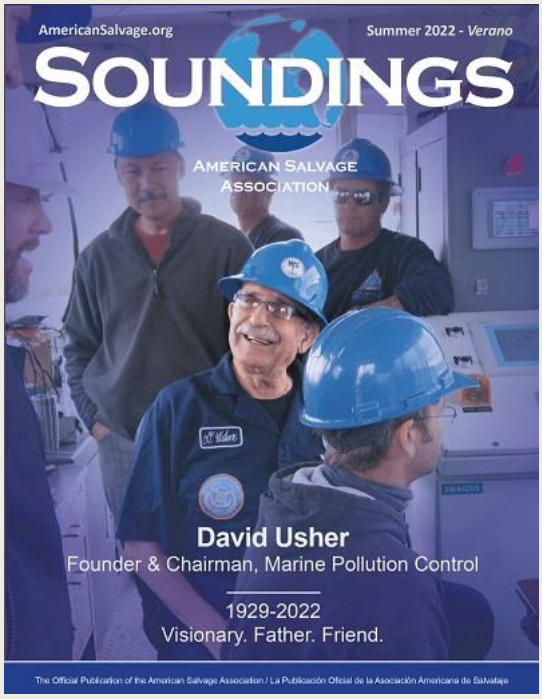
CAR CARRIER HEAVILY LISTED, INTENTIONALLY GROUNDED, TUAPSE RUSSIA

Car carrier **LIDER BULUT** developed heavy starboard list and requested assistance in front of Tuapse

Port, Russia, Black sea, in the evening Jun 18. understood she anchored on arrival from Samsun

Turkey earlier this day, but later developed list – reportedly because of faulty ballasting – heaved anchor and was moved inshore. As of 0345 UTC Jun 19, ship's AIS was on, no tugs or aux boats seen nearby, probably awaiting daytime. She looks like she was intentionally grounded in shallows along coastline, to avoid capsizing. *(Source: Maritime Bulletin)*

SOUNDINGS SUMMER EDITION 2022



Welcome to the summer issue of SOUNDINGS. First and foremost, I would like to welcome two new ASA general members, the Couvillion Group and McKinney Salvage, as well as three new corporate associate members, including Dead Calm Seas Marine Services, Power Engineering Construction Co., and Seabulk Towing. I look forward to working with each of them in the future as the ASA forges forward in its mission. The association will be hosting its quarterly virtual membership meeting on June 28th and I hope to see everyone there. We also continue to work diligently with our partners to remove Section 501 "Restriction on Changing Salvors" from the Don Young Coast Guard Authorization Act of 2022. To this end, we ask that you send our template letter to your State Senators. As always, your continued support of our efforts in this regard is greatly appreciated. Please reach out to ASA leadership should you have any questions. In this issue we will provide a recap of a recent roundtable discussion held during the ASA's virtual spring meeting on The Chinese Entrance into the Wreck Removal Market moderated by ASA Secretary/ Treasurer, Joe Farrell, III. You will also find a comprehensive overview of recent reports released by the Clear Seas Centre of Responsible Shipping and OCIMF. We take this time to also honor Dave Usher, Founder and Chairman of one of the ASA's original members, Marine Pollution Control. Dave was a pioneer in oil spill cleanup and emergency response. A visionary and renown industry leader, Dave was a regular presence in our field having held prominent positions within many trade associations. He was not only a family man but a musician, businessman, and submarine pilot. Although I didn't know Dave well, I was fortunate enough to have had the pleasure of meeting him on several occasions and always enjoyed our conversations. I am sure there are many "Dave Usher" stories amongst the ASA membership as his impact and reach goes far beyond comprehension. Even I have a few. I recall being at CMA the year Jack Gallagher published his book "Oil Spill Jack" and a book signing event was held for attendees.

One evening, I was sitting at the hotel restaurant with some colleagues and noticed Dave and Jack sitting at the table next to ours. I recall wondering what they may be talking about. Perhaps they were just catching up on old times, telling some war stories about jobs they were involved with, or maybe just discussing the weather, family, or friends. It struck me in that moment that although they were the only two people sitting at that small table, together they amassed more than 100 years of oil spill response expertise. Like Dave and Jack, there are many icons in our business. I am truly honored to be part of an industry that requires its members to routinely think of new and innovative ideas. Although it is far too easy to get caught up in our everyday issues, it is important to remember that we rely on today's visionaries and pioneers to teach the next generation how to overcome the problems of tomorrow. Dave was one of those creative problem solvers. He understood better than anyone that to succeed in the salvage industry, one must be dedicated and love to be challenged. By far, one of the most significant rewards of our chosen career is the opportunity to meet and work with individuals from all walks of life and from every corner of the globe. Click here to view Soundings *(Source: BY Mike Jarvis - ASA President - American Salvage Association)*

PIRATES STRIKE PEMEX OIL PLATFORM

A group of ten armed men has reportedly carried out another heist in the Gulf of Mexico, taking equipment, tools, materials and other items from a Campeche Bay oil platform owned by the Mexican state oil firm Pemex. While Pemex has yet to react publicly to reports of an assault, the local press said the incident was confirmed by anonymous Pemex sources to had occurred last Tuesday. The armed group arrived in three vessels, forcing the hostages, including employees of Pemex and its contractor Evya, to load them with various goods they stole from the site. The navy's maritime traffic control center was notified of the crime at 22,20 hrs local time, some 20 minutes after the heist had ended. There were no reports of injuries. There has been a rise in incidents of piracy and armed robbery in the Gulf of Mexico in the past few years. Armed criminal groups have been reported to target and loot commercial vessels, oil platforms, and offshore supply vessels in the Bay of Campeche area in the southern Gulf of Mexico.

The most notable recent attack took place just under a month after an armed group of at least five people illegally boarded the offshore support vessel Crest Tarasco working for Pemex, and stole goods worth around $75,000. *(Source: Splash24/7)*

FISHING VESSEL BURNS TO THE WATERLINE OFF OREGON COAST

On Saturday morning, U.S. Coast Guard crews helped rescue the captain and owner of a commercial fishing vessel that caught fire off the coast of Manzanita Beach, Oregon. The initial distress call to the USCG came in at 0630 hours. The sole person on board was rescued from the water by another nearby fishing vessel, and a response crew out of Tillamook arrived on scene to set up a 1000-yard safety zone around the boat. The survivor was safely transferred to the USCG response boat and brought to shore. No injuries were reported, but the vessel burnt to the waterline at a position about two miles off Nehalem Bay State Park. “The captain was very, very lucky that there was another boat on scene to assist him, otherwise he would’ve been in a lot of trouble,” BM1 Aaron Harris of the Coast Guard Tillamook station told KGW. “More than likely if that other boat hadn’t been there he would’ve been forced to enter the water and wait for us.” Harris said that the blaze likely started as a stack fire and spread to the vessel's fiberglass composite hull. *(Source: Marex)*

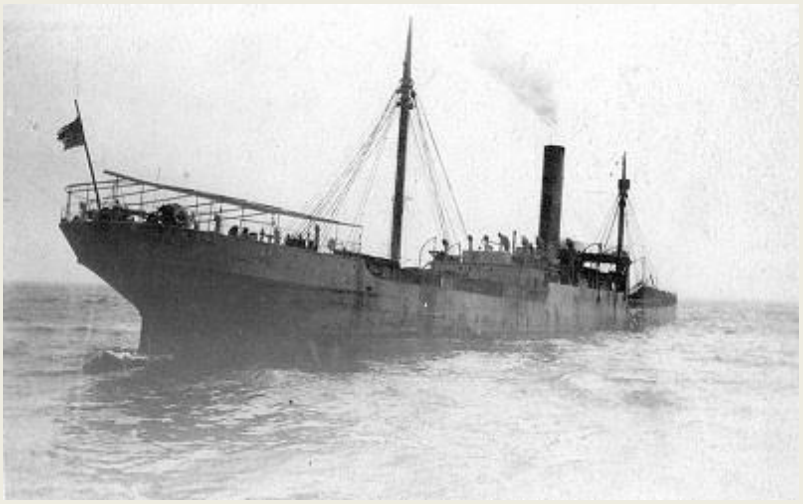
A FAMOUS HONG KONG FLOATING RESTAURANT SANK

The famous barge-restaurant **Jumbo**, where during nearly 50 years of operation in Hong Kong they have eaten, among others, British Queen and Tom Cruise, sank in the South China Sea, the BBC reported on Tuesday. Jumbo Restaurant, serving Cantonese delicacies, was one of Hong Kong's recognized tourist attractions. She has also appeared in several films, including one about the adventures of James Bond. However, it has struggled with financial problems for years and did not survive the COVID-19 pandemic. The restaurant closed in March 2020. Last week, the restaurant was towed from a Hong Kong marina, and on Sunday, due to bad weather conditions, it overturned and sank near the Paracel Islands in the South China Sea, its owner, Aberdeen Restaurant Enterprises said. According to the company, no crew member was hurt. Where the restaurant was towed was not disclosed. *(Source: PotalMorski)*

REMEMBER TODAY

S.S. USS CALIFORNIAN – 22ND JUNE 1918

USS Californian was a United States Navy cargo ship in commission in 1918. SS Californian was launched on 12 May 1900 at San Francisco, California, by Union Iron Works and delivered later that year to the American-Hawaiian Steamship Company of New York City. After the United States entered World War I, the United States Shipping Board acquired Californian for war service and transferred her to the U.S. Navy on 13 May 1918. The Navy commissioned her as USS Californian on 14 May 1918. Californian immediately loaded a cargo of coal, fuel oil, and general supplies for the American Expeditionary Force in France and departed on 31 May 1918 to join a convoy off New York City. On



22 June 1918, while proceeding through the Bay of Biscay, Californian struck a naval mine. Although a gallant attempt was made to tow her to port, she sank later that day. Her crew abandoned ship in good order and was picked up by the patrol vessel USS Corsair (SP-159) without suffering any casualties. Unlike most commercial ships commissioned into U.S. Navy service during World War I, Californian never received a naval registry identification number. *(Source: Wikipedia)*

OFFSHORE NEWS

SIEM OFFSHORE SCRAPS PLAN TO RELOCATE TO NORWAY

Cayman Islands-incorporated offshore support vessel player, Siem Offshore Inc (SIOFF), has dropped

plans for re-domiciliation of the company whereby a new Norwegian holding company would have been established for the SIOFF group. The initial scheme, floated in March this year, was for Siem Renewables, which is currently an empty company indirectly owned by Siem Industries, to launch a share-for-share offer for all the outstanding shares in SIOFF. As part of the process, Siem Renewables would have been converted into a public limited liability company with a new name – Siem Sustainable Energy (SSE). However, Siem Offshore unveiled in Oslo Exchange filing that based on recent market developments and talks with its creditors, "the company has decided that it will not pursue the re-domiciliation plan at this time." Back in March, Siem Offshore said the new group structure would pursue new operations aimed at the energy sector, including renewable energy. The intention was that SIOFF's existing business, with a fleet mainly deployed in the oil and gas sector, would be continued in SIOFF while a new renewables unit would work as a separate subsidiary owned by SSE. *(Source: Splash24/7)*

JAMES FISHER COMPLETES IRM SCOPE FOR NEO ENERGY, LANDS MORE WORK

James Fisher Subtech (JF Subtech) has completed a subsea inspection, repair and maintenance (IRM) scope for NEO Energy's floating production storage and offloading (FPSO) vessel **Global Producer III** (GPIII) in the Balloch field in the Central North Sea. JF Subtech said its responsibility was to ensure the FPSO's thruster system's continued operational capability and high performance to preserve the critical requirements of safety and stability around the GPIII's turret mooring system during ongoing production activities in the harsh offshore environment. The scope of work included the removal of an existing thruster by lowering it through the GPIII hull, followed by subsea transfer and recovery to the deck of the diving support vessel (DSV), with the reverse process being implemented to install the replacement unit. The program also included inspecting and replacing the starboard forward linear loop anode and reference electrode, part of the vessel's impressed current cathodic protection system. JF Subtech chartered the offshore construction vessel **Olympic Challenger** and mobilized a team of 35 offshore personnel to execute the scope of work. "We're delighted to have delivered such a successful first project with NEO Energy," said Giovanni Corbetta, managing director at JF Subtech. "Even when executing the work in a short preparation window, we were able to adapt quickly to

secure the necessary equipment and bring in our trusted diving team who ensured that we were able to complete the project to a high standard and remain incident-free." JF Subtech has recently signed an additional air diving contract with NEO Energy to carry out further work on the GPIII vessel. The activities are expected to commence later this year. NEO Energy has been expanding its footprint in the North Sea since it acquired TotalEnergies' UK North Sea assets in August 2020. Most recently, the HitecVision-backed UK firm acquired ExxonMobil's non-operated oil and gas assets in the Central and Northern North Sea, which is said to have positioned it among the top five producers in the North Sea. *(Source: Offshore Energy)*

SAPURA ENERGY CLINCHES NEW CONTRACTS WORTH MORE THAN $600M

Malaysian offshore services provider Sapura Energy has landed several new contracts worth a total of RM2.7bn ($612m) in its drilling and engineering and construction (E&C) business units for projects in the Asia Pacific and Atlantic, of which around $40m is contributed by a joint venture company. Sapura Drilling won three new long-term contracts from Thailand's PTTEP for its offshore tender-assist drilling rigs, **Sapura T-10**, **Sapura T-11**, and **Sapura T-12**. The new contracts will commence in the third quarter of 2022. In addition, the drilling business also secured an award for a new drilling campaign offshore Malaysia. "The segment is expected to increase its asset utilisation rate, from the current eight rigs in operations, to eleven rigs by the end of fiscal year 2023," Sapura Energy said in a Bursa Malaysia filing. Meanwhile, Sapura Energy Do Brasil and consortium partner, Sapura Navegacao Maritima, have been awarded an engineering, procurement, construction and installation (EPCI) subsea umbilicals, risers and flowlines (SURF) contract for Enauta's Atlanta full field development in the Santos Basin offshore Brazil. The contract includes the supply of a pipelay support vessel, installation of new subsea manifolds, subsea pumps, flexibles, jumpers and umbilicals for three new wells, disconnecting the existing early production system, and re-routing existing flexibles and umbilicals to the **FPSO Atlanta**. The contract has commenced in the first quarter of 2022 and will last for 33 months, with first oil expected in 2024. Furthermore, Sapura

Offshore has been awarded a transportation and installation contract by Hess in Malaysia. The contract includes a 51 km pipeline, three wellhead platforms, two flexible pipelines, and subsea facilities in the North Malay Basin development. “These wins are a testament to Sapura Energy’s Reset Plan; which includes a shift in our bid strategy to focus on areas where the group is highly competitive. The awards also signal confidence from the group’s new and existing clients that Sapura Energy can execute and create value for their businesses safely and profitably,” the company said in a statement. *(Source: Splash24/7)*

MCDERMOTT'S CONVERTED VESSEL AMAZON CHRISTENED

McDermott held a christening ceremony for its newly converted vessel **Amazon** in the port of Rotterdam, the Netherlands. Following the conversion, the vessel's upgraded specifications enable highly automated operations, the production of hex joints from single or double joints using an onboard multi-joint facility and a pipe hold capacity of 10,000 metric tons. Its increased level of automation also enables a significant reduction in the crew numbers required to safely perform pipelay operations, McDermott said. "Customers around the world are looking to this game changing vessel to deliver their ultra-deepwater projects," said Mahesh Swaminathan, Senior Vice President, Subsea and Floating Facilities. "The world-class pipeline system, installation versatility and advanced technology behind the upgrade significantly elevates its ability to efficiently deliver safe, quality-driven results." According to McDermott , the 2014-built vessel is designed to be self-sufficient, allowing easy transition from project to project and providing pull through opportunities for the rest of the McDermott subsea fleet. *(Source: MarineLink)*

VENTURE SEA - FINAL CHAPTER

The end has apparently come for the notable tug / supplier **Venture Sea** a former stalwart of Secunda Marine. Under the name **Jarvis** it was reported beached at Alang India on June 17, and scrapping began almost at once. The **Venture Sea** dated from 1998 when it was built by Halter Marine of Pascagoula, MS at their Escatawpa shipyard. The story I have heard was that Secunda needed a high specification vessel in a hurry and Halter was the

only yard that could deliver on a tight schedule. In fact the boat's upper superstructure was built separately and joined after the hull was floated downstream and cleared a low bridge on the Pascagoula River. (I believe it was the I-10 bridge with about a 40 foot clearance.) The 2235 gt vessel was rated at 12,292 hp from four GM EMD main engines and 132.5 tons bollard pull. I won't go into all the ins and outs of ownership as Secunda migrated to McDermott and back, and then to Siem, but during those years the vessel worked out of Halifax for at least some of the time. Its last real assignment was an emergency tow for the bulk carrier **Golden Opal** with a cargo of iron ore from Baffinland Mine for Immingham. It experienced steering gear failure (perhaps due to ice damage) in the Davis Strait and **Venture Sea** was dispatched from Halifax September 27, 2020 to take the ship in tow for Nuuk, Greenland where it made repairs. In late 2020 the ship was reported sold and renamed **Jarvis** under the Vanuatu flag. Its Canadian registration was closed December 22, 2020 but it arrived in Halifax January 8, 2021 from layup in Shelburne still carrying its original name. Curiously the ship always had the initials "M.V." before that name, even though that was not part of the official name. It is the only ship I know of that did this. The new name was painted on in Halifax at Pier 27, shortly before sailing January 10, 2021. Since the sale to owners called Virgo Ships, the **Jarvis** * was reported in the Mediterranean, Western Europe, South Africa, South America (east coast), West Africa and South Asia. Other owners, such as Star Martrix of Hong Kong were later reported, but management remained with Hermes Marine Services of Mumbai. It is believed the **Jarvis** was towing ships and oil rigs to the scrap yards. In April it was reported taking stores in Cape Town, departing for Alang. With a possible change of ownership in May, likely to Indian cash buyers, it arrived in Alang about the first of June. I would like to think that the breakers are among the few responsible ones in the area, but that seems unlikely. * The Hermes Marine people like to name their ships after characters in Marvel Comics superheroes comic books. **Jarvis** is the name of the factotum in the family home of Tony Stark, a.k.a. Ironman. *(Source: Mac Mackay-Tugfax)*

DNV AWARDS FIRST CLASS NOTATION AND AIP FOR DATA DRIVEN VERIFICATION OF DYNAMIC POSITIONING (DP) SYSTEMS

DNV has awarded vessel owner, TechnipFMC, its first class notation for Data Driven Verification (DDV) of Dynamic Positioning (DP) systems. In addition, Kongsberg Maritime's Dynamic Positioning Digital Survey (DPDS) has been awarded an Approval in Principle (AiP) under the DDV notation and was the software system used in the data driven verification process for the DP systems that have been tested onboard Deep Star. Dynamic Positioning systems are used by offshore vessels for accurate maneuvering, for maintaining a fixed position or for track keeping (pipe/cable laying). These systems require classification which is normally performed via onboard inspections where the surveyor witnesses tests of the DP system and collects the relevant data for assessment by the classification society. "We are proud to be the first company in the world to have been awarded the DDV Class notation for Dynamic Positioning systems," said David Jousset, Vice President OneFleet at TechnipFMC. "With this notation, the TechnipFMC vessel Deep Star can perform annual DP trials remotely with increased flexibility in planning, improved consistency, and increased transparent data sharing. This is a significant step in leveraging new capabilities in the digital space and bringing added value to our clients through greater efficiency and improved fleet utilization." TechnipFMC is looking to scale this approach to its entire fleet in the coming months. "It has been a long journey coming to this point in the DPDS rollout, and we are glad to have such a forward thinking vessel owner and class association with us on the process," said Erik Korssjøen, Product Director Digital Applications in Kongsberg Maritime. "This is definitely a big step towards transforming the industry in a real digitalized way. We are glad vessel owners are experiencing the considerable benefits of using DPDS." With the DDV class notation the testing of the DP system can now be performed on board more conveniently with the support of the crew and without the need for a surveyor to physically attend. The use of a digital system enables the crew to run test activities and automatically harvest secure and reliable data on the vessel's behavior. This data can then be verified by the surveyor using a digital playback application. "Innovative digital systems are propelling the industry forward, enabling more efficient processes and deeper insights," says Arnstein Eknes, Segment Director – Special Ships, DNV Maritime. "At DNV we are very pleased to be working in partnership with TechnipFMC and Kongsberg Maritime to show the industry how we can begin to realize these gains. The lessons we learn from developing and using these new systems are making class processes smoother, giving greater flexibility to owners, operators and most importantly crews. While at the same time, we are building data sets that are reliable and unlock value across the industry." The DDV class notation sets the requirements for the gathering, treatment, and delivery of collected data to ensure the quality of this data for use in a class assessment. This means that for the specified systems, the verified data can be used in the certification and classification of those systems in maritime and offshore vessels. The

notation enables secure and tamper-free data harvesting to be performed by the crew without surveyors being present onboard. Compared to traditional paper-based test reports, the body of evidence represents an accurate and detailed documentation of test activities, which can be revisited for as long as the data is stored. The notation covers several different verification methods, including self-verifying systems and digital twins. An Approval in Principle (AiP) is an independent assessment of a concept within an agreed framework, confirming that the design is feasible, and no significant obstacles exist to prevent the concept from being realized. *(Source: Marine Insight)*

VESSEL CONVERSION OF THE YEAR AWARD FOR WALK TO WORK VESSEL 'KOENIGSBORG'

Last night, 16th June 2022, the walk to work vessel **Koeningsborg** has been awarded the vessel conversion of the year award 2022 during the annual offshore support journal conference in London. This award recognises a conversion project that has broken new ground and/or significantly improved an OSV design, build and/or operational aspect of an in-service OSV over the last 12 months. Director for Wagenborg Offshore Edwin de Vries: "For us, this prize is confirmation of the successful intensive collaboration between Wagenborg and our yard, Royal Niestern Sander. Together we have developed the best possible walk to work concept using the best possible resources in the market." *Conversion project* November 2021 an existing PX121 platform supply ship was converted into the walk to work vessel within 20 weeks at shipyard Royal Niestern Sander in Delfzijl. In this period, approximately 80 employees worked on the innovative conversion of **Koenigsborg**, which gave an impulse to regional employment. The walk to work vessel was equipped with an additional accommodation module for

40 people. Also, a motion-compensated gangway was installed to comply with all requirements. Early 2022 **Koenigsborg** was taken into service by Wagenborg Offshore on the Southern North Sea. *Market leader* With four operational walk to work vessels on the North Sea, Wagenborg can be considered as one of the market leaders in this offshore niche. In 2018 Wagenborg delivered '**Kasteelborg'**, a similar vessel after a similar conversion project for Shell. In 2020 the '**Keizersborg'** was delivered to another oil & gas major, also after a conversion project. Together with 'ship of the year' **Kroonborg**, all walk-to-work vessels have proved to be very successful in recent years. In addition to efficiency and logistical advantages, the walk-to-work vessels also has a positive effect on the environment by reducing helicopters flights significantly. *(PR)*

HAVFRAM TO BACK MODEC ON SENEGAL'S FIRST OFFSHORE OIL DEVELOPMENT

Havfram has secured a contract by MODEC Offshore Production Systems (Singapore) for the pre-installation of the subsea mooring system for a floating production storage and offloading (FPSO) vessel destined for Senegal. MODEC will supply the facility to Woodside as part of the Sangomar Field Development Phase 1 project, Senegal's first offshore oil development. Under the contract, Havfram will project manage, engineer, store and transport and install nine suction piles and corresponding mooring lines, 100 kilometers from shore in approximately 780 meters of water depth. The project management and engineering team will be based at Havfram's Stavanger office in Norway and the Aberdeen office in the UK. "The Sangomar Field Development Phase 1 FPSO Mooring Pre-Lay project is another significant mooring project award, in what is a core business line and important region for Havfram. This award, the second complex mooring project award in Africa made to Havfram in the last 12 months, further enhances our already strong track record in mooring projects and we are proud to have been chosen by MODEC for their award of such an important project," said Odd Strømsnes, Havfram CEO. "This is the fourth project Havfram has been awarded off the North West African coast in recent years and again highlights Havfram's ability to secure hotly contested projects in the global subsea market." Havfram is currently contracted for similar critical start-up processes for the Greater Tortue Ahmeyim FPSO offshore Mauritania and the Johan Castberg and Jotun FPSO on the Norwegian Continental Shelf. The Sangomar field, discovered in 2014, is located 100 kilometers south of Dakar. Development Phase 1 will focus on developing the less complex reservoir units and testing other reservoirs. It will target about 230 million barrels of crude oil, at an initial peak rate of 100,000 Bbls /day. MODEC is responsible for supplying the FPSO and later on for its operations and maintenance. The drilling campaign on the first development well was completed in September 2021 using the drillship **Ocean BlackRhino**. The other drillship, **Ocean BlackHawk**, is expected to arrive to the project in mid-2022. First oil production from the FPSO Léopold Sédar Senghor is expected in 2023. The field is being developed by the Rufisque Offshore, Sangomar Offshore and Sangomar Deep Offshore joint venture, comprising Woodside Energy Senegal as the operator, FAR Senegal RSSD and

Société des Pétroles du Sénégal (PETROSEN). *(Source: Offshore Energy)*

NES BATTERY PACKAGE ORDERED FOR VOLSTAD'S SUBSEA VESSEL

Norwegian Electric Systems (NES), part of HAV Group, has secured a contract with compatriot shipowner Volstad Maritime to deliver the battery package and associated control system for battery charging to the subsea construction vessel M/S Volantis. As part of the contract, NES will provide the equipment to the **Volantis** in connection with a forthcoming vessel upgrade to battery power notation before the vessel enters a new contract in early 2023. The **Volantis** is a dynamically positioned multi-role subsea construction vessel, which incorporates a 150te active heave compensated subsea crane. The 107-metre vessel has operated in the US Gulf of Mexico in recent years under the charter with DeepOcean. The vessel's owner, Volstad Maritime, is said to be one of the first offshore owners to achieve the ISO 50001 accreditation for Energy Management Standard. The installation of batteries on **Volantis** will take these efforts one step forward, according to the company. For this project, NES will utilise competence across its three Norwegian facilities – Bergen (HQ), Egersund and Ålesund – to design, assemble and test the battery package and control system, which will be delivered in the first quarter of 2023. "We have experience from a number of similar battery upgrades for several PSVs. It is the same principles we will apply when we are now helping to upgrade an offshore construction vessel", said Egil Bremnes, sales manager at NES. The company did not disclose the value of the contract. *(Source: Offshore Energy)*

WINDFARM NEWS - RENEWABLES

BOURBON TO DELIVER SUBSEA SERVICES UNDER DEAL WITH INTEGRATED WIND SOLUTIONS

Bourbon has entered into a strategic partnership with IWS Fleet, a wholly-owned subsidiary of Integrated Wind Solutions (IWS), under which it will be able to provide subsea services in the French offshore wind market, among other things. The primary aim of the partnership is to allow

Bourbon to offer commissioning and maintenance services to the French offshore wind market by using IWS's Skywalker class vessels. As part of the agreement, Bourbon will be able to provide complementary ROV, subsea engineering and survey services, while IWS, through its subsidiary ProCon Wind Energy, can provide relevant above-the-water services, such as balance of plant covering substations and transition pieces. The deal will also allow Bourbon to market and operate the IWS's Skywalker class walk-to-work commissioning service operation vessels (CSOVs) in France which, as IWS said, are purposely designed to support commissioning works during the construction of wind farms, both bottom-fixed and floating, as well as support operations and maintenance during their lifetimes. The 90-meter long hybrid-powered Skywalker class CSOVs will be the first in the industry capable of zero-emission operations, according to IWS. The ship management will be performed by the French affiliate Bourbon Offshore Surf. "BOURBON is proud to join forces with IWS, a key player in the offshore wind industry. This partnership will enable our two companies to offer full, adapted, and innovative services in the French wind market," said Rodolphe Bouchet, CEO of Bourbon Marine & Logistics. "In this sense, IWS was a natural choice as our expertise is complementary. This agreement also confirms BOURBON's commitment to contribute to the growth of the renewable energy industry." IWS currently has four vessels under construction with the first two being scheduled for delivery in the second and third quarters of 2023 while the remaining two are planned for delivery in the first half of 2024. The company also holds options for ordering two additional Skywalker class vessels. *(Source: Offshore Energy)*

BOLD TERN'S NEW CRANE COMMISSIONED, READY FOR 15 MW OFFSHORE WIND TURBINES

The new 1,600-tonne Huisman leg encircling crane on board Fred. Olsen Windcarrier's vessel **Bold Tern** has been commissioned, with the vessel now capable of installing wind turbines of up to 15 MW. Load testing of the crane was done earlier this month in Singapore, where the vessel was upgraded at Keppel FELS yard. Bold Tern arrived in Singapore in September 2021 to be fitted with the new crane and to undergo additional improvements to the deck space and stability. The crane was placed aboard the vessel this April through a tandem lift by **Asian Hercules II** and **Asian Hercules III**. According to information from last year, **Bold Tern** will stay in the APAC region after the upgrade to fulfill Fred. Olsen Windcarrier's contract obligations for the 2022 season. The company initiated

crane upgrade programme for its three vessels, **Bold Tern**, **Brave Tern**, and **Blue Tern**, in 2020, with the next in line to boost its lifting capacity being **Brave Tern**, for whose new 1,600-tonne crane Fred. Olsen Windcarrier placed a firm order with the Huisman at the beginning of this year. **Brave Tern** is scheduled to get its new crane in 2024. *(Source: Offshore Wind)*

FIRST UNDERSEA CABLE TO CONNECT OFFSHORE WIND FARMS NOW BURIED AT SAFE DEPTH ON THE SEABED

The first undersea cable has been safely buried in the seabed and attached to the jacket of the 'plug socket' at sea. This electricity cable is part of the connection with which TenneT will connect the offshore wind farms Hollandse Kust (north) & (west Alpha) to the national electricity grid in the coming years. Following the successful retraction under the dunes in May, contractor Jan de Nul (JLC) began the job of laying the cable and burying it in the beach and at sea. Using the Moonfish cable-laying machine, the first kilometres were laid in the seabed at a depth of some 6-8 metres. At 3 kilometres off the coast, the UTV1200 subsea vehicle took over the job until it reached the 'power point at sea'. This transformer platform of TenneT is located 18 kilometres off the coast of Egmond. On this part of the route, the cable lies less deep, at about three metres. *235 kilometres* Because the four cables are not laid as the crow flies from the beach to the power points, the number of kilometres of cable is much greater than the distance from the coast. For example, for the first sea cable for Hollandse Kust (North) no less than 34 kilometres of cable were laid in the seabed. For this reason, the workboats were clearly visible off the coast of Castricum and Egmond last week. The power point for Hollandse Kust (west Alpha) will be even further away at more than 750 kilometres. Each socket will have two cables, bringing the total cable length to 235 kilometres. *Moonfish* After its initial deployment, the Moonfish was hoisted back on board the MPI Adventure and sailed back to the port of Amsterdam. There, the Moonfish is being prepared for the burying of the next sea cable, based on the experience gained from its first deployment. The Moonfish's deployment requires a three-day window of good

weather. Good weather' in this case means that the wave height and wind strength remain below certain limits. Burying a sea cable is an operation that cannot be stopped under normal circumstances. *Water sword* During the burying operation, the remote-controlled cable-laying machine from JLC drives along the established route for the cable in question. Water is pumped through the floating water pipe to the powerful water jets on the Moonfish's long metal sword. The water is pumped via a floating water pipe to the powerful water jets on the Moonfish's long metal blade, which are used to cut a deep trench in the seabed, where the cable is laid. The trench is then immediately washed up again. The other three sea cables will be laid in the coming months. *Work on the beach* In total, the work on the Heemskerk/Wijk aan Zee beach will take fourteen to fifteen months. The contractor NRG needed nine months from September 2021 to drill the holes and pull in the conduits under the dunes. In March this year, contractor JLC was able to start preparing for the retraction and burying of the sea cable at the same work sites. For this purpose, a fleet of work boats and other equipment was mobilised last month, which should complete the job in four to five months. The four sea cables will be in place this autumn. *One summer season* From the start in September 2021, work will be carried out on the beach continuously for one year. The planning has been done in such a way that the contractor(s) only need to be present on the beach for one summer season instead of two. This planning was made possible by the exceptional permission from Rijkswaterstaat to continue working during the storm season. *(PR)*

BOKALIFT 2 EN ROUTE TO CHANGFANG AND XIDAO OFFSHORE WIND FARM

Boskalis's new crane vessel **Bokalift 2** has set sail from Singapore to its first assignment on the Changfang and Xidao offshore wind farm project in Taiwan, where it will transport and install jacket foundations and the accompanying pin piles. The vessel was converted from a drillship (previously known as YAN) into a DP2 crane vessel at the Dubai-based Drydocks World, where work on this project started in May 2020. In Singapore, the vessel underwent a range of crane load tests, before leaving for Taiwan. According to the available AIS data, **Bokalift 2** sailed out of Singapore on 13 June. The conversion scope for the vessel included the fabrication and installation of 9,000 tonnes of steel blocks on both sides of the vessel to increase its stability, as well as the installation of a new work deck. **Bokalift 2** now has 7,500 square metres of free deck space and a 4,000-tonne revolving crane capable of lifting structures more than 100 metres high. In April, Boskalis also announced that it would convert a number of vessels within its Offshore Energy division, including the crane ships **Bokalift 1** and **Bokalift 2**, into hybrid vessels through the retrofitting of energy storage systems, or 'power packs'. According to Boskalis, over the coming years ,the vessel will be utilised for transport and installation of foundations on offshore wind projects in Asia and the US. In 2019, Boskalis announced the vessel would be deployed for the first time on the 589 MW Changfang and Xidao. As offshore construction at the project site started in early July 2021, the task was first handled by the company's crane vessel **Bokalift 1**. **Bokalift 1** was also converted from a Finesse type II heavy transport vessel to a self-propelled DP2 crane vessel in early 2018, and

has since been deployed on a number of offshore wind projects such as East Anglia ONE in the UK, Saint-Brieuc in France, and Changfang and Xidao offshore Taiwan. *(Source: Offshore Wind)*

NAMING CEREMONY FOR SERVICE OPERATION VESSEL EDDA BRINT

On Friday 17 June, offshore wind service company Edda Wind celebrated the naming ceremony of **Edda Brint**, its latest Service Operation vessel (SOV). The traditional ceremony where a bottle of champagne was sacrificed for good luck took place at Astilleros Balenciaga Shipyard in Zumaia, Spain. Edda is a name tradition that Edda Wind has continued from its founding company Østensjø Rederi, and "Brint" is Danish for Hydrogen. The Godmother of the vessel is Danielle Harris. She works as a Team Leader in the Service readiness department at Vestas Wind Systems. She has been the team leader for all the technicians who were recruited and went through the training/service readiness for the Seagreen project in Scotland, where **Edda Brint** will be deployed. She has been pivotal in the project and is still the direct contact for the technicians. "In directly managing the Seagreen technicians over the past two years, I have thoroughly enjoyed getting to know each of the team, and supporting their progression has been a pleasure. From at times feeling like their mother to now being the 'Godmother' for the vessel too, it is an honour to be so involved with the Seagreen project, and I am extremely excited to see the project move into its next phase," says Danielle Harris. Edda Brint is a purpose-built Service Operation vessel (SOV) designed with unparalleled flexibility and operability, prepared for emission-free operations with a hydrogen-based propulsion system. The vessel will serve as the mother vessel for wind turbine technicians as they perform commissioning and maintenance work on offshore wind turbines. The SOV is 82.85 m in length and can accommodate up to 60 persons in total. Edda Wind's SOVs are designed to set a new standard in the offshore wind market. Every effort has been made in the design to maximise the efficiency of operations of the wind farm. In addition, these vessels will be ready for running emission-free on a hydrogen-based propulsion system, hence the name "**Edda Brint**". Within just a

few years, they will be the first SOVs operating without carbon emissions, truly enabling a green future. "This is yet another milestone for Edda Wind. I want to thank everyone for contributing to making this day so special. Thank you to Balenciaga Shipyard for their effort in building this vessel, and the same to all others who have worked on this project. Also, a big thank you to Danielle Harris for doing us the honour of being the Godmother," says CEO of Edda Wind Kenneth Walland. **Edda Brint** is almost completed and is now being prepared for her sea trials. The vessel will be delivered from Balenciaga in August, and following installation of the gangway system, the vessel will commence the contract with MHI Vestas at the Seagreen Offshore Wind farm. The contract has a firm period of 15 years, i.e. running until 2037. Edda Wind is in a very active period, with **Edda Breeze**(C489) being delivered from Gondan two weeks ago and newbuild no. C490 was launched at the same yard in March for delivery in the first quarter of 2023. Balenciaga will launch the second SOV to Edda Wind no. C416 in July for delivery in the first quarter of 2023. *(PR)*

ROCKABILL MAINE DESIGN UNVEILS FIRST GREEN CREW TRANSFER VESSEL DESIGN FOR OFFSHORE MARKET

Rockabill Marine Design (RMD), a newly established vessel design house, and part of the CSO Marine Group, today unveiled the company's first green crew transfer vessel (CTV) design. The Rockabill 32m vessel concept features green propulsion technology to harness the power of alternative fuels. Designed to meet the growing and evolving needs of the offshore renewables sector, and the increased focus on emission reductions worldwide, the 32m vessel combines fuel efficiencies with high-speed capabilities and significant capacity and comfort for both crew and passengers. Following consultation with stakeholders from across the offshore wind industry, the demand for a CTV utilising innovative technologies to reduce CO2 emissions was clear. The RMD vessel achieves this through a series hybrid system running highspeed quad pod drives, with diesel generators located within the hull compartment. In addition, each generator has the capability to be converted to an alternative fuel source with minimal downtime. The design pays particular attention to technician and crew health, safety and comfort, delivering the workforce in the best possible work-ready condition, resulting in increased operation days offshore for O&M and construction activities. The vessel boasts seating for up to 30 passengers. Ruairi Grimes, Managing Director of Rockabill Marine Design said, "We are delighted to release to the market the initial concept for what will be an industry leading green CTV. "The concept is the result of many years' experience within the offshore energy industry, and truly understanding operators' and charterers' 'must-haves', whilst avoiding the pitfalls many other designers have encountered when trialling cutting-edge emissions reduction technology." The aluminium catamaran features above deck accommodation for six crew, providing a low cost, low carbon alternative to SOVs. Each cabin has ample storage space, with adjoining washroom equipped with private shower and toilet. Each vessel

features generous foredecks with a large area accommodating four x 10ft or two x 20ft containers, deck crane, anchor winch, fuel, and high-pressure water supplier reels. Tony Colebrook, Managing Director of CSO Marine Group, parent company of Rockabill Marine Design said, "As part of the CSO Marine Group, Rockabill Marine Design benefits from more than two decades of experience in the offshore energy industry, enabling data-driven designs incorporating 'live' charterer requirements which truly have our clients' needs in mind. "We are pleased to share that the vessel is currently being considered for construction and O&M projects within Europe and the US, and we have no doubt it will prove to be a highly effective and cost-efficient asset at any wind farm worldwide." Established in early 2022 by Naval Architect Ruairi Grimes, Rockabill Marine Design specialises in data-driven vessel design for the offshore renewables market. *(PR)*

BRIGGS MARINE LANDS NEART NA GAOITHE CTV CONTRACT

UK-based Briggs Marine has won a contract to deliver crew transfer vessel (CTV) services to the 450 MW Neart na Gaoithe (NnG) wind farm offshore Scotland. Under the contract, the company will utilise its Damen Fast Crew Supplier (FCS) 2610 vessel **Forth Engineer** to provide transfer of technicians to turbines, substations, and construction vessels as well as to offer a cargo-carrying capability to support construction and operations. "The '**Forth Engineer**' will be crewed by fully qualified and experienced, locally based personnel. We know local expertise is important to NnG and Briggs Marine can fulfil this, whilst also ensuring that the equally important areas of capability, resilience and flexibility are also maintained", said Rob Baker, Group General Manager at Briggs Marine. Jointly owned by EDF Renewables and ESB and under construction 15 kilometres off the coast of Fife, NnG will comprise 54 Siemens Gamesa 8 MW wind turbines. The project entered the offshore construction phase in August 2020. In February, the developers announced that the full commissioning of NnG was postponed until 2024 due to the effects of the Covid-19 pandemic both in Europe and in the Far East. Despite this delay, the construction of the offshore wind farm continued with the arrival of the first turbine components,

turbine blades, and a number of tower sections at the Port of Dundee in March. At the beginning of this month, Heerema Marine Contractors installed the first substation on the offshore wind farm using the world's largest crane vessel **Sleipnir**. Once fully operational, NnG will supply enough electricity for around 375,000 homes and offset over 400,000 tonnes of Co2 emissions each year. *(Source: Offshore Wind)*

DREDGING NEWS

DREDGER ESTORIL INAUGURATED IN MOZAMBIQUE

The Port of Beira has welcomed a new dredger which will mainly be used to maintain the depths alongside the berths. Dredger "**Estoril**" was inaugurated at the port by the Mozambique Minister of Transport, Honourable Janfar Abdulai on Friday 10th June 2022. This Damen built piece of equipment is owned and will be operated by Emodraga, the official dredging company of Mozambique. According to LBH Mozambique, the dredger will be able to do maintenance dredging at a single berth at a time, without the need for the berths to all be vacated for a period, as was the case before. "As a result of the muddy waters of the rivers Buzi and Pungwe flowing through Beira Port, it has been struggle to keep the mud away from the quay walls over the years. At times this resulted in review of the available drafts alongside," said LBH. LBH Mozambique, together with other port users, are very excited to see the positive affect the "Estoril" will have to maintain the berth depths at Beira Port going forward. *(Source: Dredging Today)*

EASTLAND PORT'S TWIN BERTH PROJECT STEP CLOSER TO REALITY

Eastland Port, New Zealand, informed today that after five years in the planning, the Twin Berth stage two application is just weeks away from being submitted. The application will cover the extension of wharf 8; one hectare of reclamation; dredging the channel and harbour; rebuilding the outer breakwater; etc. It will also include upgrading the last of the port's log yards with its award-winning stormwater treatment

system. Eastland Port Infrastructure Manager, Marty Bayley said, "This is a significant milestone for Eastland Port and Tairāwhiti, and one we've worked with many different experts, hapū and iwi, neighbours, businesses, our customers, and the community to future proof the port." "Together we have developed a balanced solution that considers the integrity of historical and cultural sites around the port and the local environment, while at the same time supporting the community and economy." "Now more than ever we need to upgrade our infrastructure and prepare the port to ensure we can keep ahead of the demand of projected volumes of wood products, the growing horticulture sector, cruise ships and enable containerisation," added Bayley. Once it's finished, two 185-200 metre long ships will be able to berth at once in Tūranganui-a-Kiwa, opening up the possibilities of shipping containers to and from the region via a coastal service. *(Source: Dredging Today)*

DREDGING CORPORATION OF INDIA WINS JNPA DREDGING DEAL

The Jawaharlal Nehru Port Authority (JNPA) has awarded a Rs 250 crore ($32 million) yearly maintenance dredging contract to the Dredging Corporation of India Limited (DCI). "JNPA awarded the maintenance of Mumbai and JNPA navigational channel to DCI that includes dredging of 20 million cubic meter plus or minus 20 per cent yearly with the project cost of about Rs 250 crore per year," DCI said. The Vishakhapatnam-based DCI is the premier dredging organisation in India, involved in the dredging and allied services to major Ports, minor Ports, Indian Navy, fishing harbours and other maritime organisations by deepening and maintaining the safe navigational channel for EXIM (Export-Import) activities. Also, DCI is a listed dredging company in India under the consortium of four major ports authorities – Visakhapatnam Port, Paradip Port, Jawaharlal Nehru Port and Deendayal Port – holding majority shares of 73.47 per cent. *(Source: Dredging Today)*

HOPPER DREDGER IDUN R IN ARGENTINA

Rohde Nielsen has just released this amazing photo of the hopper dredger **Idun R**, during her recent night work in Argentina. The **Idun R** is a very efficient and versatile dredger that, considering the size, pushes all boundaries of performance. The vessel is capable of dredging at impressive depths, with a powerful dredge pump installation. Also, the accuracy of positioning is ensured by having twin propellers installed, together with a bow thruster. *(Source: Dredging Today)*

EASTERN SHIPBUILDING GROUP, INC. LAUNCHES R.B. WEEKS TRAILING SUCTION HOPPER DREDGE

Today, 17th June 2022, Eastern Shipbuilding Group, Inc. (ESG) successfully launched the **R.B. WEEKS**, the second trailing suction hopper dredge the shipbuilder has constructed for Weeks Marine, Inc. The **R.B. WEEKS,** (ESG Hull 258) is named in honor of Richard B. Weeks, a co-founder of Weeks Marine and married to Magdalen Weeks, the namesake of the sister vessel **MAGDALEN** (ESG 256), built by Eastern. This new 356-foot trailing suction hopper dredge is being constructed at ESG's Allanton Shipyard and has a hopper capacity of 8,550 cubic yards. The vessel outfitting and trials will be conducted at Eastern's Port St. Joe Facility for an on-time delivery in 2023. "Eastern Shipbuilding Group has enjoyed a strong partnership with Weeks Marine, Inc's. team over multiple projects, and we are proud to build another dredge vessel that will enhance our waterways and restore our coastlines," said Joey D'Isernia, President of Eastern Shipbuilding Group, Inc. In nearly all respects, the **R.B. WEEKS** is identical to the M/V **MAGDALEN** delivered by ESG in 2017. The vessel includes an electrical power, propulsion, and dredge machinery package by Royal IHC, GE Tier IV engines, along with several accommodation and crew comfort upgrades. "We are excited to see the launch of our newest trailing suction hopper dredge, the **R.B. WEEKS**, which will join her sister vessel in various dredging activities primarily aiding the U.S. Army Corp of Engineers to maintain ports, harbors, and other waterways to ensure ship navigation is possible," said Eric Ellefsen, President,

Weeks Marine, Inc. "These two vessels have an equivalent hopper size and pumping capacity, and we look forward to utilizing the **R.B. WEEKS**, putting her to work deepening shipping lanes, nourishing beaches lost to erosion, and completing coastal restoration due to storm damage." *The **R.B. WEEKS** trailing suction hopper dredge features the following characteristics:* Vessel Name: R.B. WEEKS; ESG Hull#: 258; Dimensions (Overall): 356' x 79'-6"'x 27'-3"; Designer: Royal IHC; Main Engines: (2) GE 16V250 MDC IMOIII/EPA Tier 4; Main Propulsion: (2) Wartsila CPP in Nozzles; Reduction Gears: (4) Siemens (Flender); Bow Thruster: (1) Wartsila Fixed Pitch Tunnel Unit; Main Generators: (2) Hyundai; Auxiliary Generator: (1) GE 6L250 MDC IMOIII/EPA Tier 4 / Hyundai; Emergency Generator: (1) Caterpillar C18 IMOII/EPA Tier 3; Classification: Lloyd's Register, X100A1 Hopper Dredger, XLMC, UMS; Flag & Regulatory: USA, USCG; Hopper Capacity: 8,550 yd³ (6540m3); Accommodations: 26 Person. *(PR)*

YARD NEWS

BALTIC WORKBOATS SIGNS FIRST PILOT BOAT CONTRACT TO CANADA

Baltic Workboats is delighted to announce that we have signed a contract with Laurentian Pilotage Authority for delivery of the **PILOT 17 WP** pilot boat. The vessel will be based on a 17-meter wave-piercing pilot boat design delivered to Poland at the end of 2020. **PILOT 17 WP** is a highly capable and ergonomic vessel with ice-going capability and top speeds over 25 knots. The vessel also features IMO III exhaust system to reduce NOx emissions. The **PILOT 17 WP** is scheduled for delivery in the first half of 2023. *PILOT 17 WP* 17m Baltic wave piercing, self-righting pilot boat. Boat is designed for superior seakeeping at high sea states, minimum vertical accelerations, fuel efficient at high speed and low noise and vibration levels. *Main dimensions:* Length LOA 16,99 m; Breadth 5,6 m; Draught 1,45 m; Power 1102 kw; Speed 31 kn; Range (estimated) 300 nm. *Propulsion* Engine Volvo Penta D16; Gearbox ZF665. *(Source: Workboat365)*

SWEDEN PREPARES TO ORDER TWO NEW ICEBREAKERS

Sweden intends to renew its icebreaker fleet and ensure year-round navigation in its Baltic waters with plans to procure two new vessels at a cost of $340 million. The Swedish Maritime Administration (SMA) announced it has been granted funding by the government to acquire the two icebreakers, with an option to buy a third in the near future. The new vessels will replace existing icebreakers which have been in operation for decades. The new vessels will help secure freight transport in northern Sweden and neigboring Finland, where icebreaking is essential for transport during the wintertime. The new icebreakers will also allow the ports of Norrland to have the capacity to receive new and larger cargo ships in the future. SMA said that the design of the next generation of icebreakers is already complete, and the agency is preparing to start the procurement process to identify a shipyard. Designed by Finnish engineering firm Aker Arctic Technology Inc, the next generation icebreakers will be able to assist larger merchant ships and incorporate the latest environmental technologies. The icebreakers are built for a long lifespan of 50 years, but they will have to be ready to meet Sweden's targets for fossil-free shipping. Though a specific future fuel has not been selected, the design is ready for decarbonization with an alternative like LNG, liquefied biogas or methanol, according to SMA. While initially the development of the new icebreakers were intended to be a collaboration between Sweden and Finland, SMA said that Finland is not yet ready to buy new icebreakers - but co-operation will continue in other forms. According to SMA, while its current icebreakers cut a swathe of 24 meters - requiring ships that are wider than that to have the assistance of two icebreakers - the future generation icebreakers will be able to create a channel 32 meters wide. The Swedish industry is dependent on icebreaking in the Baltic Sea up to 130 days a year, with SMA incurring huge costs to maintain its current aging fleet. The agency operates a fleet of five icebreakers - the **Ale**, **Atle**, **Frej**, **Oden** and **Ymer**. *(Source: Marex)*

THOMA-SEA LAYS KEEL FOR NEW NOAA OCEANOGRAPHIC SHIP

The Thoma-Sea Marine Constructors, LLC shipyard in Houma, La., yesterday hosted a keel laying ceremony for NOAA's newest oceanographic research ship, Oceanographer. During the ceremony, the initials of the ship's sponsor, Linda Kwok Schatz, wife of U.S. Sen. Brian Schatz of Hawaii, were welded onto a steel plate that will be incorporated into the ship during construction. Although Oceanographer does not have a traditional keel due to modern shipbuilding methods, the ceremony

was in keeping with centuries-old maritime tradition that formally recognizes the start of a ship's construction. 

"NOAA ships play a vital role in meeting the large and growing demand for oceanic data, critical for protecting lives and livelihoods," said NOAA Administrator Rick Spinrad, Ph.D. "The new capabilities of Oceanographer will contribute to NOAA's sustained leadership in providing reliable, high-quality data to the nation, driving the New Blue Economy and doing so more efficiently than ever before." Oceanographer will support a wide variety of missions, ranging from general oceanographic research and exploration to marine life, climate and ocean ecosystem studies. These missions include shallow coastal, continental shelf and worldwide ocean survey and data collection. "Today's keel-laying ceremony marks a major step forward both in the construction of Oceanographer and the revitalization of NOAA's ship fleet," said Rear Adm. Nancy Hann, director of NOAA's Office of Marine and Aviation Operations (OMAO) and the NOAA Commissioned Officer Corps. Oceanographer is one of two oceanographic research ships being built for NOAA by Thoma-Sea. To support NOAA's goal of reducing the agency's carbon footprint, Oceanographer and its sister ship, Discoverer, will incorporate the latest technologies, including emissions controls and high-efficiency diesel engines that have potential to save 15,000 gallons per year for each vessel, resulting in an estimated reduction of approximately 5,700 tons of carbon dioxide. "This efficiency is a success for the government, Thoma-Sea Marine Constructors and our planet, providing the lowest impact to the environment while studying the oceans we depend on," said Thoma-Sea's managing director Walter Thomassie. "It is with much enthusiasm that we begin this phase of the project." Oceanographer will be homeported in Honolulu, Hawaii. The ship is expected to join the NOAA fleet in 2025, with Discoverer to follow in 2026. "I am confident this new vessel will serve Hawaii and our country well," said Linda Kwok Schatz. *(Source: MarineLog)*

CALL OF 16 MILLION BY THE FIRE BRIGADE FOR A NEW CLASS OF FIRE FIGHTING SHIPS

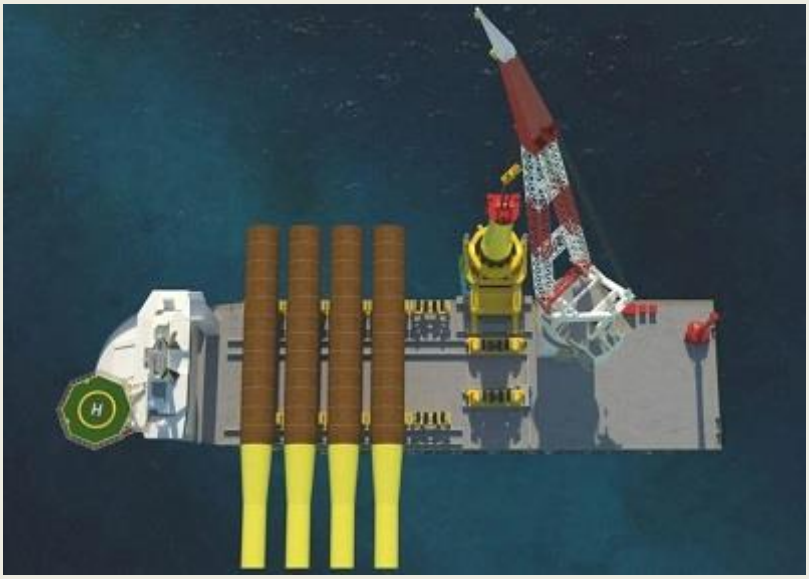
The first tender will be for the construction of 4 units but the client reserves the right to purchase another 11 at the same price. The National Fire Brigade wants to start construction of a new series of fire fighting ships with aluminum hulls, with 'medium' dimensions compared to those of the units

(smaller or larger) available to date but with characteristics that for some verses represent the best of both. In the tender procedure that has just started (expiring on July 21st), the body explained that the new vehicles it intends to equip itself with will have to be smaller than those of its 'larger' units (belonging to classes M and 1100, with length overall of 28 meters), but at the same time being able to offer higher water performance than theirs (which have a maximum pumping of 20,000 liters per minute). At the same time, these new boats must also be able to reach a speed at full load higher than those of the 'small' units (i.e. Class 1000 and RAFF), which is 30 knots. The budget available for this initiative is currently 16 million euros, for the construction of four units. However, the entity also reserved the possibility of acquiring an additional 11 ships of the same type, under the same conditions, declaring its willingness to put on the plate an additional 44 million euros, in favor of a subject that however has a production capacity of at least 4 boats. per year. With the creation of this new class of ships, the VdF corps wants to equip itself with means capable of bringing "in a short time and in a single solution, alongside the ship to be rescued, a large number of operators", or at least two teams each made up of 5 people, and "rescue material for immediate use on deck", for at least 1,340 kg. Among the tasks of the new Medium class boats there will be the extinction of the "inside seaports and their dependencies, on board ships and floats", SAR (Search And Rescue) activities, integrated instrumental underwater research, 'contrast to surface aquatic risk (CRA)', as well as fire rescue and urgent technical rescue in the open sea, also through the transfer, on board the units to be rescued, of specially trained personnel. *(Source: Shipping Italy*)

STEEL CUTTING FOR 5,200PS ASD TUGBOAT WITH FIFI

On 18th June, 2022, 5,200PS ASD tugboat with FiFi built by Jiangsu Zhenjiang Shipyard for Taicang Port has been steel cutted. Leaders from owner company attended the ceremony. *(Source: Jiangsu Zhenjiang Shipyard)*

GUSTOMSC REVEALS NEXT-GEN HEAVY LIFT FOUNDATION INSTALLATION VESSEL DESIGN



GustoMSC, a subsidiary of Texas-based NOV, has launched a next-generation heavy lift crane vessel series named ENSIS, planned for foundation installation for the offshore wind farms of the future. "GustoMSC's new ENSIS heavy lift crane vessel series addresses the needs of the growing offshore wind foundation market. With monopiles and jackets increasing in size and weight and the continuous need for efficiency in installation, a new generation of vessels is needed," GustoMSC said. The company said that its ENSIS series featured scalable and customizable designs and next-generation crane and deck mission equipment developed by other groups in NOV's Marine & Construction business unit. The ENSIS 5000 design is the largest and most capable of the series so far, said GustoMSC. The 220-metres long, 55-metres wide heavy lift crane vessel features 9,500 square metres of deck space and a 5,000-tonne rated crane with an increased load moment and lifting height which is in an optimised position to balance efficiency and flexibility, according to offshore vessel designer. The vessel is designed around a combined upend hinge with a motion-compensated gripper that allows the ENSIS 5000 to take up to six XXXL monopiles in one trip. According to GustoMSC, these capacities exceed present capabilities in the market. The draught is optimised to be able to operate from common marshalling yards and a foldable A-frame that will allow mobilisation around the world. Also, GustoMSC said that the latest energy-saving, reclamation, and storage solutions and new or alternative fuels are ready to be incorporated into the ENSIS 5000 series. The company claims that the ENSIS 3000 and ENSIS 4000 designs are based on the same principles and expertise as the ENSIS 5000 but are developed to address particular challenges and showcase specific possibilities. The ENSIS 3000 is capable of installing smaller monopiles, pin piles, or suction anchors while the ENSIS 4000 design is offering opportunities for the evolving US market and Jones Act-compliant vessels, said GustoMSC. *(Source: Offshore Wind)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

- *TRader 2700 steel tug Karya Pacific 2232 delivered to Indonesia*
- *Master Boat Builders Announces Construction of Second Tug for PNE Marine Holdings, LLC*
- *Damen builds a series of harbour tugs for Swedish FMV*
- *Damen ASD Tug 2813 launched for SOMARA*
- *Maki and Ika Nui, two RAmparts 2100-CL harbour tugs, delivered to Eastland group, New Zealand*

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)*

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