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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

### JAKOB



**Jakob** was built in 1943 by Levingston Shipbuilding Co, Orange, Texas, as US ARMY **ST.252**. The ST STands for Small Tugs, which are ships of 50-86 feet in length. The ship participated in the invasion of Normandy in June 1944, where she was used to transport material across the English Channel until the end of the war. After the end of the war US ARMY **ST.252** was stored in a Belgian port where she stayed until 1952, when she was acquired by the port of Århus, Denmark. She sailed to

Maskinfabrikken Nordhavn A/S in Århus, where she underwent a major rebuild. Her stern superstructure was cut down to make room for a towing hook, for harbour towing and a new funnel and mast where constructed. Her engine was a 660 hp Superior Diesel engine. She was renamed **Jakob** after the former mayor of Århus Jakob Jensen, in 1973 **Jakob** was sailed to Frederikshavn to receive a new 990 hp B&W Alpha 409-26VO diesel engine and new propeller with 11 tons of pull. In the period 1952-1986 **Jakob** towed waste amounts of shipping in and out of Århus harbour, which contributed a lot to several businesses in Århus harbour. In this time ships grew in size, and Jakob became outpowered. She was sold in 1986 to Haahr Transport in Vejle, she left Århus in 1987 under her new name Haahr Trumf and was in use until 1990 towing barges in Danish waters. In 1991 she was sold once again to Dansk Bjærgning og busering and renamed **Louise Diver**, her main job for some years was towing around a floating crane to work on several jobs in Scandinavian waters. In 2004 Århus Søhistoriske Selskab saw the opportunity to take ownership of the vessel, and save this piece of Århusiansk history. After some help from several sides and the support of Ole Eriksen from Dansk Bjærgning og busering, they finally managed to preserve the vessel and create a new society with the aim to to preserve and keep Jakob operational. On 2 September 2005 she was once again renamed **Jakob** by then major Louise Gade. At the start of 2006 **Jakob** was declared worthy of preservation by the Ship Preservation Trust, with the aim to preserve the vessel as a piece of cultural heritage, which meant that the vessel would be returned to her 1952-1986 condition. Over the next year **Jakob** underwent an extensive overhaul, she was drydocked and looked over. It was found that her hull was in good condition, she was fitted with a new fire extinguishing system and the

modifications to the superstructure where removed, she was then sandblasted and repainted. In 2007 the Tall ships race was held in Århus, and **Jakob** recieved a temporary sailing permit and could be seen amongst some of the worlds largest sailingships. In 2008 the preservation trust had the money to drydock her and fix the rudder, and also worked to bring back teak doors and repair of valves, pipes and a new navigationsystem. After all this work they applied for a permanent sailing permit, which they received in the fall of 2014. After 2 support campaigns from Herman Salling and Maersk Fonden, they could finish her restoration. The work on her interior continued well into 2015, and in the fall of 2015 the society started offering ash scattering from aboard **Jakob**. It is hoped that in the future **Jakob** will recieve a sailing permit for 36 pax. (Source: *Museumships*)

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## ARMUTLU TUGBOAT WILL NOW SERVE TOURISM

The **Armutlu** tugboat, which has been serving in the flotation of ships at sea for years, was brought to the district and moored to the pier. The tugboat will now serve the tourism of Armutlu district. The **Armutlu** tugboat, which was built in Germany in 1961 and served for many years, was restored by Sanmar Shipyards for the purpose



of pulling non-motorized marine vehicles such as barges and large floating structures such as oil platforms, in pushing and pulling works to facilitate or provide maneuvering of marine vehicles. was made into. Then the ship was brought to Armutlu district and moored to the pier here. The ship, which can be visited by the citizens as a memory tug from now on, will contribute to the tourism potential of the district. Stating that the **Armutlu** tugboat will spend its life on tourism in the district from now on, Armutlu Mayor Mustafa Tokat said, "The 61-year-old **Armutlu** tugboat is an important vessel that has been serving for many years in our seas. This tugboat bearing the name of our district was retired a while ago. This ship was restored and turned into a memory ship. This ship, which we moored to the Armutlu pier, will contribute to the tourism of the district from now on," he said. Armutlu Mayor Mustafa Tokat was the first to visit the **Armutlu** tugboat, while Gökmen Yılmaz, a

member of the municipal council, accompanied Tokat. *(Source: Deniz Haber)*

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### DELIVERY OF ONE UNIT OF 3676kW ASD TUGBOAT WITH FiFi



On 27th June, 2022, one unit of 3,676kW ASD tugboat with FiFi built by Jiangsu Zhenjiang Shipyard for domestic shipowner have been delivered and sailed. The vessel has length of 39.63m, breadth of 10.4m, moulded depth of 4.7m, ahead pull of 62.3t, astern pull of 57.4t, range of 700 nm and speed of 13.7kn. Another delivery on 26th June, 2022, one unit of 2×1471kW ASD Tugboat which is designed and built by our company Jiangsu Zhenjiang

for Shanghai Hailong Shipping Service Co., Ltd, and named as “**Hailong TUO 3**” were delivered successfully. The tugboat’s overall length is 36.998m, Breadth is 10.2m, Depth is 4.55m, Forward towing force is 51.2t, backward towing force is 46.4t, Endurance ability is 1000nm and the Speed is 13.25Kn. *(Source: Jiangsu Zhenjiang Shipyard)*

### ASSESSING GREEN FUEL AND POWER CHOICES FOR TUGS AND PORTS

An integrated approach needs to be taken by tug owners and port operators when choosing how to cut emissions, delegates were told during Riviera Maritime Media’s Tug operators’ future fuel of choice webinar. This event was held 9 June in association with premier partner Uzmar and sponsored by Navtek Naval Technologies, during Riviera’s TUGTECHNOLOGY Webinar Week. Boluda Towage Europe fleet manager Stijn van Beneden provided a tug owner’s perspective on future fuel and power options. He said there were multiple factors affecting owners’ selection of green solutions for tugs, including international, regional and local regulations and environmental requirements, and the willingness of ports to invest in future fuels. “The road to decarbonisation is a combined path as we need to comply with environmental regulations per country and port,” said Mr van Beneden. “Tug owners need to be included in future port plans. There needs to be supporting facilities in the port for tugs.” Mooring facilities, shore power for recharging onboard batteries or



reliable and classified alternative fuels would all support tug owners to lower their emissions. “We will be operating the new technology daily which will have a direct impact on harbour operations and the environment,” he continued. “Port operations and the operating profile of tugs determines the fuel to use in that specific area.” Whether tug owners build low emissions tugs or retrofit existing vessels with technology, they will need



the supporting infrastructure. Some future fuels and electrical power solutions are better suited to newbuildings and others could be implemented when retrofitting existing tugs. Hydrogen and methanol dual-fuel options are retrofit-friendly, but hydrogen as a single fuel and fully electric options are not, according to Mr van Beneden. All of the options considered would meet environmental requirements for 2030, but not all meet zero-emissions targets in 2050. “Fully electrical tug technology exists today, and this technology will improve in the future, but it is not for operations in every port,” said Mr van Beneden. “Biofuel is easy to adopt, but we believe it will become more expensive. Other options are hydrogen, methanol and ammonia.” Another option to consider is hybrid propulsion with batteries and hydrogen or methanol as range extenders. “We have done test with biofuels, and we are currently studying carbon-free fuels to see how to implement them in our business,” said Mr van Beneden. “We have retrofitted vessels with new technology, with hybrid propulsion and for IMO Tier III compliance.” But with a global fleet of more than 300 tugs, Boluda Towage will not consider replacing the entire fleet or retrofitting them all. Instead, it will consider mixing hydrogen or methanol into a diesel fuel to combust in existing engines. [Zero-emissions ports](#) Navtek Naval Technologies general manager Ferhat Acuner explained how electric-powered tugs can contribute to zero-emissions ports. He provided an update on operating the world’s first fully electric harbour tug, Gisas Power, during his presentation. This Zeetug30 design zero-emissions electric tugboat has operated for more than 750 days since its introduction in Q1 2020 in Tuzla Bay, Turkey, including 713 days with no stoppages. It has Corvus-supplied batteries on board and is recharged from a dedicated station at the quayside. Mr Acuner said Gisas Power has completed 1,981 jobs to date. It has more than 2,500 total motor running hours and total charging of around 492 kWh. “Its operating expenditure savings are really good, being 50% cheaper on fuel than a tug on marine diesel oil, and total maintenance and repair costs are 79% less,” he said. A key aspect of this project was deploying a quick-charging station to keep the Zeetug in full operation. This infrastructure is available to charge more electric-powered vessels in a port and enables ports to consider other technologies to reduce emissions and eventually become zero-emissions ports. Navtek has developed the Zeeport concept with no emissions emitted from port facilities. Mr Acuner said in a Zeeport, power is generated from renewable sources to power electric vehicles in the port. Green fuels would also be stored in port to supply ships. “Hydrogen could be produced and stored for bunkering future zero-emissions vessels,” he said. “There are charging stations for electrical vehicles in port and electric tugs and cold ironing for cruise ships.” There would be around 35% renewable power generation availability in this concept port for operational requirements and 48% of the requirements from electric vehicles and tugs. “The Zeeport project is a fully integrated approach that encapsulates principles of circularity, climate change, water resource

management, marine ecology, waste management, air quality and strong stakeholder participation as well as decarbonisation of a port,” said Mr Acuner. He calculated the extra expenditure needed to convert a traditional port into a Zeepport would be around €32M (US\$34M) for renewable resources, grid connections, electric vessels, etc. The return on this investment would be around five years. “We began with Zeetug and then the infrastructure,” said Mr Acuner, “and now we are trying to realise our Zeepport solution for zero emissions and we continue to study zero-emissions cargo ships.” *(Source: Riviera by Martyn Wingrove)*

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## MAN ENGINES APPROVES GREEN BIODIESEL FOR TUGS AND WORKBOATS



MAN Engines has approved the use of renewable biodiesel fuel on engines installed on tugs, workboats, fishing vessels and yachts. The approval is for MAN D2862, D2868 and D2676 series of marine propulsion engines in line with the standard EN15940 in Europe and the American Society for Testing and Materials specification ASTM D975. This will enable owners of vessels with these

engines on board to replace conventional petroleum-based diesel fuel with green or renewable diesel. These fuels can be obtained from waste and residues of animal and plant origin, cellulosic biomass such as crop residues and hydrotreated vegetable oils (HVO). “With the approval of marine engines for renewable diesel fuel, MAN Engines is making an important contribution to sustainability, both in recreational and professional sailing,” said MAN Engines head of marine Claus Benzler. “Renewable diesel fuel ensures cleaner combustion with fewer emissions.” MAN Engines said combustion of renewable diesel fuel releases around 30% less particulate matter and 10% less nitrogen oxide than conventional diesel. MAN Engines head of engineering Werner Kübler said emissions can be reduced further with an exhaust gas aftertreatment system. “There are neither reductions in performance nor disadvantages with regard to service and maintenance intervals,” said Mr Kübler. “The use of an aftertreatment system does not have any negative effect on system

components or the drive's efficiency if green fuel is used." Using renewable diesel fuel does not require any changes to be made to existing vessels or refuelling infrastructure and can be refuelled in a pure form, meaning 100% renewable diesel fuel without the addition of conventional diesel. Approvals cover MAN engines with 12, 8 and 6 cylinders covering power ranges of 147 kW to 1,471 kW. They can be operated in line with the emissions guidelines issued by the US Environmental Protection Agency, IMO and the European Union. Tug owners Svitzer and Cory Brothers are pioneers of using HVO fuel on vessels operating in the UK. (*Source: Riviera by Martyn Wingrove*)

## REMEMBERING THOSE BOAT RACE DAYS AT POUGHKEEPSIE

When the intercollegiate crew races used to be held at Poughkeepsie every year during the latter part of June, the Cornell Steamboat Company would indirectly be involved. Both Frederick and Edward Coykendall were graduates of Columbia University and always had a great interest in the crews of their alma mater. During the 1930's and 1940's, Frederick Coykendall was also chairman of Columbia Board of Trustees. As a result of their interest in Columbia and rowing, the Coykendalls would use one of their tugboats to transport



Columbia's shells to Poughkeepsie; on occasion would have an invited party of guests at the boat races on one of their tugs; and would maintain an old canal barge that on boat race day was used as the "finish boat." *Transporting Shells* The crews of the various colleges used to train for the races on the river at Poughkeepsie for a week or two prior to the regatta. For years, one of the Cornell helper tugs used to take the Columbia shells from their boat house on the Harlem River in New York up the Hudson to the Columbia boat house, which was located north of Highland on the west shore just below Krum Elbow. Then a day or two after the regatta, a tug would take the shells back to New York. On boat race day, particularly before the Depression, the river at Poughkeepsie used to be filled with all types of spectator steamboats, yachts and sometimes Navy destroyers with midshipmen aboard to watch the regatta. Generally, there used to be two Day Liners, at least one boat of the Central Hudson Line, and others. One year, when Judge Alton B. Parker was still alive and maintained his estate "Rosemont" at Esopus, the Coykendalls had the large Cornell tugboat "**George W. Washburn**" ready to take their families and friends to Poughkeepsie to see the boat races. On the way down river from Kingston, Edward Coykendall said to Al Hamilton, captain of the "Washburn," "Captain, stop at the Esopus landing and pick up Judge Parker and his family. We are going to take them along with us." *Water Worries* Captain Hamilton said, "Mr. Coykendall, there's not enough water at that dock for this boat. We might break our wheel." Coykendall replied, "Get in there any way you can. I want to pick them up as they will be waiting for us." So, Captain Hamilton put the "**Washburn**" into the dock at Esopus, and when he went to back down, clip went the wheel on a rock and bent two of the propeller's flukes: However, when the "Washburn" left Esopus for Poughkeepsie — instead of shaking all over as normally would be the case with a bent propeller — she went as well, if not better, than when the propeller was in good condition. Everybody thought the flukes must have been broken off, but when she was put on drydock, the flukes weren't broken but only



bent. I heard Coykendall relate this story himself one day in 1939 in the pilot house of the "Jumbo." Also, for years, the Coykendalls would furnish the "finish boat," an old D. & H. canal boat they maintained just for this purpose. The little barge would be anchored fore and aft with two anchors at the finish line of the races. A large board would be mounted on the deck of the barge and, after a race, would give the order of finish and the official times. The information on the board would be visible to the people on shore and those on the observation train that used to move along the West Shore railroad tracks as the crews moved down river from the starting line to the finish line. *The*



*Rob's Job* The Barge would be painted at the Cornell shops and at dawn on boat race day, the tug "Rob" would tow the "finish boat" from Rondout to Poughkeepsie and anchor it at the proper place. After the last race, the anchors would be pulled up and the "Rob" would tow the canal boat back to Kingston for other year. John Lynn of Port Ewen, captain of the "Rob," used to invite friends of his and their families to watch the

regatta. These people would go out to Kingston Point and take the down Day Liner to Poughkeepsie. After the Day Liner left, the "Rob" would come chuffing into the finish line where she would stand by the "finish boat." These people probably had the best view of the end of the races of anyone at the regatta. After the last race, all the boats at the regatta would get underway at once and almost all of them headed for New York. Almost all except the "Rob," which with the "finish boat" alongside would head for Rondout Creek where she would arrive at about 11 p.m. (Source: hrmm)

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## COOK INLET TUG & BARGE ADDS HARBOR TUG IN ALASKA

Alaska-based marine services firm Cook Inlet Tug & Barge said it has added another harbor tug to its fleet. The **Dr Hank Kaplan** is now homeported in Anchorage, where it entered service earlier this month. Built in 2017 by Diversified Marine Incorporated of Portland, Ore., the vessel is a RAMPARTS-2400 series tugboat designed by Robert Allan Ltd. The 5,350-hp tug is the first RAMPARTS-2400 built in North America with Caterpillar integrated propulsion systems featuring CAT engines and z-drives. CAT also supplied electrical generators powering the 79-by-36-foot vessel. Powered by CAT 3516C marine diesel engines paired to CAT MTA 24-T z-drives, Dr Hank Kaplan is Caterpillar equipped

throughout. Her electrical service is provided by two, Tier III complaint CAT C7.1 generator sets. The deck equipment consists of a Markey DEPC-46 towing winch, mounted on the bow, and a Markey DEPC-32 towing winch, mounted on the stern. Capt. Mark Theriault, Cook Inlet Tug & Barge's director of operations, said, "The tug pack's 30,000 gallons of fuel, 2,800 gallons of fresh water, and 370 gallons of lube oil – and not only opens up our operating window, but it is also just what our customers have been asking for". "This vessel brings additional capability to the Cook Inlet region while further supporting Alaska's economy," said Jeff Johnson, president of Cook Inlet Tug & Barge. "We are based in Alaska, operated by Alaskans, and acquiring the Dr. Hank Kaplan helps grow our fleet in our namesake's region of Alaska." "This tug is built well, extremely powerful and complements the incredibly capable tugs we have in our fleet. It will help us grow our business while meeting our expanding customer needs," said Mike O'Shea, vice president, business development and planning at Cook Inlet Tug & Barge. The vessel is named in honor of the Chief of Medical Oncology at Swedish Cancer Institute in Seattle, who has worked throughout his entire career on cancer research and treatment. ([Source: MarineLink](#))



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### TOWING — PART III

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Besides the importance of the details of line selection and rigging for towing alongside that I mentioned in the previous two columns, there are many pitfalls small and large to pay attention to. The lines used for towing alongside will, like everything else, degrade over time and with increased usage. Besides rinsing the salt out of them occasionally there is no real maintenance for lines, and you cannot fix any of the damage. All you can do is try to slow down the rate of degradation as much as possible.

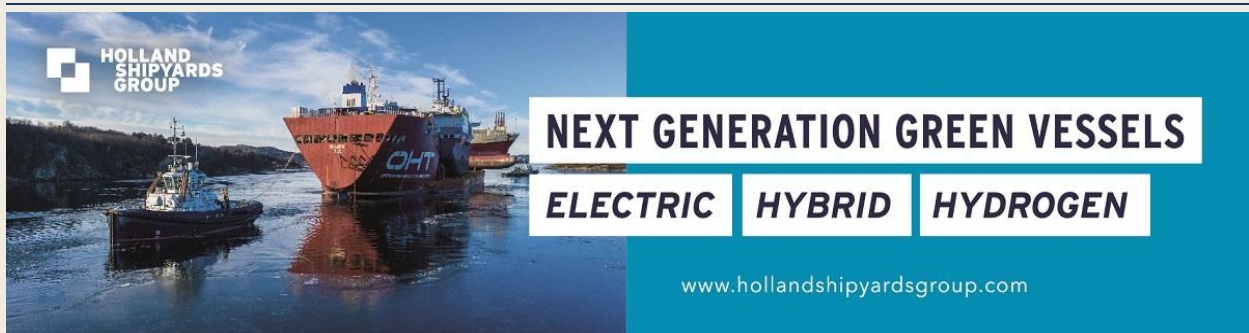
It's all about protecting tow lines while they are in use, but also about how they're stored when not in use. Abrasion is always among the worst enemies of lines. Smooth surfaces to bear upon and run across is vital to maximizing the working life of lines. Tracing the exact paths of the lines on all bitts, cleats, bullnoses, chocks and any other fittings used (on both the tug and the barge) and keeping



them as smooth as possible is key. Rough, pitted steel will act like a cheese grater, and will slowly (or not so slowly) shred your lines. Non-skid decks act like coarse sandpaper on deck lines when they are dragged across it. Chafing gear is often very beneficial, even over smooth surfaces, as friction causes damage too. Tank barges must have an emergency towing assembly rigged outboard on one side, and that should have sufficient chafing gear on it in proximity to the deck fittings where your lines cross over it. This is less than ideal but far better than nothing. Where and how lines are stored directly affects their usability and lifespan. In particular, prolonged direct exposure to the sun will shorten a line's lifespan, often dramatically. Stowing everything below decks is impractical most of the time. Something I don't see often on tug decks anymore are strategically placed line boxes. Being able to stow lines close by but out of the elements and spray can make them last considerably longer. In winter the boxes can keep lines dry and unfrozen. It would be nice to see them make a comeback.

(Source: *Workboat.com*)

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## ACCIDENTS – SALVAGE NEWS

### *FIREFIGHTERS BATTLE CARGO FIRE ON BULKER DOCKED IN BELGIUM*

Firefighters in Belgium are struggling to put out a stubborn cargo fire on a bulker docked at the port of Ghent. They expect the fire will burn for at least 24 hours and possibly longer while warning residents and drivers to be cautious due to the thick smoke in the area. The bulker **Lowlands Mimosa** is docked at the Sifferdok in Ghent. The 63,939 dwt vessel is managed by



CLdN Cobelfret and reported loaded with a cargo of scrap metal. The bulker is 655 feet long and registered in Panama. The local fire brigade received reports of the cargo fire at around 11:00 p.m. Thursday, June 23. Arriving at the port they found large quantities of smoke billowing from the hold of the vessel blanketing the port and spreading into the surrounding area. Warnings were issued for drivers to proceed with caution on local roads as well as for residents to close their windows due to the level of smoke. The crew of the vessel had attempted to fight the fire before calling for assistance. One crewmember was taken to a local hospital suffering from smoke inhalation. Firefighters reported that their work was being complicated by the position of the cargo in two holds aboard the

ship. They were concerned with the vessel's stability with a spokesperson reporting that they were pumping water on the fire but being forced to stop to pump water out of the ship's holds as well. By Friday morning, the firefighters were reporting that they believed the fire was under control and they had brought in a crane to begin removing the scrap metal to the dock as part of the fire fighting effort. Two firefighters have received minor injuries and were also taken to the local hospital.

(Source: Marex)

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## HONG KONG'S FAMOUS FLOATING RESTAURANT MAY OR MAY NOT HAVE SUNK

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The giant floating restaurant that graced Hong Kong's waterfront for decades has capsized during a tow in the South China Sea, and it may or may not have sunk to the seabed. [Jumbo Floating Restaurant](#), an iconic multi-story dining establishment built upon a barge, was one of Aberdeen Harbor's most prominent landmarks for five decades. Over the years it served more than 30

million guests, including Queen Elizabeth II, Tom Cruise, Chow Yun-fat and Gong Li. It has starred in many local and international movies, including "Enter the Dragon," "Spider-Man: The Dragon's Challenge" and Stephen Chow's comedy "God of Cookery." The pandemic forced the restaurant to close in 2020, with severe effects on its finances, and parent company Aberdeen Restaurant Enterprises ultimately decided to tow it to a different location. On June 14, the Jumbo departed Hong Kong's harbor, under tow by the South Korean tug [Jaewon 9](#). On Sunday, however, the mammoth vessel capsized after encountering rough weather off the Paracel Islands, the owner reported. "Despite the efforts of the towing company responsible for the trip to rescue the vessel, unfortunately it capsized on Sunday," Aberdeen Restaurant Enterprises said in a statement. The firm reported that salvage would be "extremely difficult" because it capsized in 1,000 meters of water. The vessel was widely reported as "sunk." The company said that in accordance with regulations, professional marine engineers were hired to thoroughly inspect the hull and install hoardings to the vessel before its departure with the trip, obtaining all relevant approvals. "Aberdeen Restaurant Enterprises is very saddened by this accident. The company is now getting further details of the accident from the towing company," the statement said. Despite reports of its loss, it appears that the [Jumbo Floating Restaurant](#) may still be floating. The Hong Kong Marine Department reported Thursday that "both Jumbo and the tugboat are still in the waters off [Paracel Islands]." A representative of Aberdeen Restaurant Enterprises confirmed to Bloomberg on Friday that the vessel had capsized but was still afloat. The operator of the tug [Jaewon 9](#) told SCMP that any rumors of foul play in the casualty were "ridiculous," and that the accident may have occurred because of damage from heavy waves. (Source: Marex)

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## VESSEL CATCHES FIRE IN WATERS BETWEEN BOHOL AND LEYTE, 1 CONFIRMED DEAD

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One person was killed and another went missing when an inter-island ferry carrying 165 passengers

and staff caught fire off a province in the centre of the Philippine island nation on Sunday, according to the coast guard. The remaining passengers and personnel were all safely recovered. Soon after midday, the **Mama Mary Chloe** caught fire near two island settlements in the province of Bohol, according to coast guard personnel. Regarding the missing person, a search effort supported by fishing boats was in progress. Social media videos showed individuals in life jackets bobbing in the water as the ship



was enveloped in a thick black cloud of smoke. The boat was travelling from Bohol to the eastern province of Leyte with 157 passengers, including 15 children, and eight crew members. Because of frequent storms, poorly maintained boats, overcrowding, and lax enforcement of safety standards, maritime accidents are widespread throughout the Philippine archipelago. The world's biggest maritime tragedy to occur during a time of peace occurred in December 1987 when the ferry **Dona Paz** sank after colliding with a petroleum tanker. More than 4,300 people perished. (Source: *NewsABS*)

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## *FLORIDA FIRE DEPARTMENTS RESPOND TO CARGO FIRE ON DOCKED BULKER*

Two local fire companies were called to the northern Florida port of Fernandina to battle a cargo fire on a vessel docked at the port's north terminal. Due to difficult access conditions, the stubborn fire took more than four hours to control and another two hours to be declared extinguished. The U.S. Coast Guard received a call shortly before midnight from a Panama-flagged bulker named **Amber Star** docked in Fernandina reporting a fire in one of the vessel's five cargo holds. The 37,692 dwt bulk carrier built in 2017 arrived in the port on Saturday, June 25 transporting a cargo of bundled plywood. She had departed Malaysia in May arriving first in Charleston, South Carolina before proceeding to the Florida port. According to the U.S. Coast Guard, the Fernandina Beach Fire Department, and Nassau County Fire Rescue, they arrived to find heavy smoke coming from one of the vessel's holds. The ship's crew was attempting unsuccessfully to extinguish the fire with onboard fire suppression systems upon the arrival of the first fire units. They determined that the fire had



started within the number five cargo hold loaded with stacks of bundled plywood being unloaded at



the port. “Due to the unstable nature of the cargo and the unknown location of the fire, firefighters had to flow water into the ship’s cargo compartment continually,” according to the fire department. They said that their firefighters could not enter the cargo hold to attempt to bring the fire under control, so water streams had to be applied to

the compartment from above with hose lines and an aerial apparatus. Firefighters worked to keep the fire from spreading to other areas of the ship’s compartments. Thirty-five firefighters battled the fire until 4:18 am when the fire was determined to be under control. Firefighters officially called the fire out at 6:17 am. One firefighter was transported to a local hospital with a non-life-threatening injury. There were no reported injuries to the ship’s crew. The fire crews were successful in containing the fire to the single hold. Fire department officials and the U.S. Coast Guard said the cause of the fire has not been determined and will take some time due to the condition of the cargo hold. The fire’s origin is currently under investigation by the United States Coast. (Source: *Marex*)

### *A TRAGIC ACCIDENT IN THE PORT OF AQUABA - POISONOUS GAS LEAKED FROM A DAMAGED CONTAINER*

A cistern-container with a load - according to some sources - 25 tons of chlorine, during loading in the port of Aquaba in Jordan fell onto the cargo deck of the ship. The gas exploded and spread, killing 10 people and injuring many. The accident happened on Monday, June 27 in the Jordanian port of Aquaba. The container for the transport of liquid or gaseous cargo fell while being transferred by a self-



propelled loader crane from a truck at the wharf to the cargo deck of the Chinese ship **Forest 6**. At one point, the container fell on the deck of the ship from a height that can be estimated at 7 to 12 m. Most likely it was caused by breaking the sling or possibly by accidentally releasing the hook. As a result of the fall, the container was damaged, became unsealed or exploded, and there was a rapid spread, within a fairly large radius from the ship, of heavier-than-air gas in the form of thick yellow-orange smoke, which later turned dirty-yellow and greenish, while gaining clarity, and it spread more widely closer to the earth's surface and to the water surface in the harbor basin. According to

previous media reports, at least 10 people died as a result of the accident and 251 were injured. Residents in Aquaba were asked by the local administration to stay in houses with their windows closed. Rescue teams were ordered. Local hospitals receiving the injured were on the verge of overcrowding. The ship arrived in Aquaba from Djibutti on the day of the accident and was to return to Djibutti with a cargo including a container which was tragically damaged by falling onto the deck of the ship. The accident occurred during the handling and on board of the vessel Forest 6 (IMO 9947354; year of construction 2022; GT 8425; load capacity 9386), which was put into operation this year and from mid-February this year. he made only eight round trips with calls at the ports of Aquaba in Jordan, Djibutti in Djibutti and Sokhna in Egypt, and (probably only once) Jebel Ali in the United Arab Emirates. It is a ship for the transport of deck cargo - it does not have a hold. Judging from the low lashing bridges on board, it looks like it is suitable for the transport of containers. Watch the YuoTube video [HERE](#) (Source: PortalMorski)

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## RUSSIAN CAR CARRIER IN FULL LOAD ON FIRE, ABANDONED, JAPAN



Russian (ex-HONDA) car carrier **ANGARA** caught fire in the afternoon Jun 25 in Japan sea (though probably earlier) some 55 nm north of Toyama, Honshu, Japan. The ship loaded with second-hand cars left Fushiki in the afternoon Jun 24, bound for Vladivostok, with ETA Jun 26. All 25 Russian crew abandoned burning ship according to Japanese sources, no injuries or casualties reported. Fire erupted on cargo deck in one of cars is believed to be the cause of the fire. AIS

signal missing since 0400 Tokyo time Jun 26. **ANGARA** was deployed in transporting second-hand cars from Japan to Russian Far East Ports, with cargo capacity of up to 600 cars. Update: Fire is reportedly under control, Japan CG ships are deployed in firefighting. Ship's AIS is off, she's most probably, drifting in western direction. She's loaded with 570 second-hand cars. (Source: *Maritime Bulletin*)

## INDONESIAN COASTER SANK IN JAVA SEA, 6 MISSING - ANUGERAH INDASAH

Landing craft **ANUGERAH INDASAH** carrying heavy equipment, probably vehicles, sank in waters of Tanah Laut Regency, Southern Kalimantan, Indonesia, Java sea, at night Jun 23. The ship with 11 crew was en route from Banjarmasin to Samarinda, East Kalimantan, Makassar Strait. 5 crew were rescued on Jun 24, 6 crew are missing. Details of disaster unknown, most probably loss of stability. (Source: *News2Sea*)



## BALI FERRY AGROUND, 160 PASSENGERS EVACUATED



Ferry **KMP NUSA DUA** with 160 passengers on board ran aground in Bali Strait off Gilimanuk Port, western Bali, Indonesia, at around 0410 WITA (UTC +8) Jun 26, while approaching Gilimanuk on arrival from Ketapang Port, East Java. All passengers reportedly were evacuated and transferred to Gilimanuk, no injuries reported. As of 1450 WITA time, Jun 26, status and condition of **KMP NUSA DUA**

unknown. Engine failure and high waves are believed to be the cause of grounding. Ro-ro passenger ship **KMP NUSA DUA**, IMO 8314706, dwt 550, built 1982, flag Indonesia. (Source: *Fleetmon*)

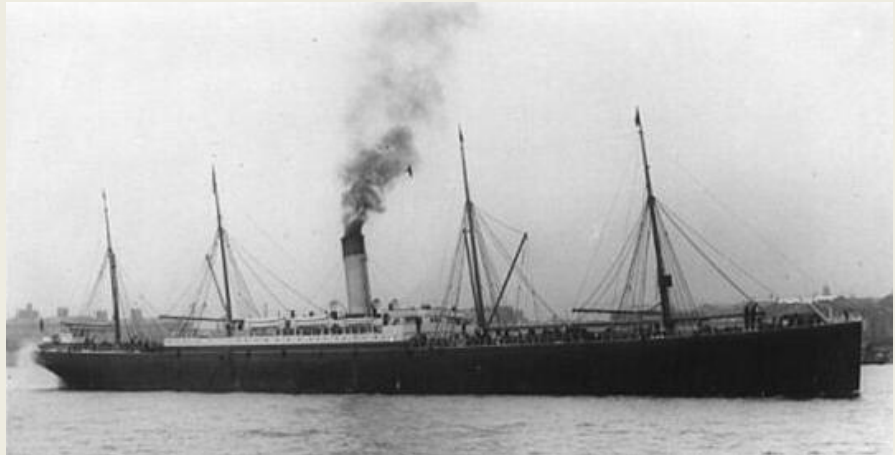
## REMEMBER TODAY

### S.S. ARMENIAN – 29<sup>TH</sup> JUNE 1915

SS **Armenian** was an 1895-built British cargo liner built for the Leyland Line, but managed by the White Star Line from 20 March 1903. She was employed on the cargo service between Liverpool and New York City, with the passenger service between the two ports having been previously withdrawn. In 1910 she was repainted in the Leyland livery (a pink funnel with black top). *War service - Second Boer War* The **Armenian** was fitted out to transport horses and used as a transport in the South African War. In 1901, the ship was briefly used as a prison ship for Boer prisoners of war in Simon's



Town in the Cape Colony. In the same year was she used to transport 963 Boer prisoners of war to Darrell's and Burt's Islands in Bermuda, and 1017 Boer prisoners of war to India. In 1902, the [Armenian](#) transported a further 150 prisoners of war to India. *First World War* The [Armenian](#) made a last sailing on 3 March 1914 before being briefly laid up prior to deployment as a horse and mule transport to France. Although no longer fitted as a passenger vessel, the [Armenian](#), and the SS [Turcoman](#), were used to transport the Grenadier Guards to Belgium on 7 October 1914. *Sinking* On 28 June 1915 she was engaged by the German submarine [U-24](#) captained by Rudolf Schneider off Trevose Head, Cornwall. After a failed attempt at escape the crew were allowed to abandon ship and the vessel was sunk by two torpedoes fired into her stern. Twenty-nine members of the mostly American crew were lost in the sinking, along with the vessel's cargo of over 1,400 mules. Following on from the sinking of the [RMS Lusitania](#) 52 days earlier, the sinking caused a second crisis to develop between Germany and the United States as the majority of the men who died were Americans. The survivors were picked up the following day by the Belgian steam trawler [President Stevens](#), although four of the survivors later died. *Wreck* The 2002 discovery of the wreck turned out to be incorrect, with the wreck of the auxiliary cruiser [HMS Patia](#) being misidentified by amateur divers. SS [Armenian](#) was featured on the History Channel in an episode of Deep Wreck Mysteries entitled Search for the Bone Wreck where it was successfully located and identified by the wreck hunter and archaeologist Innes McCartney. The wreck of the "mule ship" sits upright in 95 metres of water, forty five miles from the reported sinking location given by the British. McCartney used German archival documents located in Freiburg-im-Breisgau to pinpoint the location of the site. *(Source: Wikipedia)*



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## OFFSHORE NEWS

*BOSKALIS VESSELS SWITCH TO GREEN SHORE POWER FACILITY IN ROTTERDAM IN CO-DEVELOPMENT WITH PORT OF ROTTERDAM AUTHORITY AND ENECO*

The Port of Rotterdam Authority and Eneco are going to construct shore-based power facilities in the

Waalhaven, Rotterdam (the Netherlands) so that moored Boskalis vessels can run on green electricity



instead of fossil fuels. The shore-based power installation will be built on the Boskalis site in the Waalhaven, Rotterdam. There are two berths on the quay at this location, which are both frequently used. Vessels come to the Boskalis Waalhaven location for maintenance and to be mobilized for offshore projects. The intended completion date of the green shore power installation is 1 June 2023, and it

will supply 2 GWh of green electricity per year. This will reduce CO<sub>2</sub> emissions by 1.6 kiloton per year. With this project Boskalis is demonstrating 'green leadership', which is good for the port, for the climate and for local residents. Shore power is an important part of the energy transition and this project fits in with the joint shore power strategy of the Port of Rotterdam Authority and the City of Rotterdam, and with Eneco's One Planet strategy, which aims to achieve climate neutrality by 2035. At present, moored vessels often run on generators to provide the necessary power on board thereby creating emissions. Green shore power offers the opportunity to reduce these emissions by up to 90% by providing vessels with a clean source of energy and switching off generators also helps to reduce noise. After the shore power electricity installation on the Rozenburg peninsula and the Hoek van Holland ferry terminal in Rotterdam, the Boskalis location in the Waalhaven will be the third quayside electricity installation for seagoing vessels in the Port of Rotterdam. Eneco and the Port of Rotterdam Authority are implementing this project through the Joint Venture Rotterdam Shore Power. They own the shore power installation and offer the green shore power 'as a service'. Boskalis is realizing the grid connection under its own management. Eneco is supplying the green power to Boskalis, which comes from Dutch Eneco wind & solar sources. The project is co-financed by the City of Rotterdam and the European Union through the European Regional Development Fund. (PR)

## STANDARD SUPPLY SNAPS UP PSV PAIR

Norway's Standard Supply, majority owned by Øystein Stray Spetalen's investment vehicle SD Standard ETC, has expanded its fleet with the acquisition of two secondhand platform supply vessels. The first PSV, renamed **Standard Defender** came with a price tag of NOK204m (\$20.7m). Standard Supply has also purchased the 2012-built **Highland Duke** from Tidewater for around \$5m. The PSV, which



has been laid up in the UK, will be reactivated and dry-docked at a cost estimated at \$2m, and renamed **Standard Duke**. Following the acquisitions, the Standard Supply fleet will consist of nine



PSVs. Five of these are part of the Northern Supply fleet, where the company owns 51%. Fletcher Shipping is acting as commercial and technical manager for the vessels. Standard Supply recently raised NOK150m (\$16m) through a private placement to finance further growth within the offshore support vessel segment. The company's Euronext Growth listing could take place on or about July 22. Standard ETC has also arranged for a \$20m revolving credit facility to support Standard Supply's fleet expansion. "We continue to look for growth opportunities and believe these acquisitions represent attractive entry points considering strong underlying earnings and approximately 65% and 50% discount to replacement cost, respectively. Providing financial flexibility will allow Standard Supply to lever its expansion opportunities into this upturn cycle for oil service vessels," said Martin Nes, chairman of Standard ETC. *(Source: Splash24/7)*

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## GLOBAL SHIP DELIVERY

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### ESVAGT AWARDED VESSEL CONTRACT WITH ENI



Danish offshore shipping player Esvagt has been awarded a contract with Italian operator Eni for its 2000-built standby safety vessel [Esvagt Don](#) in the UK. The vessel will from July assist Eni UK in Liverpool Bay outside the west coast of England. The contract is for three years and includes mutirole and ERRV duties. The deal comes with options to extend for up to three

years. Financial terms have not been disclosed. The Denmark-flagged vessel was previously trading the spot marked in the UK, Norwegian and Danish sectors. *(Source: Splash24/7)*

### WILLIAMS SHIPPING WELCOMES NEW PORT-SERVICE VESSEL

Williams Shipping has added a new vessel to its port-service fleet in the Solent, UK as demand rises in the maritime hub. [Willfreedom](#) is a fast launch and pilot vessel built by Safehaven Marine, Ireland which will be ready for service June 2022. This 15-m, Interceptor-48 design vessel has a free running



speed of 26 knots from two Scania D13 070M engines, each developing 745 kW of power and driving two fixed-pitch propellers through ZF400 transmission. It is classed to the UK Maritime Coastguard Agency's Workboat Code Cat 2 for operating 60 nautical miles with up to 10 passengers and as a pilot boat. It has a shallow draught of 1.3 m and a beam of 4.4 m. [Willfreedom](#) will be used to transfer crew and pilots to



ships in the Solent waiting to enter Southampton and Portsmouth ports. Williams Shipping managing director for marine Philip Williams said at Seawork [Willfreedom](#) could be retrofitted with hybrid propulsion and alternative sources of power in the future. Riviera Maritime Media went on board [Willfreedom](#) as it was moored at the Seawork 2022 event, held 22 June in Southampton, UK. It has a Poguro 5C generator producing 6.5 kW at 1,500 rpm. The electrical system is 24 V direct current and it has a 220 V shore supply. On the bridge of [Willfreedom](#) are Raymarine radar, multipurpose displays, GPS, AIS and sonar. Icom supplied the VHF fixed and handheld communications equipment and Flir supplied the thermal imaging camera and emergency beacons. Williams operates a fleet of seven multipurpose towing workboats, three harbour tugs, three fast launches, two safety boats and four barges. (Source: Riviera by Martyn Wingrove)

## MOOSE BOATS DELIVERS NEW CATAMARAN TO WESTAR MARINE SERVICES



California boatbuilder Moose Boats announced the delivery of its latest project, a 75-foot crew and cargo transfer vessel to San Francisco based Westar Marine Services. Moose Boats' biggest project to date, the catamaran will be used in the San Francisco Bay for passenger and cargo transfers. With a carrying

capacity of more than 15,000 pounds of cargo and a passenger capacity of 28, the boat, christened the [Madison Lynne](#), is an Incat Crowther designed USCG Subchapter T vessel. A Volvo Penta IPS (Integrated Propulsion System) ensures fuel efficiency and maneuverability hard to find in other propulsion systems. "This build was a great collaborative effort between Westar, Incat Crowther, Helmut's Marine, Volvo Penta and Moose Boats," Moose GM Steve Dirkes said. "To see a boat of this size walk sideways without any bow thrusters is pretty incredible and a testament to the Volvo Penta IPS drives. We appreciate Westar choosing us for this build and hope they are as happy with their new boat as we are to have built it." Westar Marine Services has been serving the San Francisco

maritime community since its founding in 1976. Offering marine construction services, escort and towing, barges, water taxis and stores deliveries, their experienced crews are available 24/7 from their home dock at Pier 50. *(Source: MarineLink)*

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### *SAIPEM SCORES \$650M IN MIDDLE EAST OFFSHORE CONTRACTS*

Italian energy services contractor Saipem has been awarded four new offshore contracts in the Middle East worth a total of \$650m. The new contracts include the engineering, procurement, construction and installation of several offshore jackets, decks, subsea pipelines, subsea composite cables, umbilicals, fiber optic cables and brownfield modifications. No



further details have been disclosed. In related news, Saipem also announced a ten-year extension of onshore drilling contracts for four land rigs in the Middle East worth around \$600m. Earlier this year, Saipem agreed to sell its onshore drilling business to KCA Deutag for \$550m and a 10% stake in the Aberdeen-based drilling and engineering contractor. *(Source: Splash254/7)*

### *ANOTHER MAERSK SHIP LEAVES FREDERICIA*

It is gradually becoming thinner in the many ships that Maersk Supply Service has had moored in Fredericia for years. On Monday, the trip came to [Maersk Tackler](#), which left the port in tow for [Frigga](#) - with the course set towards Grenaa, to which it is expected to arrive early tomorrow. But unlike [Maersk Attender](#), [Maersk Helper](#) and [Maersk Winner](#), which has been sold for scrapping at Fornæs in Grenaa, [Maersk Tackler](#) together with [Maersk Trimmer](#) - which departs later this week -



have been sold for reactivation in Grenaa, before their journey continues on its own. The sale of **Maersk Tackler** and **Maersk Trimmer** took place with GAC Denmark as agents. (Source: *Maritime Denmark*)

## WINDFARM NEWS - RENEWABLES

### INDONESIAN OIL & GAS VESSEL PROVIDER EYES OFFSHORE WIND



Indonesia-based offshore support vessel (OSV) owner and operator, Wintermar Offshore Marine, is looking at offshore wind as part of its growth strategy, according to a recent investor update from the company. On 24 June, Wintermar, which operates a fleet of 42 offshore vessels, unveiled its growth strategy to position the company for an anticipated upturn in drilling and announced that it had invested USD 12 million to acquire three platform supply vessels (PSVs) and three

anchor handling tug supply (AHTS) vessels since November 2021 to gear up for new drilling cycle. In the short term, the company expects a stronger 2023 as there has been an increase in project approvals for offshore oil and gas drilling and an increase in demand for OSVs. For the oil and gas market, the company has an optimistic view for the coming years as well, anticipating OSV charter rates to rise due to the demand related to the jump in offshore drilling projects. In the long term, Wintermar is also eyeing the offshore wind market, where investments are expected to grow, as an addition to its business in the oil and gas sector, for which the company expects investments to be stable in the long term. Wintermar states that, as an OSV operator, it will benefit from both higher demand for vessels initially from the oil and gas industry, but also from the offshore wind industry as increase in demand is expected in the coming years. In its presentation from 24 June, the company refers to Rystad Energy's vessel analysis report according to which the total offshore vessel demand for wind energy projects will increase to more than 300 from 2026 and to more than 400 three years later. The analysis also shows oil and gas total offshore vessel demand will climb to over 2,000 in 2024, and then slowly start to drop as of 2028. For the future, Wintermar will focus on higher value vessels to improve fleet yields and continue to improve cost efficiency, the company said, reporting that 95 per cent of its fleet is concentrated into higher value vessels at this time as it had "improved



the fleet composition through the sale and reinvestment of certain vessels”. (Source: *Offshore Wind*)

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### NOV DESIGN AND EQUIPMENT FOR CADELER F-CLASS JACK-UP

NOV has been awarded contracts for the equipment and design of Cadeler's first F-class jack-up vessel. The new F-class is a bespoke version of the GustoMSC™ NG-20000X model specially designed as a hybrid wind turbine and foundation installation jack-up vessel. In addition to the first two X-class units, this will be Cadeler's third GustoMSC-designed jack-up vessel under construction at



COSCO Heavy Industries. The Cadeler F-class is designed on similar specifications as the X-class. These self-propelled jack-up vessels are the largest in the industry, with 5,600 square metres of deck space and a carrying capacity of more than 17,600 tons, NOV said. Featuring a larger main crane capacity than the X-class, the F-class vessel's unique design is said to allow it to quickly convert from a foundation to a wind turbine installation unit. This new hybrid jack-up vessel is designed to transport and install up to six XL monopiles per round-trip, substantially improving operational efficiency and reducing the installation's total carbon footprint. The F-class vessel will have an NOV variable speed drive rack and pinion jacking system. The integrated system is said to offer high performance, reliability, and safety for thousands of jacking moves throughout the vessel's lifespan. The jacking system will include a regenerative power solution where the generated power is fed back into the vessel system, providing fuel savings and emission reductions. "Our solutions allow Cadeler to target their stakeholders with increasingly large and complex projects. This includes actively seeking ways to further reduce the industry's carbon footprint. Energy efficiency and sustainability are essential considerations in all GustoMSC design and equipment solution processes. We are well-positioned to remain Cadeler's strategic partner and support their strong commitment to the offshore wind market," Nils van Nood, Managing Director for GustoMSC and Vice President for Business Development, said. The new F-class vessel is expected to be delivered in the fourth quarter of 2025. Cadeler is currently in discussions for an XL monopile foundation installation contract in the North Sea, NOV said. Installation is expected to commence in the second quarter of 2026. (Source: *Offshore Wind*)

## *BIDEN ADMINISTRATION ENABLES OFFSHORE WIND SHIPS TO ‘JUMP THE LINE’*




The Maritime Administration (MARAD) has confirmed it has designated offshore wind vessels as ‘Vessels of National Interest,’ making them eligible for financial support through the Title XI Federal Ship Financing Programme. MARAD, part of the US Department of Transportation, said the designation “will facilitate more offshore wind

construction and will prioritise applications for projects for review and funding through Title XI,” although legal experts and brokers familiar with the programme are cautious about just how much US owners might benefit and what kinds of vessels might be covered. Title XI helps the US shipbuilding industry, providing support for shipowners to more cost-effectively acquire new, domestically produced vessels. It also enables yards to modernise facilities, and to build and retrofit vessels. It can provide a full faith and credit loan at longer terms and a lower interest rate than traditional private loans. The Title XI statute was amended in 2019 to add the authority to designate Vessels of National Interest. Such a designation informs and encourages shipbuilders and shipowners that DOT/MARAD will prioritise and expedite applications for loan guarantees for offshore wind-related vessels. Deputy Transportation Secretary Polly Trottenberg said, the Department of Transportation “is helping create a strong domestic supply chain and a robust US offshore wind industry.” “We’re excited that some American shipyards have already secured contracts to build vessels to service offshore wind developments,” said Maritime Administrator Ann Phillips. “By growing this industry, we will further support essential offshore wind installations and continue to add jobs and strengthen our important domestic industrial base, including our shipyards and shipbuilding industry.” The announcement follows the White House meeting with 11 governors from the east coast to announce the Federal-State Offshore Wind Implementation Partnership that will accelerate the growing offshore wind industry. The partnership will help advance the industry’s rapid development and help meet President Biden’s goal of 30 GW of offshore wind capacity by 2030. Winston & Strawn maritime practice manager Charlie Papavizas described the designation and access to Title XI as a ‘jump the line’ benefit. He told OWJ, “US Government financing might be particularly valuable in a rising interest rate environment and when traditional vessel bank lenders are nervous about world events. “Also, the US Government will potentially finance up to 87.5% of the cost – which, of course, is much more than a typical bank which currently is probably no more than 70% and maybe less. And the US Government permits exceptionally long, like 20 years, amortisation of the loan which reduces the daily carry cost versus a commercial loan a lot.” However, Mr Papavizas said Title XI has been criticized in recent years because of slow application processing time. “The problem with Title XI is that, at least up to now, the loan processing time is at least a year, ” he told OWJ. Shipbuilders Council of America (SCA) president Matthew Paxton said, “US shipyards are very excited about the opportunity to support the growing offshore wind industry and are committed to leveraging our world-class capabilities by building, converting, maintaining and modernizing the necessary fleet of

vessels. SCA applauds the administration's support for shipyards and shipowners to help accelerate offshore wind progress. "To build on this momentum, owners and operators of US vessels also need regulatory certainty to invest in the domestic assets required to support the growing US offshore wind industry. Inconsistent enforcement of the Jones Act has a freezing effect on investment in our domestic shipyards and can disrupt ongoing contract negotiations for new offshore wind vessels." However, not everyone is convinced that designating offshore wind vessels as Vessels of National Interest will necessarily result in a surge of vessels using Title XI. Fearnley Offshore Supply market analyst Jesper Skjong told OWJ, "In our view this is just another political idea with limited practical effect. We don't expect to see any near-term effect at yards in the US. "There may be incentives, but we are not sure how impactful those will be. Given the pace at which costs are increasing, any benefits owners in the US might have secured by using Title XI may ultimately be eaten up by inflation and higher interest rates." It also remains unclear exactly which kinds of offshore wind vessels might benefit from being designated as Vessels of National Interest. Mr Papavizas noted that MARAD posted on its website the designation of National Interest Vessels used 'primarily in construction, service, and/or maintenance of offshore wind facilities.' MARAD indicated that the list was developed in consultation with the US Bureau of Ocean Energy Management. "Whether 'construction' includes just wind turbine installation vessels or also includes other vessels such as feeder vessels and cable-lay vessels is unclear," said Mr Papavizas. "The administration's announcement focused on 'specialized installation vessels,' which would appear to be only a portion of the vessels MARAD has designated. Whether maintenance vessels, like crew transfer vessels, will have the same priority as wind turbine installation vessels is unclear." (Source: Riviera by David Foxwell)

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## BRITISH MINE AND DEPTH CHARGES FROM WWII FOUND AT SEA DURING RESEARCH ON ELECTRICITY CABLES AT SEA FOR THE CONNECTION OF THE WEST BETA . WIND FARM

As part of the investigation into non-detonated explosives (NGEs), a British mine, nine depth gauges and four full ammunition boxes and 1 projectile from the Second World War were found off the coast of IJmuiden. On Wednesday 29 June, the navy will come with a minehunter to the sites about 13 and 30 kilometers off the coast, to detonate the finds, whether or not controlled on the spot. The ammunition and explosives from the Second World War were found by the research team on the future route for the electricity cables for the Hollandse Kust wind farm (west Beta). Grid operator TenneT is already having the study carried out so that the cables can be laid safely in the seabed in the future. *Explosives* About 13 kilometers from the coast, a British mine of the type Mk14 was found and some mining chairs in which the mines were placed on the seabed. At a distance of 30 kilometers from the coast, the team encountered nine depth gauges and four full ammunition boxes with 20mm



projectiles on the seabed. *Protocol* “These finds are neatly arranged, which gives us the suspicion that these British explosives were dumped during the war,” says Robert Koens, project manager on behalf of TenneT. “All finds have been reported to the Navy in accordance with protocol and, when added together, the depth charges have a power equivalent to more than 170 kilograms of the explosive TNT. The mine is a different story, which can be filled with about 227 kilos.” *Harmless* Next Wednesday, the navy will come to the sites with a



minehunter. Then the specialists of the Explosive Ordnance Disposal Service (EODD) will determine whether the explosives can be detonated on site or whether the finds can be defused together further out at sea. *Above water* Several mining chairs have been brought to the surface by the team and may be given a place in the Bunker Museum IJmuiden. Koens: “A special find was also discovered during the research. For example, we found a ship’s anchor from the period 1600 to 1800, of which the wooden stick has been completely preserved, even the leather at the top was still completely intact.” *Unique find* The fact that the wooden stick of the old anchor has not yet perished makes this archaeological find in the North Sea completely unique, according to researchers from the Cultural Heritage Agency (RCE). Koens: “We found the anchor with the handle in the sand and the iron part on top. This is probably the reason that the wooden part is still there. The anchor is now carefully preserved by the restoration studio Restaura in Heerlen.” *160 targets* The preparatory safety investigation focuses on the route of the sea cables and the location of the offshore platform for the Hollandse Kust (west Beta) wind farm. The research proceeds in three phases. First, objects are detected and mapped. Subsequently, certain objects on the route are further investigated and during the final phase objects are secured and/or cleared. In July, the team will investigate another 160 targets off the coast. (PR)

## DREDGING NEWS

### ALL SET FOR SOUTH WAVE BREAK ISLAND CHANNEL DREDGING



Dredging operations are set to get underway in the Gold Coast Broadwater in a bid to improve access and safety for marine vessels. According to Gold Coast Waterways Authority, crews will remove a massive 20,000m<sup>3</sup> over the next few months with a focus on the South Wave Break Island Channel. Monitoring of the channel by Gold Coast Waterways has found the

channel depths are 'less than desired.' GCWA plans to return the channel to its 'desired depth' for both recreational and commercial vessels. The dredged sand will be used to help replenish the foreshore around the Broadwater. The work is set to be completed by August. (*Source: Dredging Today*)

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## DAMEN DELIVERS MODULAR DOP DREDGER TO MOZAMBIQUE

Damen delivered a DOP Dredger 200 to EMODRAGA, the leading dredging company in Mozambique. On June 20th, the dredger named Estoril, was handed over to its owner in a special ceremony. Fitted out with a renowned Damen submersible DOP dredge pump, the modular dredger will be located at the Port of Beira, where it will be performing maintenance dredging duties to



ensure accessibility for larger vessels. Damen designed and built the dredger to EMODRAGA's specifications. At 15 m long and 7 m wide, the DOP Dredger can be dismantled and easily transported by trucks, even to remote locations. Additionally, reassembly can be done swiftly due to its plug 'n play design and the limited unit weight. *Maintenance dredging* Equipped with a jet water-assisted suction head, the submersible dredge pump will be able to reach high mixture concentrations during its maintenance dredging activities, pumping some 800 m<sup>3</sup>/h. The dredger also has a very limited draught to guarantee access to the entire port. "As the second largest port of Mozambique, Beira is a very busy port," Christopher Huvers, Regional Director Africa at Damen Shipyards, emphasises. "And it has quite a challenge in that two rivers, the Buzi and the Pungwe, flow through the port. They take quite a lot of sediment with them, which deposits in the port. This sedimentation requires continuous maintenance dredging. At present, there are severe draught limitations at low tide throughout the port. The new Damen dredger will ensure accessibility for the local fishing fleet and will make sure the 12 berths of the port are kept at the required depth. Estoril will also be used to dredge other rivers throughout the country." Once tested in the Netherlands, the modular dredger was disassembled and transported to the Port of Beira, where it was reassembled in only six days.



Then Damen's expert field service engineers trained the crew on the spot. "This new dredger will certainly reinforce the local dredging operations, and improve the accessibility of the Port of Beira," Mr Huvers says. (PR)

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## BRENNAN ON TRACK TO COMPLETE LAKE REDWOOD DREDGING IN SEPTEMBER

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The second largest dredge in J.F. Brennan Company's fleet, the **Michael B** continues to make progress on the dredging of Lake Redwood in Redwood Falls, Minnesota. According to the company, the dredge crew in Redwood Falls has so far removed around 200,000 CY of sediment from Lake Redwood and pumped to the confined disposal facility (CDF). Brennan made the Lake Redwood dredging project official on Wednesday, April 13, 2022, with

the lowering of hydraulic dredge **Michael B** onto the lake. If all goes according to schedule the project will be completed in September 2022. By removing up to 650,000 cubic yards of accumulated sediment that has become very visible to anyone driving by, this dredging project will revitalize Lake Redwood and restore depth to 20 feet from the current average depth of less than 3 feet. Other benefits include improved lake water quality in Lake Redwood and the receiving waters, restored recreational opportunities, and improved water supply for the City's hydroelectric dam. (Source: *Dredging Today*)

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## GATEWAY MARINA DREDGING CAMPAIGN UNDERWAY

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Last week, the Gateway Marina mobilised their 300t barge known 'Steel Ranger' and the tug boat 'Lismore' in preparation of the Burnett Heads boat harbour dredging campaign. According to the Gateway, dredging contractor East Coast Maritime will be commencing the dredging campaign this week. For the project, a 50 ton excavator has been mounted on the barge to make the rig ready for backhoe dredge activities. After the loadout channel is constructed to enable safe movement from the





dredging work-zone to the stockpile area, formal dredge activities will then commence with estimated movement of material with loads of up to 570m<sup>3</sup> a day. The Gateway has been designed as a high quality, mixed use marina village located on the shore of Burnett Heads Boat Harbour in Queensland, Australia. Approval has been granted for a 273 berth marina with harbour dredging already underway. The first marina stage will deliver private marina berths that will be designed to accommodate single and multi-hull vessels as well as commercial berths up to 32 metres. Commenting on the project, Bundaberg mayor Jack Dempsey said that the development heralds a new era for the region with the attraction set to increase tourists to the area. *(Source: Dredging Today)*

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## YARD NEWS

### *SNOW & COMPANY BUILDING NEW RESEARCH VESSEL FOR PACIFIC NORTHWEST NATIONAL LABORATORY*



Seattle shipyard Snow & Company has started building a new 15m hybrid catamaran research vessel for operation by the Pacific Northwest National Laboratory. The Incat Crowther designed vessel will be powered by an advanced parallel hybrid-electric propulsion system, consisting of two Volvo Penta D8-510 main engines, capable of producing 374

kW each, supplemented by two Danfoss Editron EM-PMI375-T200-2600 motor-generators. Power is stored using a state-of-the-art Spear Trident battery system, allowing the vessel to operate quietly in a zero-emission electric state while engaged in a mixture of survey operational modes. Incat Crowther said it has developed a bespoke design that offers exceptional capability for its size. The vessel's 28m<sup>2</sup> main deck is equipped with an A-Frame, boom crane and movable davit in addition to access to a foldable swim platform, extracting maximum functionality from the space. A set of stairs offer direct access from the main deck to the upper deck and flybridge, which affords excellent all-round

visibility. The vessel can support the research of six scientists in a tailored layout containing multiple research workstations and convertible sleeping arrangements, providing PNNL a capable platform to efficiently carry out their research. *Principal dimensions* Length Overall: 50' / 15.24m; Length Waterline: 49.7' / 15.15m; Beam Overall: 15.9' / 4.86m; Draft (hull): 2.8' / 0.85m; Draft (prop or max): 3.8' / 1.15m; Depth: 7.54' / 2.3m; Construction: Marine grade aluminum. *Capacities* Fuel Oil: 600 gallons / 2,300 liters; Fresh Water: 80 gallons / 300 liters; Sullage: 80 gallons / 300 liters; Crew: 2; Scientific Staff: 6 *Propulsion and performance* Speed (Service): 20 knots; Speed (Max): 29 knots; Range: 400 nm; Main Engines: 2 x Volvo D8-510; Power: 2 x 374 kW @ 2850 RPM; Gearboxes: 2 x Twin Disc MGX-5075 SC; Motors / Generators: 2 x Danfoss EM-PMI375-T200-2600; Propulsion: 2 x Propellers; Batteries: Spear Trident 113kWh. (Source: *MarineLink*)

## DE HAAS ROTTERDAM EXPANDS ON RDM SITE WITH NEW BOAT LIFT AND MORE CAPACITY

De Haas Rotterdam (DHR) is restarting its current shipyard at RDM West. In addition to the site around the (former) boat lift, the nearby site of approximately 2 hectares will also be put into use. A new 820t Travelift will replace the old boat lift to dry out and transport the ships. To this end, the shipyard has signed an issuance



agreement with the Port of Rotterdam Authority (PoR). The expansion of the yard is in line with PoR's policy to offer customers relevant ship repair facilities. In addition, the Port Authority wants to encourage students in technical education on the RDM Campus to opt for a job in the maritime sector. *Gray Fleet* In the previous period that DHR operated the boat lift, from 2016, there appeared to be a lot of demand for the yard facility. The boat lift was particularly popular with the so-called



gray fleet (tugs, patrol vessels, pilot tenders, small pontoons). It is often necessary to dry out these vessels quickly and for a short period of time for inspection, service and maintenance. For tugs in particular, such an option was not or hardly available in Rotterdam, and ships moved to Antwerp and Hamburg for this purpose. After an incident in April 2018, as a result of which the boat lift is out of use, the Port Authority and DHR have jointly decided to further develop the one-stop shop concept, including expansion of the site. In addition, the Travelift 820 is changing to a different, more efficient way of drying



and transporting ships. With the expansion of the shipyard facilities on the RDM site, it is possible to dry up several ships simultaneously as well as to service ships in the water by means of the newly built berths on pontoons in the Heysehaven. *Travel lift* A completely new boat lift with the brand name Travelift has been chosen, which has a capacity of 820t. De Haas Maassluis has already gained good experience with this at its yard in Maassluis. The Travelift will drive over the harbor of the former boat lift like a kind of gantry crane in order to be able to hoist the ships. To this end, a number of constructive adjustments are made on and at the quay of the ship's lift. The new boat lift will be put into service in Q1 2022. *De Haas Rotterdam* De Haas Rotterdam is managed by De Haas Maassluis (since 1878). This yard is specialized in new shipbuilding as well as in the complete maintenance, repair and renovation of patrol vessels, Save and Rescue (SAR) vessels, Incident Control Vessels (IBV) and other specialist professional vessels. (Source: *Havenbedrijf Rotterdam*)

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### THE SEVENTH PROJECT 3052 VESSEL WAS LAUNCHED

On June 28, at the Samussky shipbuilding and ship repair plant in the Tomsk region, the seventh project 3052 laying vessel (building number 5204) was launched. The press service of the group of companies "Marine Technics" (LLC "MT-Group") reports about the past event. The vessel, which received the name "**Valdevar Khan**", is being built for the Federal Budgetary Institution



"Administration" Yeniseirechtrans "by order of the FKU" Rechvodput ". Project 3052 position vessels are being built as part of the state program "Development of the transport system", conducting trawling operations, as well as monitoring and maintaining navigational aids. A series of ten situation vessels of project 3052 commissioned by FKU "Rechvodput". The general contractor is MT-Group. The series is being built at four shipyards in different parts of the country. *Positioning vessel of project 3052* Project developer - State Central Design Bureau of Rechflota PRR class - O2.0 (ice 20); Length - 35.6 m; Beam - 6.48 m; Displacement - 154.5 t; Gross tonnage - 162 t; Endurance - 6 days;



Main engine power - 2x220 kW; Travel speed - 24 km / h. (*Source: Sudostroenie*)

## IDWAL VESSEL INSPECTIONS NOW INCLUDE CREW WELFARE CHECKS



Ship inspection business Idwal said it has added 12 key crew welfare questions to its inspection process in an attempt to help raise awareness of some of the issues facing seafarers globally. With its international surveyor network, Idwal has several representatives on all types of vessels every day. Having traditionally just covered data points around ship condition and management, the company, which comprises several former seafarers, said it is passionate

about improving awareness of crew welfare issues and has long wanted to enhance their inspection reports with this vital, but often overlooked, aspect of a vessel. Idwal Senior Marine Surveyor and Crew Welfare Advocate, Thom Herbert said, “We have added twelve new questions to our vessel checklist with the focus on objective questions to make the findings harder to ignore and focus on areas where any problem has a clear solution. Questions cover areas such as onboard Wi-Fi, gym facilities, onboard training facilities, access to bonded stores and catering services, and whether additional periods of rest are available.” These crew welfare points will feed into the overall Idwal Grade, which is programmatically calculated from over 500 individual data points, captured during each vessel inspection and represented as a number between 1 and 100. “In this way, crew wellbeing factors will have a direct link to the Idwal Grade the vessel receives,” Herbert said. (*Source: MarineLink*)

## CUMMINS CELEBRATES 10 QUIET YEARS OF POWER GENERATION

Cummins Inc. built an Acoustical Technology Center (ATC) at its Power System plant in Fridley, Minnesota in 2011. The state-of-the-art facility gives Cummins and its customers, the ability to test product noise levels to deliver the quietest power generation products on the planet. Noise emission regulations around the world require power solutions of all shapes and sizes to not exceed



certain noise thresholds. And, in order to pass those rigorous acoustic requirements, highly scientific and precise testing is essential. “The ATC is a magnificent house of sound. We recognize the need for an investment like this and wanted to make sure we had a world-class facility to deliver world-class solutions,” said Gary Johansen, Vice President of Engineering for Cummins Power Systems. The ATC

is the largest of its kind in the world with a hemi-anechoic chamber that is 105 feet long, 80 feet wide, 36.5 feet high, and can record precision-grade acoustical data from 20 Hz to 20,000 Hz ... the entire range of the human auditory recognition. Prior to the ATC, noise testing was conducted at an outdoor facility but due to harsh weather conditions in Minnesota and uncontrolled climate and outdoor background noise levels, the accuracy of the noise testing was compromised. The design of the facility includes patented anechoic wedges that line the interior of the chamber that are designed with “metadyne” perforated-metal to achieve a 50 Hz cutoff. The chamber is also equipped with a sophisticated ventilation system that transfers air at a rate of 222,500 cubic feet per minute while maintaining a regulated temperature and humidity level. “The ATC is also a significant investment for the future,” added Mr. Johansen. “Today we have been testing diesel and natural gas gensets, as well as other industrial equipment. But what we are quickly moving towards is testing hydrogen fuel cells, energy storage systems, and power electronics that control and manage the movement of power between assets and sources; so, in the future we may be testing fewer engines, and more new technologies.” The 10-year anniversary of the Acoustical Technology Center coincides with the launch of Cummins Destination Zero, the company’s journey to net-zero carbon emissions by 2050. Another demonstration of Cummins’ commitment to environmentally safe and sustainable products. “Any person that visits the ATC will be marveled not only at what it looks like but also at what it can do,” stated Alex Savelli, Managing Director of Cummins Electrolyzer business. (PR)

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### *BRIGGS MARINE ORDERS NEW PILOT VESSEL*



Briggs Marine has ordered a new pilot vessel to meet rising demand. Goodchild Marine won the order to manufacture and deliver the vessel in 2023 to increase Briggs Marine’s fleet to six ORC-class pilot boats. The contract for the new ORC pilot boat was agreed at the Seawork 2022 event, held 22 June in Southampton, UK, witnessed by International Tug & Salvage. Briggs Marine general manager Rob Baker said this vessel is part of the owner’s continuing investment in the fleet “so customers can rely upon

modern and efficient pilot vessels.” This pilot vessel will act as a relief or replacement vessel. Fleet growth will also enable Briggs Marine to offer spot charters for pilot vessels, a service which, the company believes, will continue to grow. This new pilot vessel, with Volvo Penta D8 engines on board, will be designed to be transportable via road, allowing Briggs Marine to be highly reactive to customers’ timescales and be more fuel-efficient when transporting it to customers in the UK. Goodchild Marine said the ORC 121 pilot vessel will have an overall length of 12 m, which is shorter than previously supplied ORC 171s and ORC 136s, to allow it to be transported by road. The semi displacement hull design of the ORC is 40% more fuel efficient than counterparts of similar size vessels, helping to reduce emissions. This is the sixth pilot vessel Briggs has ordered from Goodchild Marine in the last eight years, with the others transferring pilots in Liverpool, UK. Briggs Marine has also ordered a crew transfer vessel in 2022 after securing a contract to provide services to a new Scottish offshore windfarm. *(Source: Riviera by Martyn Wingrove)*

## WEBSITE NEWS

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Last week there have been new updates posted:

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

- *Master Boat Builders Announces Delivery of Hermes Rotortug for Seabulk*
- *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*

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

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

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

- *Offshore Support Tug with Fifi and AHT equipment*

3. Several updates on the Newsletter – Fleetlist page posted last week

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

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

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