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

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TUGS & TOWING NEWS.

6770 HP, TIER IV CLASS McALLISTER TUG ARRIVES IN VIRGINIA



McAllister Towing is proud to announce the arrival of the tug **Jane McAllister**. The **Jane** is equipped with 3516E Tier IV Caterpillar engines powering twin Schottel SRP 490 Zdrive units. Packed into her 93’ x 38’ hull producing 6,770 horsepower, the JANE achieved over 91 short tons during her ABS bollard pull certification. Combining her eco-friendly CAT engines with Markey winches on the bow and stern makes the **Jane** one of the most

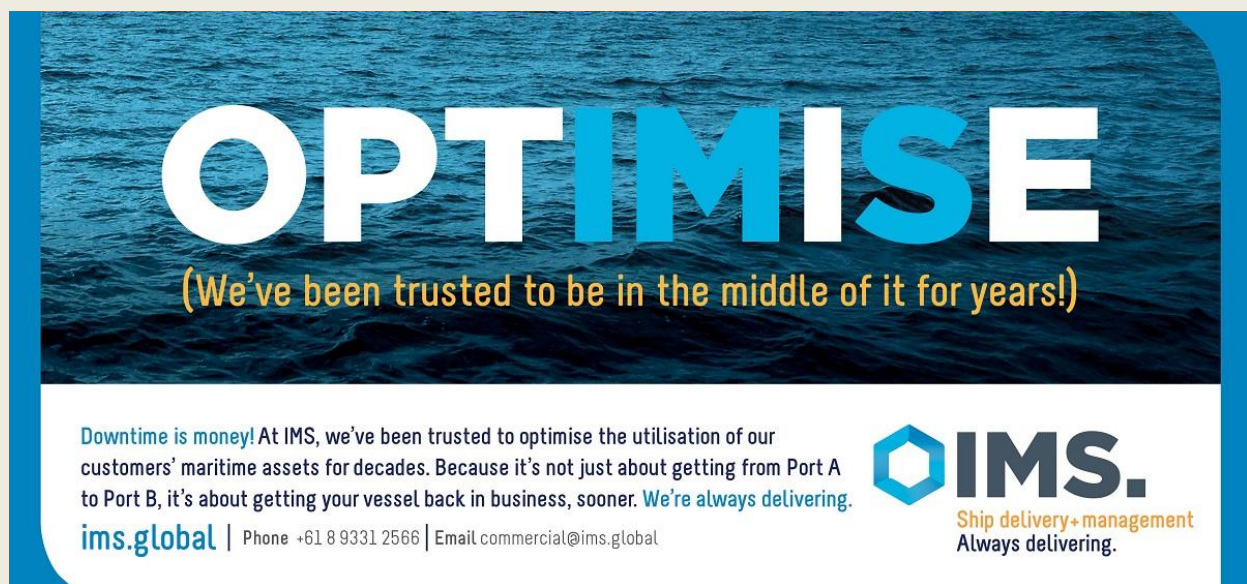
advanced and powerful shipdocking tractor tugs serving the port of Virginia. The **Jane McAllister** was recently delivered from Washburn & Doughty and set sail for her new home port. The construction of the tug was overseen by Engineering Manager Martin Costa. The tireless efforts from McAllister engineering and Washburn & Doughty ensured that the JANE will be a top-of-the-line tug in McAllister’s fleet for many years to come. Captain J. Elliott Westall, McAllister Towing of Virginia’s Vice President and General Manager, is excited by the tug’s arrival. “The JANE will not only meet, but exceed the needs, handling the ever-increasing size of vessels calling Virginia. This tug is joining our fleet of six other tractor tugs, and will enable us to continue safely handling the gentle giants calling the Port of Virginia. Having exceptional control and power, the JANE is the new “Queen of Hampton Roads” and everyone that works on or with her can be confident in her abilities to deliver unsurpassed service for our customers.” McAllister



President & CEO B. Buckley McAllister added, “We are proud that the **Jane** is the 10th tug in our

fleet with over 80 metric tons of bollard pull and escort capability, making our fleet one of the best in the country for the larger ships entering into service.” The **Jane McAllister** was christened at her launch by Jane Woodfield Morin, daughter of Alexandra McAllister Woodfield. Both Jane and Alexandra are direct descendants of James McAllister, who founded McAllister Towing in 1864.
(PR)

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ITS CONVENTION 2024: CALL FOR TECHNICAL PAPER ABSTRACTS



There is only one month left for companies and organisations to submit technical paper abstracts for the 27th International Tug & Salvage Convention, Exhibition & Awards. This event will take place, in association with Caterpillar Inc, 21-23 May 2024 in Dubai, United Arab Emirates, with an extensive conference programme

consisting of technical papers and insightful presentations from the tug, towage and salvage industry leaders. Professionals from across the tug and salvage industries, spanning technical, operational, regulatory, commercial, financial and research, are invited to submit the abstracts by 29 September 2023. Authors are invited to submit original research papers, case studies, or proposals related to tug and salvage operations. Full papers and abstracts should be submitted electronically via the conference website. Abstracts must be a maximum of 500 words and clearly state the objectives, methodology and key findings of the proposed paper. Full papers, if the abstract is accepted, should

be between 6,000 and 8,000 words in length and include an introduction, methodology, results, discussion and conclusion sections. Authors need to indicate the relevant category under which their submission falls. All submissions must be original and not previously published or under review elsewhere. They will be reviewed by an industry-led advisory panel and notification of acceptance will be provided by 27 October 2023. Full papers need to be submitted by 26 April 2024 and will be presented at the ITS Convention 2024. Submissions must align with the conference's key programme components, covering topics such as: • Tug design and construction; • Tug operations and safety; • Tug technology and automation; • Regulation and compliance; • Commercial and financial considerations; • Environmental sustainability; • Emergency response and salvage; • Training and workforce development; • Ports and harbour operations; • Harbour masters' perspectives; • Safety culture and best practices; • Sale and purchase of tugs; • Tug market analysis; • Newbuilding orderbook; • Tug financing and investment; • Tug chartering and contracting; • Digitalisation and market intelligence. *(Source: Riviera by Martyn Wingrove)*

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ROYAL WAGENBORG ADDS ANOTHER TUGBOAT BUILT BY UZMAR SHIPYARD WITH 80-TON BOLLARD PULL AND 32-METER L.O.A TO THE FLEET IN NORTH NETHERLANDS.

The Robert Allan design ASD 3280 tug which Royal Wagenborg purchased in mid-June is renamed '**Waterland**' and has arrived in Eemshaven a few days ago. Together with her sister ship '**Waterlines**' purchased from UZMAR last year, the 'Waterland' with her 80-ton bollard pull is the largest tugboat in the fleet of Wagenborg Towage, which



now consists of ten tugs. The newly acquired '**Waterland**' was built in 2020 by the UZMAR Shipyard in Turkey and delivered to UZMAR Fleet to operate at Istanbul Ambarli Port. The ASD 3280 Tug is highly maneuverable and has high performance with her unique and modern design. With her

exceptional operational flexibility, the tugboat is utilized for port and terminal towage operations, escort operations, firefighting operations, and coastal and offshore towage operations. Wagenborg aims to further strengthen its position in the towage services market in Northwest Europe with 'Waterland', the second tugboat purchased from UZMAR Shipyard in the last year. UZMAR Shipyard stands as a distinguished builder of cutting-edge tugboats, workboats, and tailor-made, high-performance vessels. Positioned as the pioneer of shipbuilding excellence, sustainability, and the integration of high-end innovations, the shipyard has lately incorporated methanol-powered and electric-driven tugboats into its portfolio. UZMAR holds an unmatched record of on-time delivery with 200 vessels delivered to 25 countries in the world. (PR)

EU FISHING PATROL SHIP "OCEAN GUARDIAN" FOR CREW CHANGE IN BREMERHAVEN



At the beginning of 2023, the European Fisheries Control Agency (EFCA) chartered three patrol vessels from Sentinel Marine for fisheries inspections that had previously been used in the offshore industry. The initial contract has a term of 24 months with a possible extension to a total of six years. The three ships "Ocean Sentinel", "Ocean Guardian" and "Ocean Protector" are now sailing under the

Portuguese flag and strengthen the operational capacities of the EFCA in the surveillance, control and surveillance of fisheries in accordance with the common European fisheries policy. These are now used for control trips from the Black Sea via the Mediterranean to the western waters as well as the North and Baltic Seas. The three EU vessels are multi-purpose emergency and rescue vessels (ERRV) with an overall length of 62 meters each, built between 2018 and 2020. All have a dynamic positioning system to better balance their position during use, which is also designed to reduce fuel consumption to a minimum. The three offshore fishing patrol vessels are fully equipped with modern onboard facilities for the maximum 30 crew members to ensure a comfortable stay and pleasant working environment during patrol voyages. Four single and 13 double cabins with private bathrooms are available on each of the ships. The ships also have a meeting room with digital projection capacity and broadband internet connection for live video conferencing and access to various fisheries control systems/databases. The vessels will also be deployed in multi-role operations as part of European cooperation, including coastguard support, such as search and rescue support, maritime surveillance and pollution control. The 62-meter-long "Ocean Guardian", which was built in 2018 at the Chinese shipyard Cosco Guangzhou Shipyard as the "Biscay Sentinel", moored for the first time in the connection port in Bremerhaven for a crew change. Previously, this patrol ship was deployed off Madeira, in Spain and the Netherlands. (Source: *Weser Maritime News*)

SPECIAL TOWAGE MONOPILE FOUNDATION

Boluda Towage safely assisted the **HEBO P81** barge loaded with a monopile foundation. On Saturday 19 August 2023, the convoy departed from Rotterdam Waalhaven, and set sail via the North Sea to the German Port of Nordenham. Boluda Towage's tugs, **VB Brent** and **VB Tiger** assisted the convoy when leaving the Port of Rotterdam. In the North Sea, **VB Brent** convoyed **HEBO P81** barge all the way to Bremerhaven.



The crew of **VB Brent** is well-experienced in special towage and long-distance ocean projects, and the tug is designed to safely handle heavy and difficult towing assignments at sea. Once arrived in the port of Bremerhaven, the tugs **VB Evolution** and **VB Wilhelmshaven** joined **VB Brent** and assisted the convoy to a fabrication yard in Nordenham. In recent days, several monopile foundations were collected at the fabrication yard for joint transport to an offshore wind farm in America. A monopile foundation is a single, generally large-diameter, foundation structural element to support all the loads (weight, wind, etc.) of a large above-surface structure used for offshore wind turbine installations. Each special transport has its own challenges, which require a well-thought-out approach. Thanks to professional performance and smooth cooperation between all teams involved, this specialized operation was carried out safely. Looking forward to the next challenge! (PR)

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DRAGONWOOD BAMBOO TO REPLACE WOODEN WORK DECKS ON ACTA MARINE VESSELS

Welcome aboard the **Coastal Enterprise!** We recently installed a part of our work deck made from

bamboo. Today we'll be taking a closer look at how this sustainable material is faring against



traditional tropical hardwood. Acta Marine's technical manager Cor Visser is guiding us through the process. The technical department has chosen a part of the deck where the most impact is expected. Cor: "We do a variety of offshore work for which the anchor handling winch is the most important. The area below the winch, in the centerline of the vessel, is

getting most impact from steel wires, shackles and other heavy rigging once operating. We're testing the material up to the rigors of the offshore environment and making a comparison with conventional solutions. We hope that the addition of bamboo to our ships will pave the way to a more sustainable future." Acta Marine is dedicated to make vessel operations more sustainable and Thomas Lambooi from supplier Dragonwood BV located in Utrecht, The Netherlands, elaborates on the production process of the material: "Dragonwood is a material that has been used in other industries for a long time. The basis for this material is of course bamboo. Bamboo is known as "magical grass" and grows in large areas of the world. It grows so fast that it is sometimes called a weed. After harvesting the bamboo stems, the bamboo is split into strips and processed into loose fibers. The fibers are pressed together in a large press, together with an environmentally friendly resin, to form a very strong and robust material. The pressed bamboo is then processed into crane mats or, as is the case here, to the specific requirements of our clients." Lambooi continues: "A

bamboo forest absorbs 5 times more CO₂ and produces 35% more oxygen than an equivalent piece of forest with trees. 1000 tonnes of CO₂ is absorbed per hectare of bamboo forest per year. After 2 to 5 years the bamboo stem is fully grown and can be harvested. Assuming 4 years of growth, 25% of the bamboo forest can be harvested every year without any reduction in the size of the forest." He concludes enthusiastically: "Because so much CO₂ is absorbed during the growth, even after the transport



and processing of the bamboo stems into Dragonwood pressed bamboo, the bamboo is much more environmentally friendly than tropical hardwood." (PR)

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IN VLADIVOSTOK MET THE TUG "VLADIMIR SUNGORKIN"



The multi-purpose tug "**Vladimir Sungorkin**" arrived in Vladivostok from China. The ship was built by order of the resident of the free port of Vladivostok (SPV) LLC "Eastern Towing Agency", reported on August 24 in the "Corporation for the Development of the Far East and the Arctic". According to the corporation, the tugboat is designed for operation at Vladivostok Sea Fishing Port OJSC (part of the TIGR group of companies) and can serve ships of any deadweight. The solemn

ceremony of meeting the tug at the port of arrival took place at berth 49 of Vladmorrybport. "The tug has successfully passed all sea trials. The specialists of the Russian Maritime Register of Shipping checked all operational characteristics, the working condition of the equipment, the functioning of automation, navigation and communication facilities. Built in China. The tug "**Vladimir Sungorkin**" will work with the auxiliary fleet of Vladmorrybport, which includes 4 own tugs," said Alexander Shevchenko, General Director of Vladivostok Sea Fishing Port OJSC. In turn, Anna Khmaruk, Vice President of Tigr PJSC, noted that the tug is part of a large-scale modernization of the port infrastructure, which began in 2021. The volume of investments will amount to more than 8.2 billion rubles. The completion of the program is scheduled for 2024. Particular attention is paid to the development of container capacities of the port. New sites are being built, the existing infrastructure is being optimized, and new equipment is being purchased. "Until the end of 2024, it is planned to supply 3 RTG gantry cranes, 4 MQ gantry cranes with a capacity of 60 tons. A tender is being held to purchase 2 RMG cranes in 2024. Measures to optimize the work of the port will increase the container handling capacity by 263,332 TEU per year, and in 2024 it will reach 507,760 TEU. The speed of handling and turnover of containers at the berth will double," Anna Khmaruk noted. Recall that the construction of the tug "**Vladimir Sungorkin**" was completed in August 2023. (*Source: Sudostroenie: Photo: "Corporation for the Development of the Far East and the Arctic"*)

THE HISTORY OF THE STEAM PADDLE TUG JOHN H. AMOS

Perhaps one of the most famous steam paddle tugs in history was the '**Monarch**', depicted in JMW Turner's painting 'The Fighting Temeraire', first exhibited at The Royal Academy in 1839. Perhaps one of the most famous steam paddle tugs in history was the 'Monarch', depicted in JMW Turner's painting 'The Fighting Temeraire', first exhibited at The Royal Academy in 1839. The last-but-one steam paddle tug in the UK, '**Reliant**', launched 1907, was controversially scrapped after being on display in the Neptune Hall at the National Maritime Museum, Greenwich. Only one engine and half a paddle wheel remain at Greenwich. The steering engine and chains have been preserved at the



Markham Grange Steam Museum, Brodsworth. It is thought that the only other British built paddle tug in the world is the 'Eppleton Hall', launched 1914, currently berthed at the Hyde Street Pier, San Francisco. Some diesel-electric paddle tugs were built latterly for the Royal Navy, but the last one, '**Forceful**', was scrapped after being used as a missile target. *History of the John H. Amos* The **John H. Amos** was the last paddle tug built in Great Britain for civilian owners. The initial design for the vessel was said to have been draughted in 1888, and when she appeared in 1931 she was something of an anachronism. The tug was built for the Tees Conservancy Commissioners in a Clyde shipyard by Bow McLachlan & Co Ltd. of Paisley, Scotland, and named to honour an octogenarian Secretary to the Commissioners, John Hetherington Amos who died in 1934. *Extra steam container* Before completion of the vessel, Bow McLachlan & Co. Ltd. were declared bankrupt. The liquidators



finished the work by using materials that were already available in the yard. As a result some aspects of the vessel were better than the original specification. Unfortunately other components turned out to be unsuitable. It was soon discovered that the boilers they used could not supply enough steam for the large diagonal compound engines. A maximum of only 11 knots was achieved instead of the

intended 13 knots. Among other modifications that were made was an extra steam container added

to each boiler. This may have had the effect of supplying "drier" steam, but would not necessarily have solved the problem of providing more steam. The tug was completed in February 1931 but the Tees Conservancy Commissioners would not accept her due to the speed not being up to specification. It was to be two years before she was formally accepted. *The hull was constructed from riveted steel plate and some other details are as follows:* - Official Number : 160734; Yard Number : 497; Previous Port of Registry : Middlesbrough; Present Port of Registry : London; Length : 110 feet; Breadth : 22.5 feet; Moulded Depth : 11.5 feet; Overall Width (paddle to paddle) 43 feet; Gross Tonnage : 202 tons; Actual Weight, approx. : 300 tons; Registered Tonnage : nil; Two compound diagonal engines with Bremme valve gear; Nominal Horsepower : 126; Indicated Horsepower : 500; Length of Stroke : 44 inches; Diameter of H.P. Cylinders : 17¼ inches; Diameter of L.P. Cylinders : 34½ inches; Engines can be worked separately or joined by a dog clutch. Boilers : Two coal fired twin furnace Scotch type; Working Pressure : 125 p.s.i. The estimated cost, delivered complete, was believed to be £18,500 but it cost less than the estimated price because of the problems with specification. Please click [HERE](#) for the General Arrangement Plan. (Source: *The Medway Maritime Trust; Photo bottom by Geoffrey Watson*)


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OKSKAYA SUDOVERF LAUNCHES FIFTH NE025 SALVAGE TUG FOR MARINE RESCUE SERVICE

The tugs will be operated on the Northern Sea Route. On 31 August 2023, Navashino, Nizhny Novgorod Region based Okskaya Sudoverf shipyard launched the fifth unit in the series of five salvage tugs of NE 025 design intended for Marine Rescue Service (MRS), says MRS. The ceremony has been attended by Dmitry Golovach, Head of Ship Construction Supervision Department, Marine Rescue



Service. Elvira Bukhoina, representative of Okskaya Sudoverf shipyard took part in the ceremony as the ship's godmother. In December 2021, Okskaya Sudoverf shipyard held the keel-laying ceremony

for five sea-going firefighting salvage tugs NE 025 series for Marine Rescue Service. The **Timan**, lead tugboat in the series, was launched in December 2022; the **Tepsey**, the **Pechak** and the **Uzon** were launched in April, June and July 2023, respectively. Two tugboats will be registered in Murmansk, two – in Petropavlovsk-Kamchatsky. The **Favor** will be registered in the port of Arkhangelsk. The outfitting of the five launched ships is underway at the berth of the shipyard. According to the contract, Okskaya Sudoverf is to deliver the ships to Marine Rescue Service in 2023. It is the first time when Marine Rescue Service acts as the state customer for ships it will operate in the future. The ships are to be operated on the lanes of the Northern Sea Route. The construction of the series is foreseen by the Plan for the Development of the Northern Sea Route until 2035 and the federal project “Northern Sea Route” foreseen by the Comprehensive Plan for Modernization and Expansion of Core Infrastructure (CPMI) until 2024. The NE025 tug was designed by Nordic Engineering under the order of Marine Rescue Service. The tug is intended for towing non-self-propelled crafts, installation and removing aids to navigation marks, for handling anchors, transportation of cargo on deck, assistance to dredging fleet operation and to hydraulic engineering works, for response to oil spills with deployment of equipment for clean-up operation without entering an oil slick, for participation in extinguishing fires. Among the advantages of the NE025 are optimized design solutions. The bulk of equipment foreseen by the design is domestically produced. The tug design is versatile as it can easily be modified with different capabilities to perform a wide range of tasks and meet the demand for vessels of this class to upgrade Russia’s rescue fleet. Key particulars of NE025 ships: LOA: 29.6 m; beam: 9.5 m; depth - 3.3 m; draft - 2.40 m; main engine rated power - 746 kW, crew - 8. Class notation KM ⊕ Arc4 (hull, machinery) R1 AUT3 FF3WS Tug. (*Source: PortNews*)

SVITZER OPTS FOR MED MARINE’S MED-A2285 SERIES



Med Marine has signed a significant contract with Svitzer, a leading global towage operator, for the construction of three advanced new tugs. These tugs, which are part of the MED-A2885 series, are each 28 meters in length and boast an impressive bollard

pull of 80 tonnes. Two of the three tugs will be deployed in Greece, where Svitzer currently is setting its operation up to service Gastrade’s Alexandroupolis Independent Natural Gas System LNG terminal. The deployment of the third tug has not yet been finally decided. Designed by the Canadian Naval Architect Robert Allan, the tugs belong to RAstar 2800 series. This design showcases their exceptional efficiency and remarkable terminal and escort capabilities, making them the perfect choice for Svitzer's demanding operations. The collaboration between Med Marine and Svitzer represents a strategic partnership built on trust, quality, and reliability. Svitzer's decision to once again choose Med Marine is a testament to the exceptional professionalism and unwavering commitment to quality that Med Marine has consistently demonstrated. Svitzer's long-standing relationship with Med Marine is underpinned by a history of successful projects and the delivery of top-tier vessels. The delivery of these three state-of-the-art tugs is scheduled for the end of 2023. *The tugboat’s specifications:* Length: 28,40 m; Width: 13 m; Depth: 5.40 m; Draft: 5.70 m; Gross

Tonnage: <500; Bollard Pull: 80 tons; Speed: 12.5 knots; Crew: 10 people. Watch the YouTube video [HERE](#) (PR)

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THEODORE TUGBOAT TOO SET TO SAIL INTO NIAGARA

Ahoy, mates. **Theodore Tugboat Too** is planning a return to Niagara. The tugboat is preparing to hit the open waters for another Great Lakes adventure and make its way to Monroe, Michigan, for Heritage Days at the end of September. The tugboat, which is a 65-foot working replica of the children's TV character Theodore Tugboat, will be making various stops along the journey. **Theodore Too** will dock in Port Dalhousie at the Dalhousie Yacht Club from Aug. 31 until Sept. 4.



Afterward, the tugboat will make its way to Port Colborne from Sept. 4 until Sept. 9. The exact location is to be determined. The vessel is an ambassador for Swim Drink Fish, a volunteer-led group that promotes swimmable, drinkable, fishable water. For more information about the tugboat visit <https://theodoretugboat.ca>. (Source: Niagarathisweek)

ROYAL THAI NAVY TAKES DELIVERY OF RAMPARTS 3200-SD H.T.M.S. TA CHAI

Robert Allan Ltd. is pleased to announce that after successful sea trials, **H.T.M.S. Ta Chai** was delivered to the owner, Royal Thai Navy on August 21st, 2023. The newly completed RAmports 3200-SD tug was built by Asian Marine Services PCL and designed by Robert Allan Ltd. to serve the navy's surface ships and submarines. After proudly taking delivery of two RAmports 3200 tugs in

2017 and 2019 respectively and being impressed by the superior performance of the tugs, Royal Thai



Navy decided to build another Robert Allan-designed tug. The design chosen this time is a slightly wider hull form with improved design features. *Key particulars of the H.T.M.S. Ta Chai are:* Length, overall (excluding fenders): 31.50 m; Beam, moulded: 12.60 m; Depth, least moulded: 5.49 m; Maximum draft (navigational): 4.50 m; Gross tonnage: 497; *Main tank*

capacities are: Fuel oil: 170.00 m³; Potable water: 30.00 m³; Ballast: 30.00 m³; Fire-fighting foam: 7.00 m³. The tug was designed and constructed to the following Lloyds Class Notation: ∇ 100A1, TUG, FIRE FIGHTING SHIP 1, ∇ LMC. Propulsion machinery consists of two MTU 16V4000M54 main engines with 1685kW at 1800 rpm rated power driving a pair of Schottel SRP 400FP Z-drive with a Ø2300 mm fixed pitch propeller. The fire fighting pump is driven by a MTU 12V4000M53R dedicated diesel engine, with 1140 bkW at 1600 rpm rated power. Electrical power generation is provided by a pair of MAN D2376 LE322 generator with a rated power of 200 ekW at 50 Hz and able to operate in parallel as required. H.T.M.S Ta Chai is equipped with deck machinery, including a hawser winch at the bow; a towing hook on the aft deck. This major deck machinery equipment is provided by Fluidmecnica, Spain. Fenders for ship-handling at the bow consist of two rows of cylindrical fenders and a lower course of W-fender. Sheer fendering consists of "D" rubbers and a W-fender at the stern. A few D-fenders are provided along the hull side underwater to provide protection working with submarines. The accommodations have been outfitted for a crew of twenty including two cabins with living room of each for the master and chief engineer, mess, and a galley arranged in the deckhouse, and other crew cabins located on the lower accommodation deck. The wheelhouse is designed with a split type control station which provides maximum all-round visibility with exceptional visibility to the bow and side fendering, as well as operation on the aft deck. *Trial results were as follows:* Bollard pull, ahead: 55 tonnes; Free running speed, ahead: 13.0 knots

ACCIDENTS – SALVAGE NEWS

THE FLOODED SEA TUG "MB-404" WAS LIFTED FROM THE BOTTOM OF THE NAGAEV BAY (MAGADAN REGION)

In 2023, it is planned to raise 6 ships in the region. The flooded sea tug "MB-404" was raised from the bottom at the port fleet pier in Nagaev Bay (Magadan Region). It is being moved ashore for further disposal, the region's governor Sergey Nosov wrote on his Telegram channel. "Here we will create the Maritime Tourist Center, which received support from the government commission," he added. As PortNew IAA reported, in February 2021, the Russian government approved a road map for the recovery and disposal of sunken ships in the waters of the Far Eastern Federal District (FEFD). The

pilot region was the Magadan region, where there were 22 sunken ships in Nagaev Bay. Measures to raise and remove ships sunken in the Far Eastern Federal District were included in the federal project "General Cleaning", developed by the Ministry of Natural Resources and Ecology of the Russian Federation. Until 2024, 1 billion rubles will be allocated for the disposal of sunken ships. In total, it is planned to raise and dispose



of 213 sunken ships in the Far East by 2025. Earlier, Sergey Nosov stated that through the implementation of the project, it is planned to provide conditions for the construction of two economically important objects of the sea front of Magadan - the fishing port and the Sea Tourist Center. To clean up the waters of Nagaev Bay in the Magadan Region, 10 sunken ships were raised in 2022, another 6 ships are planned to be raised in 2023, and 7 ships in 2024. (Source: PortNews)

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SALVAGE TEAM DEPARTS FSO SAFER AFTER COMPLETING OIL TRANSFER PROJECT

The salvage team in the UN-led effort to remove the oil from the dilapidated **FSO Safer** departed the site on Monday, August 29, marking the completion of the project. UN officials thanked the team from Boskalis' SMIT Salvage for completing the complex task which averted a potential environmental disaster. After completing the transfer of approximately 1.1 million barrels of oil that had been stored aboard the **Safer** since 2015, the team undertook a final series of tasks. The transfer was declared over on August 11, two and a half weeks after it began on July 25. The salvage team had prepared the machinery aboard the **Safer** for the transfer and stabilized the storage tanks which had not been properly vented in years. Equipment was standing by in case of a spill but they were able to complete the transfer without a serious incident. During the last two weeks, the tanks aboard the

Safer were scrapped and cleaned to remove as much residue as possible. The material was also



transferred to the replacement tanker **Nautica** which had been acquired from Euronav and was renamed **Yemen** by the local government after the UN transferred the ship to Yemen. The tanker was repositioned on Sunday evening, August 27, to remain a safe distance from the **FSO Safer**. The older tanker, which was built in

1976 and had been functioning as a storage and transfer point approximately four miles off the coast of Yemen since 1988, has been prepared for recycling. The UN is responsible for arranging for the recycling of the vessel while the replacement tanker will take its place holding the oil which is claimed by the Houthi faction which controls that area of Yemen. The Boskalis vessel **Ndeavor**, which had been alongside the **FSO Safer** since the end of May accommodating the SMIT team, departed Yemen on August 28. It is sailing to Djibouti where the salvage team will disembark and the vessel will then continue on its trip back to Rotterdam. “The completion of the work marks the end of a pivotal chapter in the UN-led operation to address the threat of a major oil spill that have been caused by a leak in or destruction of the **Safer** tanker,” said UN spokesperson Stéphane Dujarric during his daily briefing on Monday. “The United Nations and the broad group of partners that support the **Safer** project have so far succeeded in preventing the worst-case scenario of a massive oil spill in the Red Sea which with obvious potential catastrophic environmental, humanitarian and economic repercussions.” UN officials highlighted that they still need to raise an additional \$22

million beyond the \$120 million already committed to the project. They are awaiting the delivery of a new mooring buoy that will be installed for the **Yemen**. They also need to arrange for the towing and scrapping of the **FSO Safer**. Experts working with the UN previously determined that the **Safer** was beyond repair and in imminent danger of a structural failure. The vessel had only received minimal maintenance since operations were



suspended eight years ago during the civil war. The execution of the project lasted nearly 13 weeks. Officials highlighted that the project required years of planning with many world leaders acknowledging the UN was the only organization that could have undertaken the task, dealing with the political sensitivities of the Yemen civil war. (Source: *Marex*)

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CHINESE YANGTZE BULK CARRIER RUNS UP ON SEAWALL



A Chinese bulker operating in the area around Shanghai and the Yangtze River ended up on a seawall on August 31. While no one was injured and the ship was not causing pollution in the river, it was becoming a local attraction and resulted in some unusual pictures which were being placed online. The Nantong Maritime Affairs Department issued an alert saying the traffic in the Yangtze

Estuary was not being impacted. The [Chang Neng 6588](#), a river bulker which is reported to be approximately 320 feet in length was empty and beginning the trip along the Yangtze. The first reports of the vessel having run up on the sea wall were received shortly after 10:00 local time. No details of how the accident happened were released but local media reports are blaming operator fatigue on the person who was steering the vessel along the river. From the pictures, it appears at least a third of the vessel is up on the seawall. The accident was reported to have drawn the attention of many local residents. The ship came to rest close to a popular local lighthouse on the Longzhaoyan seawall. Later reports indicated that a salvage crew was already on scene and they expected to be able to refloat the vessel at high tide on September 1. Watch the YouTube video [HERE](#) (Source: *Marex*)

WELL BOAT RUNS AGROUND IN ROCKY CHANNEL OFF ISLE OF SKYE

A salmon farming well boat has gone hard aground off Scotland's Isle of Skye in a channel known for its extreme tidal currents. On Tuesday evening, the 130-foot well boat [Settler](#) hit a rocky bottom near the town of Kylesha, located on a narrow channel known as the Kyle Rhea between Skye and the Scottish mainland. At peak flow, currents through the Kyle Rhea can run at up to eight knots. This swift pace presents risks for marine navigation, and has caused groundings before. The Portree and Kyle RNLI stations and HM Coastguard responded to the scene of the grounding at about 2000 hours, and after evaluating the circumstances, they decided to evacuate the crew for safety. The ship was stranded high and dry by the falling tide, and will have to wait for a high tide Wednesday morning

for a refloat attempt. "The vessel ran aground around the time of high tide, therefore by the time ourselves and other assistance arrived on scene, there was no way we could get the boat refloated. The decision was made to take the crew off the vessel overnight for their own safety, and at the next high tide in the morning, there will be attempts made to refloat the boat," explained Kyle RNLI spokesman Andrew MacDonald. Two other fish farm operators dispatched vessels to the site to stand by and provide assistance as needed. The operator, Ocean Farm Services, has confirmed that the vessel is aground. All of the crew are safe, the firm told fish-farming industry outlet Salmon Business. The vessel is not carrying any fish cargo, and no pollution has been reported. Kylerhea is the historical ferry terminal for Skye, and it is best-known in maritime circles for its unique turntable car ferry. (Source: Marex)



TWO CHINESE BULKER CREWS RESCUED DURING CYCLONE



China's Ministry of Transport released details on two rescues performed within hours of each other as bulk carriers found themselves caught in an approaching cyclone in Jiangsu Province just north of Shanghai. According to the report, battling high seas, they were able to safely remove a total of 25 crewmembers before two vessels

were lost in the storm. Early on the morning of August 28, the cargo ship **Zheng He 9** reported that it was taking on water into its cargo hold and then the engine room due to the raging storm. Winds were being clocked at Force 9 (above 40 knots) with gusts to as much as 60 knots. Sea conditions were reported between 10 and 15 feet. The vessel was loaded with 5,000 tons of iron ore and in the anchorage in Haizhou Bay. The captain had gathered the crew on the bridge and ordered them into lifejackets to prepare to evacuate. However, the report said the seas were too high to safely launch the vessel's lifeboat. The rescue boat **Donghai Rescue 112** was able to reach the ship but due to the high sea conditions was not able to get alongside. They called in a rescue helicopter from the East

China Sea Rescue Bureau and it was able despite the high winds to airlift the crew members to safety. Later the same day, another vessel the 6,250 dwt general cargo ship **Hua Hai 601** reported that it had taken on a severe list. The vessel was loaded with 6,000 tons of nickel ore. The vessel reported it had a crew of 15 aboard and was requesting assistance. The northerly wind made it difficult, but after several attempts, the rescue boat was able to come alongside the cargo ship. The crew was removed from the rear deck. Two hours later the **Hua Hai 601** rolled over and sank. One of the rescue boats has remained in the area to monitor for navigation hazards. (Source: Marex)



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OFFSHORE NEWS

WITH PRE-FUNDING IN THE BAG, PGS, TGS AND SLB EMBARKING ON THIRD PHASE OF MULTI-CLIENT JOB OFF MALAYSIA

Oslo-headquartered seismic company PGS, together with JV consortium partners TGS and SLB, has secured pre-funding to expand the multi-client 3D coverage in the Sarawak Basin, offshore Malaysia, which supports the rising interest in oil and gas exploration within this region. This survey is the third phase of a multi-year contract awarded by Petronas in August 2020 to acquire and process up to 105,000 square kilometres of multi-client 3D seismic data over a five-year period in the Sarawak Basin. The first phase of the Sarawak multi-client 3D project encompassed 8,400 square kilometres, succeeded by an additional 6,800 square kilometres during Phase 2. Furthermore, Petronas, through Malaysia Petroleum Management (MPM), is actively enhancing its data sets that will introduce new plays to be explored, especially in imaging the pre-Middle Miocene Unconformity (MMU) play in the deep-water area of Sarawak Basin. This enhancement will enable an effective assessment of the

potential opportunities for exploration and participation in the Malaysia Bid Round. Rune Olav



Pedersen, PGS' President & CEO, commented: "Exploration interest in the Sarawak basin is strong and I am very pleased that we have secured pre-funding for phase three, with mobilisation commencing back-to-back with completion of phase two. The Sarawak basin comprises a proven petroleum system with many producing fields. "By acquiring MultiClient data with our Ramform vessels and

GeoStreamer technology, PGS and partners will provide high-quality regional scale seismic data that will improve regional understanding of the petroleum systems." The 2008-built **Ramform Sovereign** seismic acquisition vessel is scheduled to complete Phase 2 in August, with final deliverables available in 2Q 2024. This vessel is expected to mobilise in late August 2023 for Phase 3, covering approximately 5,300 square kilometers with acquisition completion anticipated in late November 2023. Kristian Johansen, TGS CEO, remarked: "Sarawak basins are one of Southeast Asia's most exciting exploration hotspots, with numerous oil and gas discoveries announced in recent months. TGS is pleased to announce Phase 3 of the Sarawak multi-client programme, which will support the growing exploration interest of energy companies in this region. "Malaysia continues to form a key part of our multi-client data library, and together with our partners, we look forward to delivering high-quality seismic data across the Sarawak basins." PGS has won several new deals over the past few months. Recently, the firm landed a new assignment for one of its seismic acquisition vessels offshore Africa with an undisclosed firm. In addition, the start of operations in Brazil for another one of its ships has been delayed. Prior to this, the firm got a new deal at the start of June 2023 with an undisclosed company. It entails a 3D exploration acquisition contract in the Mediterranean. *(Source: Offshore Energy)*

GOLDEN ENERGY OFFSHORE SEALS NEW PSV DEAL WITH REPSOL

Norway's Golden Energy Offshore Services (GEOS) has secured more work from Repsol Norge for its 2005-built large platform supply vessel **Energy Swan**. A new contract has been secured in direct continuation of the current charter, which started in 2021 for a firm period of one year plus a total of one year of options. The extension, agreed upon earlier in August is set to expire on November 1.



The new deal will see the vessel fixed to Repsol for two more months, with a pair of two-month extension options attached. The contract reflects the current market rate for this type of vessel, GEOS said in Oslo Exchange filing on Wednesday. *(Source: Splash24/7)*

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Photo: Courtesy by Sammar

FOLLOWING VESSEL CONVERSION, N-SEA KICKS OFF SURVEY FOR MULTI-BILLION DOLLAR GAS PIPELINE PROJECT IN AFRICA



The Netherlands-headquartered subsea solutions provider N-Sea has started survey activities to support the development of the Nigeria-Morocco Gas Pipeline (NMGP) project. N-Sea explains that it has worked closely with vessel owner, Rederij Groe, and converted the **7-Waves** seismic support vessel into a survey vessel with – what the firm deems to be – state-of-the-art equipment to realise this project. According to the Dutch subsea player, the project is being run with a

skeleton crew on board the vessel, and all data is being transferred to shore, to the N-Sea Data Centre. In addition, daily meetings with the client representative, FEED engineer, client, and the firm's data processors are carried out to assess data quality and route alignment. "N-Sea has expanded its area of operations to West Africa by commencing survey operations to support the development of the prestigious Nigeria-Morocco Gas Pipeline project," outlined N-Sea. This 5,660-kilometre pipeline is sponsored by Office National des Hydrocarbures et des Mines (ONHYM) and the Nigerian National Petroleum Corporation (NNPC). It will start in Nigeria, connecting several countries en route with intermittent onshore returns for compression as a base case. Additionally, the pipeline will connect to the Maghreb-Europe Pipeline in northern Morocco and extend to its endpoint in Spain. Back in June 2023, the NNPC confirmed the receipt of financing from the Islamic Development Bank (IsDB) for the development of the NMGP and revealed its intention to apply part of the proceeds towards

payments under the contracts for offshore and onshore survey services of the Southern Zone. To this end, the firm launched a tender for the purpose of carrying out reconnaissance and meteocean surveys along with topographical and geotechnical onshore ones related to the offshore Nigeria to Senegal segment, including landfalls and onshore routes to the compressor stations (CSs). With a capacity of 30 billion cubic metres per year, the Nigeria-Morocco Gas Pipeline is envisioned as an extension of the existing West African Gas Pipeline and has an estimated cost of \$25 billion. The construction of this pipeline is slated to be completed by 2046, based on a 25-year estimate given in 2017. Upon completion, it is anticipated to become the world's longest offshore pipeline and the second-longest one overall. This pipeline is expected to support the Moroccan government's national development strategy aimed at transitioning to a low-carbon energy system, diversifying its energy mix and achieving its renewable energy commitments. N-Sea secured several contracts this year. In April 2023, the company got a new deal with ONE-Dyas to install a subsea power cable between the Riffgat offshore wind farm in the German North Sea and the new, to-be-built N05-A gas production platform. *(Source: Offshore Energy)*

DFO ORDERS CABLE CAROUSEL FROM HUISMAN FOR OFFSHORE WIND INSTALLATIONS

Huisman has a letter of intent to supply DFO with a cable carousel and potentially an associated cable-lay system. Initially, the cable carousel, with a storage capacity of 3,000 Mt, will be installed below deck on the [Orient Adventurer](#) pipelay vessel. Alongside the existing Huisman vertical-lay system, it will work on subsea cable-laying projects for fixed and floating offshore



wind developments. Huisman has adapted the carousel design, which is based on proven carousel and storage components, to maximize use to the vessel's hold capacity for cable-laying or pipelaying. Delivery is scheduled for the first half of 2024. The optional cable-lay system is a new concept designed for temporary installation on, for example, a multi-purpose offshore vessel that could be quickly mobilized or demobilized. *(Source: Offshore)*

US NAVY AWARDS LEIDOS UNMANNED VESSELS CONTRACT

Tech company Leidos was recently awarded a new task order by Naval Sea Systems Command to manage, operate and maintain the U.S. Navy's Overlord and medium unmanned surface vessels (USVs). The single-award task order has a one-year base period of performance and two one-year options. The task order has a maximum value of approximately \$95 million if all options are exercised. "Leidos is leading a new era of naval operations," said Gerry Fasano, Leidos Defense Group president. "The Leidos team has unmatched experience and expertise in autonomous vessel design and operations, delivering four operational medium-sized USV platforms to the Navy so far. We look forward to helping the Navy accelerate this important work and providing new capabilities at the tip

of the spear.” “This task order starts an important phase in the Navy’s evolution of USVs and



integrating them into distributed maritime operations,” said Dave Lewis, Leidos Defense Group senior vice president and Maritime Systems operations manager. “The power of this technology lies in its ability to operate independently and extend the horizon of crewed ships. We look forward to supporting the Navy as they continue this important journey into the future.” Leidos has delivered four operational medium-sized USVs currently in the Navy’s fleet: Ranger, Mariner, Sea Hunter, and Seahawk.

This contract will expand Leidos’ experience managing USV operations and maintenance. *(Source: MarineLink)*

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MMA OFFSHORE CLINCHES DOMESTIC PSV CONTRACTS

Perth-based OSV operator MMA Offshore has been awarded two contracts to provide LNG field support duties in Australia’s North West. The work, starting in mid-September, will see the 2013-built platform supply vessel [MMA Inscription](#) engaged under two back-to-back contracts for a total firm period of 220 days. The combined revenue from the firm deal is expected to be around A\$12.4m



(\$8m). The contract also includes an option for 87 more days worth A\$4.9m. “It is encouraging to see rates and contract terms improving for high quality, well maintained and operated platform supply vessels in the current market,” remarked David Ross, MMA’s managing director. *(Source: Splash24/7)*

SOLSTAD SEALS SIX-SHIP DEAL WITH OCEAN INSTALLER



Norwegian OSV player Solstad Offshore has landed a deal with Ocean Installer, securing work for six ships. Marine construction player, formerly known as Havfram Subsea, has signed up to take five of Solstad's anchor handling tug supply (AHTS) vessels on a project in West Africa. The contract, which starts in the fourth quarter of this year, will utilise **Normand Drott**,

Normand Prosper, **Normand Sapphire**, **Normand Sigma** and **Normand Sirius** for a combined duration of a minimum of 380 vessel days. In addition, Ocean Installer has awarded Solstad a seasonal contract for 2024 for the 2015-built construction support vessel **Normand Navigator** for work on the Norwegian continental shelf. The agreement includes additional services such as ROVs, project support and surveys. Financial terms have not been disclosed. (Source: *Splash24/7*)

SOLSTAD FIXES CSV TO OCEAN INFINITY

Norway's Solstad Offshore has landed a charter extension with Ocean Infinity for the construction support vessel **Normand Superior**. The 2017-built CSV, which has been on contract with MMT Sweden, a subsidiary of Ocean Infinity, since February 2022 and fixed for two years plus a one-year option, has now secured employment until the first quarter of 2026. The contract, with an undisclosed value,



comes with two optional years thereafter. It comes hot on the heels of the six-ship deal Skudeneshavn-headquartered Solstad struck with Ocean Installer. (Source: *Splash24/7*)

HAVILA SHIPPING SEALS ONE-YEAR MPSV EXTENSION WITH REACH SUBSEA

Norwegian offshore vessel owner Havila Shipping has secured a charter extension from compatriot offshore contractor Reach Subsea for the multipurpose support vessel (MPSV) **Havila Subsea**. The existing contract for the 2011-built vessel, which lasts until the end of this year, has been extended

by an additional 12 months via an option Reach had following a deal struck in October 2021. “We are



in the middle of the busiest period in our history, our order backlog is strong, and the tender volume is at all-time high. With the extension of the **Havila Subsea** contract we further strengthen our fleet capacity for continued long-term growth,” said Jostein Alendal, CEO of Reach Subsea. The commercial terms of the charter deal have not been disclosed. (Source: *Splash24/7*)

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KEEPING AFRICA CONNECTED!

During July, AMSOL’s Anchor Handling Tug Supply Vessel ‘**Umkhuseli**’ was involved in a cable lay route clearance project off of Yzerfontein, South Africa; supporting a cable laying vessel which was running a new fibre optic communication cable into South Africa. The ‘**Umkhuseli**’ cleared the



cable lay route ahead of the cable being laid to ensure that there were no obstructions when the cable was deployed. The 2-Africa cable system is the longest submarine cable system in the world at 24,500 nautical miles in length and makes no less than 46 CLS connections in 33 countries: linking Africa with Europe, the Middle East, and South Asia. The project will add tremendously to the

communication bandwidth available in South Africa. The Cape Town based Cable Repair Ship ‘Leon Thevenin’ owned by Orange Marine plays a critical role in maintaining and restoring the functionality of undersea communication cables, which are essential for global telecommunications and internet connectivity, and AMSOL Officers and Crew provide essential support to the Orange Marine Master and Officers. Earlier this month the vessel sailed to the east coast of Africa, where they conducted cable repair work offshore Kenya just as two underwater fibre-optic cables located off West Africa broke. This necessitated the vessel return to Cape Town to stock up on supplies before departing for Congo Canyon to locate the site of the breaks on the West African Cable System (WACS) and the South Atlantic 3 (SAT-3). The WACS and SAT-3 cable systems are deployed in the Atlantic Ocean and connect South Africa and many other African countries to Europe. *(Source: Amsol)*

WINDFARM NEWS - RENEWABLES

FINANCING SECURED TO COMPLETE 640 MW OFFSHORE WIND FARM IN TAIWAN



Skyborn Renewables, a portfolio company of Global Infrastructure Partners (GIP), and its partners TotalEnergies, Electricity Generating Public Company (EGCO) and Sojitz Corporation (Sojitz), have secured an extended financing agreement to complete the construction of the 640 MW Yunlin offshore wind farm project in Taiwan. The Yunlin offshore wind farm project is located in the Taiwan Strait, between 8 and 17 km off the west coast of Taiwan,

in water depths ranging from 7 to 35 m. The 82 sq km project area consists of 80 wind turbine generators whose generated electricity is fed into the Taiwanese power grid via two onshore substations near the townships of Taixi and Sihu in Yunlin County. Electricity from the project is provided to Taipower under two 20-year power purchase agreements. Once completed, the 640 MW project will be one of the largest offshore wind farms in Taiwan, producing enough clean energy to serve the energy needs of more than 600,000 Taiwanese households. The project was initially expected to be completed in September 2020 but was faced with massive delays due to technical issues and covid. “This is a major milestone for the Yunlin project and the offshore wind industry in Taiwan. It demonstrates our commitment to Taiwan’s clean energy transition and underlines our project management capability,” said Thomas Karst, CEO of Skyborn., adding that the 2023 installation campaign is well on track and preparations for the 2024 installation campaign are almost completed. *(Source: Splash24/7)*

ØRSTED SECURES SUSTAINABILITY-LINKED LOAN IN TAIWAN

Ørsted has signed a NTD 25 billion (EUR 721 million) sustainability-linked revolving loan facility

agreement for the developer's offshore wind farms in Taiwan with a consortium of financial institutions, including nine state-owned banks. Ørsted and the financial institutions have aligned to include sustainable initiatives related to Ørsted's business operations as key performance indicators to ensure that offshore wind projects are built and operated in harmony with nature. Kasper Kiim Jensen, Vice President of



Treasury & Capital Planning at Ørsted, said: "The financing signifies more than just numbers. It reflects our commitment to sustainability. We're delighted to see strong support shown from the banking community in Taiwan with the participation in this transaction of 15 banks, including state-owned institutions. This represents our dedication not only to advance offshore wind development in Taiwan, but also to ensure it is undertaken in a sustainable manner." Guaranteed by Ørsted A/S, the sustainability-linked revolving loan facility has attracted oversubscription from both domestic and foreign banks, notably including all of Taiwan's state-owned banks. It is facilitated by Bank of Taiwan, CTBC Bank Co., Ltd., and BNP Paribas Taipei Branch, who will jointly act as Mandated Lead Arrangers and Bookrunners (MLABs). Christy Wang, Chairperson for Ørsted Taiwan, said: "The proactive involvement of domestic and foreign banks is another milestone in the advancement of offshore wind financing in Taiwan. Ørsted is committed to introducing various green financing tools and joining hands with our financial partners to build a stronger offshore wind ecosystem, contributing to the green energy buildout and Taiwan's decarbonization journey." (Source: *Offshore Wind*)

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DREDGING NEWS

SOUTHWIND CONSTRUCTION NETS IWW DREDGING CONTRACT

Southwind Construction of Evansville, Indiana, has won a \$5.9 million USACE contract for

maintenance dredging of the IWW federal navigation channel in the vicinity of Matanzas inlet in St.



Johns and Flagler Counties, Florida. Dredging is anticipated to start in November and continue until February of 2024. The project calls for the dredging of approximately 375,000 cubic yards of shoaling from Cuts SJ-59 through SJ-61 and adjacent settling basins in St. Johns Co. The work will also take place at Cut F-2 in Flagler Co. to a required depth of 12 feet plus 2 feet of allowable over-depth. All dredged material will be transported for placement on Summer Haven Beach, south of Matanzas Inlet between

FDEP R-Monuments R-203 and R-206. Dredging and placement operations will be continuous, 24 hours a day, seven days a week, until the project is complete. *(Source: Dredging Today)*

YARD NEWS

ABB TO SUPPLY ICE-CLASSED AZIPOD® PROPULSION FOR NEW POLAR RESEARCH VESSEL

• ABB has won an order to deliver compact Azipod® DI propulsion system to the new polar research icebreaker of Chinese Institute of Deep-sea Science and Engineering. • The efficiency and flexibility of Azipod® propulsion are fully compatible with the



environmental imperative driving the vessel's 'SILENT A' notation. • The order opens a new chapter in ABB's long-standing collaboration with Guangzhou Shipyard International. ABB has received an order from the Guangzhou Shipyard International to supply Azipod® DI propulsion system for the new compact icebreaker of China's Institute of Deep-sea Science and Engineering. The ship is expected to be delivered in 2025, after which it will begin to carry out operations in the Arctic and Antarctic Ocean. A complete electric propulsion system including two 4.5 MW Azipod® units will drive the vessel through harsh weather and thick first-year ice to enable research on behalf of the Chinese Academy of Sciences. The 103-meter vessel will have a maximum speed of 16 knots, draft displacement of about 9,200 tons, and icebreaking capacity of 1.2 meters ice and 20 cm snow at the continuous speed of two knots. The ship is designed to operate both bow first and astern in ice with an enhanced Polar Class 4 (PC4) ice-breaking level. With a capacity of cruising range of 15,000 nautical miles, it can accommodate a crew of 80 people. The new research vessel will be equipped to

China Classification Society (CCS) LEVEL 2 notation standards on digitalization and fulfill Underwater Rated Noise SILENT A notation. SILENT A notation covers vessels that are ‘acoustically sensitive’, whose underwater noise emissions are controlled to benefit data capture and minimize ecological impact. The criteria are designed to limit high frequency noise while mitigating the practical challenges of reducing low frequency noise from propellers and the main engine. “ABB has extensive experience and a strong local presence in delivering propulsion products, systems and support we can trust,” said Mr. Guangwei He, Vice Chief Engineer of Guangzhou Shipyard International Company Limited. “Polar Class vessels represent a growing area of expertise for GSI, and we are delighted to work with a reliable partner whose reference list for proven technology in this demanding segment is unrivalled.” “We are honored to have been chosen to cooperate with GSI again,” said Kerry Yang, Local Division Manager, ABB Marine & Ports China. “This marks the 20th year since ABB Marine & Ports established itself locally in China and we continue to take great pride in localizing our products and services to meet regional requirements in the best possible way.” The propulsion units supplied will represent ABB’s compact Azipod® DI range, which has been developed for both robustness and simplicity, and to offer strength and reliability in the most challenging ice conditions. Working with shipbuilders worldwide, ABB technology has been installed on over 150 ice-class and icebreaking vessels. Azipod® propulsion system has been central in the success, establishing itself as the ice-going propulsion solution of choice over a 30-year period. With the electric drive motor situated in a submerged pod outside the hull and the ability to rotate 360 degrees, Azipod® units enable independent ice-breaking and significantly better maneuverability compared to shaftline solutions. *(PR)*

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DAMEN TRITON AND BRITISH ROYAL NAVY ANNOUNCE COLLABORATION

Damen Digital Solutions, the digital services division of Damen Shipyards Group, and the British Royal Navy's innovation programme NavyX are pleased to announce an active collaboration. The parties are working together on the development of new solutions to enhance maritime operations based on the Damen Triton data platform. Under the arrangement, Damen will provide NavyX with its industry-leading Triton remote monitoring system and perform associated data collection. Damen delivered a digital twin model of the Damen Fast Crew Supplier (FCS) 4008 XV Patrick Blackett that the shipbuilder delivered to NavyX in July 2022. With this, the NavyX team will be able to explore future technologies in a safe environment, prior to onboard testing. Combining Damen’s expertise in digitalisation and data analysis with NavyX’s knowledge of naval vessels, operation and exploration, the collaboration will pave the way to innovative solutions. This element of the partnership will aid

NavyX to demonstrate the support advantage that can be gained from accurate and up to date



engineering data compared to the predicted model which will in turn inform how Engineering Support is transformed across the Ministry of Defence to increase the overall effectiveness and efficiency. "We are delighted to be working with NavyX to develop innovative solutions that will enhance operational capabilities," said Toine Cleophas, Managing Director of Damen Digital Solutions. "With our combined expertise, we will be able to work towards cutting-edge solutions tailored to the specific needs of NavyX. The NavyX team will additionally benefit from the intensive warranty and technical support from the Damen UK

Service Hub." Col Tom Ryall, Head of NavyX, said, "It is exciting to be partnering with Damen Digital Solutions on this project to explore new ways of enhancing both our, and future, capabilities. By working together, we can leverage the latest technologies we can closely monitor XV Patrick Blackett's performance and maintenance conditions and inform concepts for the future Royal Navy fleet." The collaboration started at the end of 2022. The next stage will be Damen's delivery of the Triton remote monitoring platform and the digital twin model of XV Patrick Blackett. The two organisations are looking forward to exploring new opportunities for innovation and growth. (PR)

NEFTEFLOT LAUNCHED YET ANOTHER SURVEY SHIP OF PROJECT RDB 66.62 AT KRASNOYARSK BASED FACILITY

The ship will be handed over to Ob-Irtysh Basin Administration. Yet another survey ship of Project RDB 66.62 has been launched at the facilities of Krasnoyarsk Machine-Building Plant. The ship named **Dalnomer** equipped with a 3D scanner is the seventh one in the series of eight units with Nefteft CJSC acting as the general contractor. The statement has been shared by Nefteftlot via its social media. Upon completion of mooring and sea trials, the ship will be delivered to the state customer, Rechvodput, and then handed over to Ob-Irtysh Basin Administration for hydrographic and surveying works in the basin of the Ob river. The series of survey ships is being built under the federal project "Inland water ways". According to earlier reports of IAA PortNews, Nefteftlot CJSC signed a contract for construction of eight survey ships of Project RDB 66.62 in November 2020. The contract price – RUB 1.23 billion. The said the series would be completed in 2023. In 2022-2023, the shipyard built and delivered six survey vessels: Vadim Viktorovsky for Volga-Baltic Administration; Gals for Volga-Don Administration; Vasily Arshinv for Kamvodput Administration; Relyef for Volga Basin Administration; Anatoly Shilov – for Yenisey Basin Administration; Stvor – fort White Sea – Baltic Basin Administration. The next vessels will be delivered to administrations of Amur, White Sea

– Onega basins of Russia’s IWW. RDB 66.62 design was developed by Rostov based central design bureau “Stapel”. The ships are intended for hydrographic surveys at inland water ways and in water areas of the ports. The ship is equipped with a modern automated complex of high speed and precision allowing for a continuous scanning of the bottom, creation of a 3D-image of the bottom, estimation and control of dredging works in the water area. Key particulars of the ships: length – 24.31 m; width – 5.76 m; height – 13.40 m; depth – 2.20 m; draft – 0.93 m; main engine capacity – 295 kW; speed – 18 km/h; class notation by Russian River Register - «O2,0 (ice20)A». Crew and survey personnel – 7, endurance (fuel) – 4 days. (Source: PortNews)



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VARD ORDERS SMST MISSION EQUIPMENT FOR NORTH STAR'S NEWBUILD CSOVs

SMST has been awarded a contract by Norwegian shipbuilder VARD for the supply of two sets of mission equipment for North Star's newbuild Commissioning Service Operation Vessels (CSOVs). The agreement also has an option for equipping two additional ships with the offshore systems of SMST, that guarantee safe transfer for technicians working in the field and ensure efficient handling of cargo on board. SMST is delivering a gangway (Telescopic Access Bridge L-Series) combined with tower and elevator, and Motion Compensated Crane (M-Series) to each CSOV for the UK firm, which operates the largest UK-owned SOV fleet in the North Sea. The SMST equipment underlines the Vard 4 22 design that has been optimized for low fuel consumption, maximum uptime, and good seakeeping characteristics to ensure comfortable conditions on board. "These design principles are incorporated in the high quality equipment that we design and build, everything in-house", says Jochem Tuinstra, Sales Manager at SMST, "The gangways will also have a Lloyds Register Notation,

proving SMST's focus on constantly increasing quality standards." North Star's new CSOVs takes the



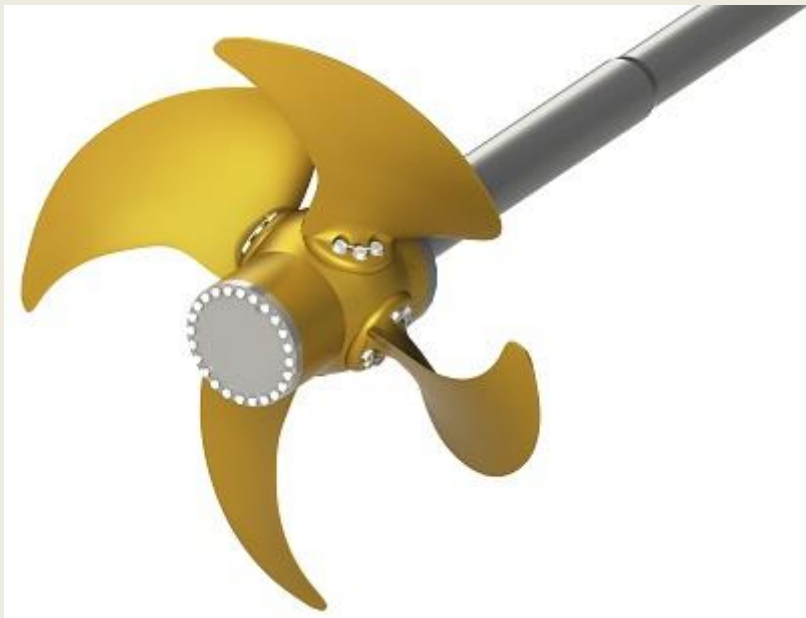
firm another step closer in its ambition of adding 40 SOVs to its fleet by 2040 to support the growing UK and European offshore wind sectors. "North Star is committed to building a versatile and industry leading service capability that meets the needs of our renewables clients. Collaborating with innovative and reliable technology partners that offer high-quality solutions and

can deliver within the set term is therefore key to our success," states James Bradford, North Star's Chief Technology Officer. "SMST, with its extensive track record of supplying walk-to-work and lifting equipment, meets all these objectives ensuring our tonnage and operations remain worldclass." Thomas Brathaug, Project Manager in VARD comments: "We are pleased to be working with SMST again, especially since SMST is a trusted company delivering reliable solutions. With the great cooperation we have had on previous projects, we are confident that we together will deliver a top-notch product." (PR)

HYDRODYNAMIC EXPERTISE MADE ALL THE DIFFERENCE – SCHOTTEL TO PROPEL ORCA CLASS HEAVY-LIFT VESSELS

The series of four firm and two optional new generation heavy-lift vessels, one of the world's most ambitious heavy-lift newbuilding projects called Orca Class, will be propelled by SCHOTTEL

Controllable Propellers (SCP). The four-bladed controllable pitch propellers type SCP 129 will feature an input power of up to 8,810 kW and a propeller diameter of six metres. The contract has been signed with Wuhu Shipyard, China. German shipping company SAL Heavy



Lift and Netherlands-based Jumbo Shipping, two globally leading companies in the field of maritime heavy-lift and project logistics, have formed a commercial joint venture under the name of Jumbo-SAL-Alliance. With the combined input and experience of both companies, the Orca Class has been designed and developed by SAL Engineering. *"New standards in global heavy-lift shipping"* "The Orca Class is setting new standards in global heavy-lift shipping. They represent the new benchmark both in terms of their technical capabilities and modern climate-friendly propulsion systems," says

Dr. Martin Harren, Owner and CEO of SAL Heavy Lift, SAL Engineering and the Harren Group. “The ships will be the most efficient vessels in their class, with consumption and emission figures far superior to any existing heavy-lift vessel today.” The vessels will be equipped with dual-fuel engines and can be run on methanol as an alternative fuel. As soon as green methanol becomes available in key ports, the Jumbo-SAL-Alliance will be able to offer their customers carbon-neutral transport solutions following the sustainability goals of the Harren Group. In addition to the optimized hull form, the innovative engine and propulsion concept including a booster function offers a hybrid setup with the widest available range of economic speed settings and redundancy, while also reaching a maximum vessel speed of about 18.5 knots. *SAL fully satisfied with SCHOTTEL’s performance in model tests* In order to find the optimal propulsion set to reach these targets, the results of hydrodynamic calculations from three market competitors, including SCHOTTEL, were analyzed by a committee of the two renowned independent model test facilities China Ship Scientific Research Center (CSSRC) and the Shanghai Ship and Shipping Research Institute (SSSRI). The open water, self-propulsion and cavitation model tests were carried out and evaluated according to SAL’s pre-defined requirements, such as propeller efficiency, cavitation behaviour and propeller-induced hull pressure pulses. They verified SCHOTTEL’s customized propeller design with an almost cavitation-free operation and an optimized open water curve meeting SAL’s requirements to their fullest satisfaction. *“The key to winning the contract”* “We’ve worked well with SCHOTTEL for many years, but at the same time wanted to be sure to select the best propeller design for our newbuilding as well. Therefore, it was clear to objectively compare all different competing propeller designs,” states naval architect Florentin Edler, project engineer at SAL Engineering GmbH. “When it now came to equipping the Orca Class, SCHOTTEL’s hydrodynamic team once again had proven their expertise which was the key to them winning the contract.” *Customized propulsion set* The SCHOTTEL Controllable Propeller supports the elaborate green standard with a fully customized combination of propeller blades, propeller shaft, coupling, stern tube, hydraulics and sealing. The hydraulic and lubrication oil system is designed for the use of Environmentally Acceptable Lubricants (EALs). Considered a non-oil-to-water interface, the system complies with VGP regulations. In addition, the customer benefits from close cooperation between the propulsion expert and rudder manufacturer with a proposed solution to optimize the inflow, thus reducing the number of



coordination paths. *Robust, reliable and powerful* The SCP combines maximum thrust and manoeuvrability with the utmost reliability, low operating costs and user-friendly operation. Particularly suitable for vessels with different operation profiles, the SCP always provides optimum propulsion power for changing speeds or loads. In addition, the robust design keeps maintenance

to a minimum and ensures a long service life. *Deliveries from 2023 to 2025* Delivery of the four firm plus two optional SCPs for the Orca Class newbuilding series will start in summer of 2023 for the first vessel. The last shipment is scheduled for 2025. The first two units will be exclusively involved in the transportation of offshore wind farm components in a long-term commitment with Siemens Gamesa Renewable Energy. A holistic, sustainable approach including lowest achievable emission values was

prerequisite for the award of the relevant contract. *Orca Class dimensions* The vessels measure 149.9 m x 27.2 m and provide a capacity of 14,600 dwt. Despite their compact outer dimensions, the vessels have a box-shaped single cargo hold with the largest dimensions in their class. Provided the hatch covers with a capacity of 10 t/m² are utilized for stowing super-heavy deck cargoes, such as 3,000 t cable carousels, the vessels can accommodate over-height cargo in the hold and sail with open hatch covers up to full scantling draft. The vessels will feature Ice class notation 1A, a Polar Code certification and the reduced design temperature of the hull and equipment allow the ships to safely operate in cold conditions as well. (PR)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - *Svitzer Opts For Med Marine's MED-A2285 Series*
 - *Royal Wagenborg adds another tugboat built by UZMAR Shipyard with 80-ton bollard pull and 32-meter L.O.A to the fleet in North Netherlands.*
 - *Med Marine and Svitzer Join Forces for State-of-the-Art Tugs*
 - *Damen Shipyards completes new Shoalbuster 3209 for maritime services specialist SAFEEN Group*
 - *Svitzer Designing World's First Methanol Hybrid Fuel Cell Tug*
2. Several updates on the Broker Sales page posted last week
(New page on the website. If you are interested to have your sales on the website)
(pls contact jvds@towingline.com)
 - *Platform Supply Vessel – "TEK-OCEAN SPIRIT" for sale (new)*
3. Several updates on the Newsletter – Fleetlist page posted last week
 - *Bonn & Mees - Rotterdam by Jasiu van Haarlem (new)*
 - *Suez Canal - Ismalia by Jasiu van Haarlem*
 - *AVRA Towage - Rotterdam by Jasiu van Haarlem*
 - *Herman Sr - Zwijndrecht by Jasiu van Haarlem*
 - *Boa - Trondheim by Jasiu van Haarlem*
 - *GPS – Rochester by Jasiu van Haarlem*

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