Tugs Towing & Offshore Newsletter

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

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MIDWEEK–EDITION

TUGS & TOWING NEWS

CHINESE DEMAND BOOSTS BRAZILIAN PULP EXPORTS AND TUG OPERATIONS

China's thirst for paper and pulp has increased maritime trade and tug operations in Brazilian ports. One of the largest tugboat owners in Brazil, Wilson Sons, reported increased ship manoeuvres in four ports in the nation, driven mainly by rising demand in China. The largest integrated operators of port and maritime logistics in Brazil said its fleets of tugboats operating in the ports of Santos, Barra do Riacho, Rio Grande and Itaqui are busier than ever. Brazil is the world's leading exporter of pulp and the second-largest producer. Its pulp production and exports were not significantly affected by the global Covid-19 pandemic and have grown since 2020. China purchases more than 40% of the pulp exported by Brazil, and the US takes another 15%. In 2022, new pulp clients, and continuing support of other long-term clients, has led Wilson Sons to grow its harbour towage for Brazilian pulp exporting ships. In 2020 and 2021, Brazil exported 17M tonnes of pulp and paper, with China as the main destination, said Wilson Sons. "This year, this figure should reach 20M and, in 2023, even more positive results are expected," the company added. Wilson Sons has been meeting this increasing demand by investing in its large fleet of tugboats. Santos, in Vitória state, receives most of the pulp to be exported. Exports from the ports of Santos and Barra do Riacho, also in Vitória, account for nearly 70% of the total volume of pulp exported per year from Brazil. Mato Grosso do Sul is the leading producer in the mid-west of Brazil, and sends out pulp cargo through these ports. "Over the past two years, the ports of São Paulo and Espírito Santo accounted for 30% and 35%, respectively," said Wilson Sons. In 2022, however, the volume exported through Santos has increased considerably. "The port of Santos alone was responsible for more than 40% of the total volume of pulp exported in Brazil in the first half of the year," said Wilson Sons. This growth is related to expanding cargo distribution infrastructure, as two of the main pulp producers own export terminals at the port. "The Port of Itaqui has also been

growing in this sector, especially with the recent start-up of Berth 99, built to expand the pulp export capacity in the region," said Wilson Sons. This port has a powerful, modern Wilson Sons tugboat fleet dedicated to operations in the ports of São Luís, including the new tug **WS Centaurus**, the most powerful to operate in Brazil, which serves this region. *(Source: Riviera by Martyn Wingrove)*

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SEA BRAVO TRANSPORT ON THE OUDE MAAS

The outgoing Damen Shoalbuster 3209 **SEA BRAVO** of Seacontractors with loaded pontoon **WAGENBORG BARGE 1** sailing on the Oude Maas near Puttershoek, unfortunately no destination indicated. Pusher **ORION** van Muller - Dordrecht acted as steering boat, this time with fully retracted steering cabin. *(Source & Photo: Nico Giltay)*

RUSA AND REBARSA ORDER TWO TUGBOATS FROM ARMÓN NAVIA

Grupo Remolques Unidos de Santander once again turns to Astilleros Armón –with whom it has a long-standing commercial relationship, as it has ordered almost twenty ships throughout its history– for the construction of two new tugboats at the Navia factory (Asturias).), one for RUSA and another for its subsidiary REBARSA. In recent months, Grupo Remolques Unidos has sold several tugboats to other operators after an excellent service record, and now it is time to renew the fleet, so Astilleros Armón has once again become its preferred supplier, in this case for two new generation

tugboats. *(Source: Puente de Mando; Photo: Armón Shipyard)*

START OF THE TENDER FOR THE TOWING IN VENICE: 326 MILLION FOR 15 YEARS OF CONCESSION

The current concessionaire of the service is Rimorchiatori Riuniti Panfido, by virtue of a concession that expired in 2020 and then extended twice. The tender for the renewal of the towing service concession in the ports of Venice and Chioggia has started. Few details are known at the moment: in addition to the canonical duration of 15 years, a notice published in the European Journal clarifies that the amount put on the plate is 326,698,975 euros. The offers can be sent until next October 17th. The current owner of the service is Rimorchiatori Riuniti Panfido, by virtue of a twenty-year concession expired in 2020 and subsequently subject to two successive extensions, each lasting 12 months. The second measure, combined with a substantial increase in tariffs granted to the company by the Port Authority (despite the contrary opinion of various interested parties), had aroused a certain discontent in the airport in recent months. *(Source: Shipping Italy)*

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IN THE SERIES OF MUSEUM SHIPS THE ICEBREAKER SANKT ERIK

The ship is 61 meters long and 17 meters wide. She was built at Finnboda varv (Finnboda ship yard). She has one aft (main) engine, and a forward one. Along with the large main engine, there is also a forward engine of 1200 hp. Both the forward engine, and the hull, were specially designed for ice breaking. In the middle, between the two engine rooms, you'll find the boiler room. There are four boilers, with three burners in each. There is also a donkey boiler in the middle. The ship was launched in 1914, and taken into service in 1915. Then under the name **Isbrytaren II** (Icebreaker the second). With her 4000 hp steam engines, she was the first icebreaker that could keep the inlet to Stockholm harbour open during the winter months. She also served at sea. In 1958 she had oil burners installed instead of coal, to heat the four boilers, each of 30 cubic meters. At the same year

her bridge was re-built and raised. 1958 was also the year she got her present name, after the patron saint of Stockholm city. After more than 60 years in service, Sankt Erik got her retirement in 1977. In 1980 she became a museum ship. In the first years in her new career, she did some tourist sails in the archipelago, but in 2007 she sailed for the last time. At least that was what everyone thought. But in 2015 she tuned hundred years … Volunteers were summoned from her friend's society, "Isbrytaren s/s **Sankt Eriks** vänner", and we started to work on her main engine and to get one boiler certified for use. In the summer visitors could finally see her main engine working again. To leave port though, her forward engine was needed for manoeuvres. It felt like a lot of job to get one more old engine working again. But it was worth a try. During the winter and spring of 2015-16 the focus was on the forward engine, on paint job and to do test runs on the help machines, such as for the rudder chain and the anchor (also running on steam). In the summer 2016 there were two more weekends when visitors could see the engines work while the ship was in port. This year, both the aft and forward engines were under steam.

International Call Sign: Sierra-Hotel-Romeo-Alfa 

Also, both boiler number two and three were now approved. But to leave port, there were also paper work to be done. The project was met with a lot of help when it came to finding old document or sorting out what was needed. Of course the owner, the Maritime museum, also had to say yes for a technical test sail to happen. And they did. On September 21st 2016 **Sankt Erik** left port, under her own power, for the first time in nine years. She steamed out of the harbour, out to Nacka and back. A trip of about one hour. Many agree that was the best hour of the year 2016! On the way out her main engine was tested at full power. Everything worked fine and on the radio congratulations started to come in from other vessels who saw us. On the way back, there was even time for a minute in the sun, enjoying the sail. In the winter 2016-17 focus will be set on maintenance, paper work, cleaning, painting and electricity work for new equipment on the bridge. Everyone, from the captain to the deckhands, are working as

volunteers, without pay. Work on the hull and deck, and the regular guided tours, are done by employees from the museum. In 2017 there will be more opportunities to see the engines run again. You'll find our big black Lady on the seaside of the Vasa museum in Stockholm. A visit in port is free of charge. But we also hope to get the ship classed for some tours in the archipelago. *(Source: Museum Ships)*

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COASTAL VANGUARD FROM WAALHAVEN FOR WILLEMSTAD

Acta Marine's **COASTAL VANGUARD** (Damen Shoalbuster 3209) came into view completely unexpectedly yesterday. She had left the Waalhaven in Rotterdam and passed by Puttershoek on her way to Willemstad. Here are some pictures taken in Puttershoek. *(Source: Photo: Nico Giltay)*

EQUIPMENT FOR UNMANNED NAVIGATION WILL BE INSTALLED ON THE R/V PIONEER-M IN 2023

During 2023, JSC "OSK-Technologies" will develop and install on the research vessel (RV) "**Pioneer-M**" a number of systems that allow the R/V to become an unmanned vessel. This was reported on September 12 in the press service of the United Shipbuilding Corporation (USC). Earlier, on September 9, the R/V **Pioneer-M** arrived in Sevastopol from St. Petersburg. The transition was carried out by inland waterways. "**Pioneer-M**" was built for the Sevastopol State University and is a small-sized catamaran-type research vessel with a composite hull. As the corporation reminds, a number of enterprises and product specialization centres of the USC Group took part in the implementation of the project. JSC "OSK-Technologies" (also the developer and supplier of the control system and navigation and radio communication equipment for the ship) acted as the lead

executor of the project; JSC "NIPTB" Onega ". The construction of the vessel was carried out by the enterprises of JSC" OSK ": the builder - JSC "SNSZ", the manufacture of the propeller-rudder propulsion complex - LLC "CPS "OSK Movement" (NPO "Vint"), electrical work was carried out JSC SPO Arktika. JSC "CS" Zvezdochka" acted as an industrial partner. JSC "Sevmorzavod" provided the territory for re-mothballing and delivery and acceptance of the vessel to the customer. *(Source: Sudostroenie; Photo: USC)*

THE JAMES WHALEN TUGBOAT NOW RESTS ON LAND

The City of Thunder Bay has up to two years to decide what to do next with the 117-year-old **James Whalen** tugboat. The historic vessel is sitting out of the water, on cribbing, at the Paterson Dock near the James Street Swing Bridge. On Friday night, local contractor LH North completed the two-day job of moving the **James Whalen** from the Kam River Heritage Park to its temporary, fenced-in storage site.

Under the $793,000 contract with the city, the company is also responsible for storing the boat securely for the next two years. Cory Halvorsen, manager of parks and open spaces for the city, said now that the entire hull is visible, the city will be able to assess its integrity with respect to leaks. "We want to get a full picture of that. We got some of that information during the lifting process," Halvorsen said in an interview Monday. He said he's unaware of any damage that was incurred during the lifting process – when a cable snapped, causing the James Whalen to crash back into the water – but a hole was already visible in the bottom of the hull. "There's definitely portions of the hull that were compromised, but this didn't appear to be related to the work that was taking place." The Lakehead Transportation Museum Society is lobbying to have the tugboat moved permanently for display at its leased site at the former Pool 6 elevator property. But Halvorsen said it's too soon to speculate about where it will ultimately go. "Currently it doesn't fit within the boundaries that the LTMS has, so that would be an expansion of the existing operation there. We're not ruling out any sites right now. What we want to look for are the most affordable options for a location where it could be brought if it continues to be on display." When asked if the tug could be returned to Kam River Heritage Park, Halvorsen replied "If there is a different installation type that could be accommodated there, it's an option as well." He added, though, that "There's some bigger-picture

planning exercises that we're going to have to do at the same time as we talk specifically about the

boat. We need to think about the Waterfront Master Plan as it relates to Pool 6, but also Kam Park. We're going to have to reassess the assets that are there and what opportunities there are potentially to have the tug go back there." The James Whalen was launched in Toronto in 1905 and had various owners before being acquired by the City of Thunder Bay in 1992 as a tourist attraction. In May of this year, it unexpectedly took on water and remained submerged in the Kam River until last week. *(Source: Thunder Bay News)*

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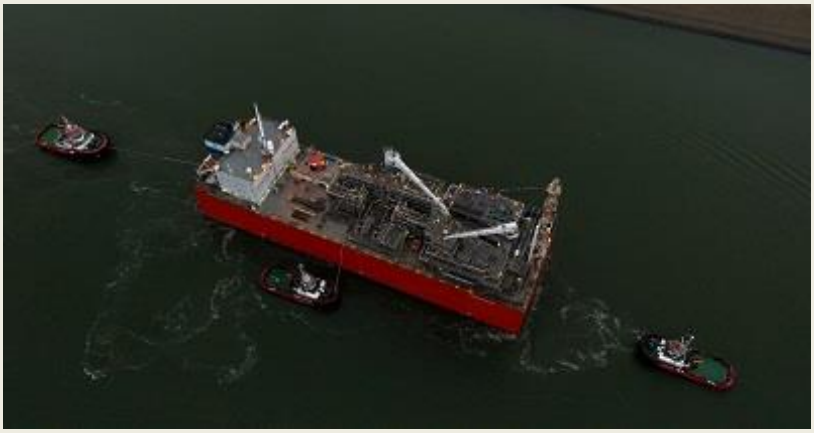
THE EUROPEAN TUGOWNERS ASSOCIATION CELEBRATED ITS 59TH ANNUAL MEETING IN TENERIFE

The members of the European Tugowners Association (ETA) met in Tenerife for its 59th Annual General Meeting. This year´s event was kindly hosted by ETA local member Boluda Towage and took place at the magnificent Hotel Bahía del Duque. 140 delegates, among ETA full and associate members attended a very special Annual General Meeting on the tropical Spanish island. During the four days, both the Executive Committee and the Annual General Meeting delegates discussed the current situation of the towage sector and the Association´s working programme for the next 12 months. They also reviewed the work carried out by the Secretariat during the last year and gave the green light for the preparations of the 60th ETA Annual Meeting, which will bring the Association back to London, where it was founded in 1963. The delegates welcomed as well three new associate members, Njord Marine Management, Helm Operations Ltd and Finanzauto SAU. With the incorporation of these members ETA reaches the number of 84 full members and 42 associate ones. During the four days event, ETA members could reinforce their business and personal relationships and enjoy an agenda which was carefully designed to combine networking and social activities with debates and presentations on the current affairs of the industry. ETA Chairman, Vicente Boluda said “it has been an honour to chair the 59th Annual Meeting of the

European Tugowners Association, which we celebrated last week in Tenerife. I would like to thank the 140 attendants, representing more than 50 companies in the sector, among which, Europe´s most important shipwoners. During the discussions we had during the event, the ETA members have shown their attention and concern to different issues like the regulation of the industry´s emissions and the new fuels, technologies and solutions that are under development and which will help the sector reach its common objectives. We will keep on working to maintain the current high operative capacities and the safety standards that the maritime industry requires, with the permanent goal of a greener and more sustainable future for the sector". This year´s ETA Conference Trends impacting Towage Operations focused on the current trends within the maritime market that are having an impact on the day-to-day operations of the towage sector. Thus, Olaf Merk (International Transport Forum) outlined the issues caused by market concentration in the liner shipping sector, such as price hikes and shipment delays which are creating a logistics crisis in terminals. Furthermore, Willem-Jan Hamers (Redwise Maritime Services) and Steve Dougal (Century Marine Services) analysed the different trends impacting the sector´s operations (emissions, digitization, automation, skills, etc.) and the best ways the industry can adopt in order to maintain its competitiveness and the highest safety standards. The ETA Secretariat wants to warmly thank the host company, Boluda Towage, for its enthusiastic assistance without which this 59th Annual Meeting would not be possible to organize. We also want to extend our warmest gratitude to the sponsors for their generous contribution. ETA's work during the next year will focus on improving the services given to its members and on the implementation of its strategic vision, including representing the industry´s interest before the EU and national institutions, raising awareness of the towage sector, the relevance of the industry at different levels and the issues affecting its competitiveness within the European and international context. ETA, is the only association that represents the Tug sector at a European level, and is composed of 84 full members in 25 countries, who own or operate a combined fleet of over 900 tugs in European ports. Its membership ranges from major towage companies operating more than 100 tugs worldwide to family businesses and port authorities with very small-to-medium-size tug fleets. *(PR)*

WAGENBORG ASSISTS FIRST LNG TANKER IN EEMSHAVEN AFTER START EEMSENERGY TERMINAL



On the 8th September the LNG tanker '**Murex'** arrived in Eemshaven under agency of Wagenborg, assisted by multiple tugs – including the Wagenborg tugs **Waterlines**, **Waterstraat** and **Waterstroom** – the first LNG tanker moored successfully at the Wagenborg terminal with the assistance of the Wagenborg tug boats. The **Murex** is moored alongside the FRSU Eemshaven LNG at the EemsEnergy Terminal. Here, LNG will be bunkered from the tanker into the FRSU which arrived earlier this week under agency of Wagenborg and also assisted by multiple tugs, including the Wagenborg tugs **Waterlines**, **Waterstraat** and **Waterstroom**. *EemsEnergy Terminal* In order to increase security of supply and become less dependent on Russian gas, Gasunie recently opened her newly developed EemsEnergy Terminal. This floating LNG terminal at Eemshaven comprises of two installations known as the FSRUs '**Eemshaven LNG**' and

'**Golar Igloo**'. With the arrival of the **Murex**, the first LNG was delivered successfully at EemsEnergy Terminal. Early next week the next LNG tanker is expected to arrive in Eemshaven. Watch the YouTube video HERE *(PR)*

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ACCIDENTS – SALVAGE NEWS

ROMANIAN NAVY MINESWEEPER HIT AND DAMAGED BY DRIFTING MINE

On Thursday, a Romanian Navy minesweeper was struck and damaged by a naval mine during a mission in the Black Sea, the service reported in a statement. At about 1300 on Thursday afternoon, the minesweeper **Locotenent Dimitrie Nicolescu** was dispatched to neutralize a drifting mine at a position some 25 nm off the coast of Constanta. By the time the vessel arrived on station, conditions had worsened to the point that it was not practical to have divers and a RIB in the water. Wave heights were in the range of six feet and winds were about 20 knots. After dark, in continued rough weather, the ship was hit by the drifting mine. The detonation made a small hole towards the stern, near the waterline. No injuries were reported and the ship and crew remain safe, the service said. Buoyancy and stability were not affected. The crew took action to plug the hole and to limit ingress of seawater, and their efforts were successful; an initial Romanian media report suggested that the vessel's engines were disabled, but the service did not confirm a loss of power. The Romanian Navy fleet tug **Grozavul** and an embarked dive team were quickly dispatched to meet up with the **Nicolescu** and provide assistance. AIS tracking data shows that the **Grozavul** sortied from Constanta Thursday night and returned to port on Friday afternoon. According to the Romanian Navy's count, this was the 28th drifting sea mine found in the western Black Sea region since the launch of the Russian invasion; the vast majority have been found and neutralized in Ukrainian

waters, but three have been spotted off Turkey, two off Romania and one off Bulgaria. *(Source: Marex)*

NTSB: ELECTRICAL FAULT LIKELY CAUSED $500,000 FISHING VESSEL FIRE

The National Transportation Safety Board (NTSB) has released a report on its investigation of a November 10, 2021, fire aboard the 85 foot long fishing vessel **Blue Dragon**. No injuries or fatalities were reported, but the fire resulted in more than $500,000 in damages to the vessel. The 1990-built **Blue Dragon** was under way conducting longline fishing operations in the North Pacific Ocean when it caught fire. The six crewmembers and a National Marine Fisheries Service (NMFS) observer unsuccessfully attempted to fight the fire. They abandoned the vessel and were rescued by a Good Samaritan vessel. The **Blue Dragon** was later towed to San Pedro, Calif. On October 25, 2021, the **Blue Dragon** left Honolulu, Hawaii, to fish for swordfish and tuna. On November 9, while the crew were preparing to retrieve fishing gear, the NMFS observer discovered a fire in the wheelhouse under the console. While the crew was attempting to fight the fire, the NMFS observer and a deckhand retrieved the 10-person life raft and the vessel's Global Navigation Satellite System-enabled emergency position indicating radio beacon (EPIRB) from above the wheelhouse. The NMFS observer used his satellite emergency notification device (SEND) to send an SOS along with a text that said "fire." He also manually activated the vessel's EPIRB and his personal locator beacon. NTSB concluded that the observer and deckhand contributed to the survival of the crew by retrieving the EPIRB and life raft before they caught fire. The observer's activation of the vessel's EPIRB and use of his NMFS-issued personal emergency communications equipment further contributed to the crew's timely rescue, since the equipment transmitted the crew's location. The NTSB determined the probable cause of the fire aboard the **Blue Dragon** was from an unknown source, likely electrical in nature, which ignited the wooden wheelhouse console. Contributing to the extent of the fire damage was the substantial use of combustible materials in the joinery, outfitting, and furnishings in the wheelhouse and accommodation spaces. *Lessons learned* NTSB identified two lessons learned from this investigation: Substandard electrical installation and outfitting—including bare wires, unsecured wire nuts, overloaded circuits, loose wiring, and household wiring not designed for marine use—is a common cause of shipboard/vessel electrical fires. Additionally, batteries have been identified as ignition sources of fires in multiple modes of transportation. Vessel operators should ensure electrical systems are adequately designed, installed, and maintained in accordance with established marine standards to prevent fires. Personal locator beacons helped validate the position of the fishing vessel's emergency position indicating radio beacon, and a SEND helped responders identify the nature of the emergency. Vessel owners and operators can enhance the safety of their crews by equipping their vessels and crews with these additional satellite technologies to supplement EPIRBs.

Recommendation NTSB issued a safety recommendation to the U.S. Coast Guard to require the use of personal locator beacons to enhance chances of survival following the sinking of the cargo vessel El Faro in 2015. All 33 crewmembers perished in the sinking. NTSB reiterated the recommendation after the fishing vessel **Scandies Rose** sank off Sutwik Island, Alaska in 2019. Two of the vessel's crewmembers were rescued; the other five crewmembers were never found. NTSB concluded that personal locator beacons would aid in search and rescue operations by providing continuously updated and correct coordinates of crewmembers' locations. The recommendation remains open. Improving fishing vessel safety remains a priority for the NTSB and it is an issue on the NTSB's 2021-2022 Most Wanted List of Transportation Safety Improvements. The NTSB advocates for new standards to address—and periodically reassess—intact stability, subdivision, and watertight integrity in commercial fishing vessels up to 79 feet long as well as personal locator beacons for crew. Download the full report HERE *(Source: MarineLog)*

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DANISH TALL SHIP HITS NAVY LCS DURING MARYLAND FLEET WEEK

A Danish tall ship was involved in a minor collision with a new U.S. Navy littoral combat ship in Baltimore's Inner Harbor on Sunday. Some video of the incident has been posted online. The incident took place during Maryland Fleet Week and Flyover Baltimore event. The training ship **Danmark** was being escorted by tugs when it collided with the **USS Minneapolis St. Paul** (LCS 21), which was moored at the time. No injuries are serious damage was reported on either vessel. The **Danmark** is a full-rigged training ship built by the Danish Government in 1932. "No U.S. Navy personnel were injured and no serious damage sustained onboard **USS Minneapolis St. Paul** (LCS 21) when the Danish training ship **Danmark** made contact with the moored LCS while the Danish ship was getting underway from the Baltimore Inner Harbor Sept 11, 2022," a U.S. Navy spokesperson said in a statement reported by CBS News. "The ships were in port taking part in what has been a fantastic week in Baltimore for Maryland Fleet Week and Flyover Baltimore." **USS Minneapolis St. Paul** was commissioned this past May in Duluth, Minnesota. The ship was built by Lockheed Martin and Fincantieri Marinette Marine

in Marinette, Wisconsin. *(Source: gCaptain)*

DUTCH CARGO SHIP SALVAGED OFF THE COAST OF DENMARK

The **Helge**, sailing under the Dutch flag, which took on water off the coast of the Danish island of Jutland last week, has been salvaged. This weekend, the heavily damaged ship was towed to Esbjerg. The **Helge** collided with another vessel, the **Wild Cosmos**, on the afternoon of Friday, September 9th. At the time of the collision, the weather was bad and there were high waves. The starboard stern was severely damaged. Water leaked into the engine room, rendering the ship rudderless, but it did not sink. The crew was evacuated by helicopter and taken to Esbjerg with only minor injuries. Around noon, after a few hours of the ship being adrift and unmanned, the Danish Navy's **MHV 806 Dubhe** departed for the **Helge** from Ringkøbing. It reached the Helge around 5 o'clock in the afternoon. The wind had died down and so the salvage operation could begin. The tug **Sigyn** arrived at the cargo ship around the same time. Last weekend a number of salvage specialists were put on board the Helge by helicopter. A towing connection was established with the **Sigyn** and with the necessary caution the **Helge** could be brought in. In the hull, just above the water line, there are a number of large holes. The ship is now in the port of Esbjerg. *(Source: Project Cargo Journal)*

VIKING KVASIR COLLIDES WITH SHIP ON THE RHINE RIVER NEAR WESEL, GERMANY

The **Viking Kvasir** collided with another ship this morning on the Rhine river near Wesel, Germany. The accident occured during the river cruise ships's Antwerpen to Amsterdam low country cruise. A couple of passengers and several crew reportedly sustained minor injuries. We received the following information from a passengers on the ship who wishes to remain anonymous: "The first officer was piloting the ship this morning in heavy fog and there was another barge/ship that was apparently sideways on the Rhine that we hit. It was at 6:50 a.m. this morning Wesel Germany time. Most of the passengers were still in bed and we could feel the ship engines in full reverse for 3-5 seconds and then a massive crash and the sound

of breaking glass in our room. After things started to settle down, they held a shipwide meeting in the lounge and the Hotel Manager said it was the other ship's fault, and the Viking ship has video proof of it. Fortunately, injuries were minimal — except for the pride of the first officer . . . she was overcome with emotion and was applauded by all of the passengers for doing everything she could to minimize and avert the collision. There was very limited visibility and shortly after we collided, we saw the other ship perpendicular to our ship and then it disappeared into the fog. One crew member was taken to a doctor for burns (the chefs were preparing breakfast service). Others had minor cuts (mainly from picking up LOTS of broken glassware) including in the state rooms. A couple of passengers had minor injuries because they were standing when the ships collided. The collision happened about a mile from Viking's privately owned dock in Wesel. Damage was above the waterline and no water was taken on. They removed the tarp that covers the glass roof of the Aquavit terrace and have used it to cover up the damage. Breakfast and lunch services were cancelled. Not sure how much dishware is left. Morning excursions carried on and the ship is being resupplied as scheduled. It appears there is at least one Viking executive on the ship. He wasn't a member of the crew and was wearing a suit jacket with a Viking name tag. There are a few police officers interviewing the First Officer right now, as well as someone from the port authority. The captain and two land based technicians examining the extent of the damage." *(Source: Cruise Law News)*

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MAN-OVERBOARD RESCUED ALIVE FROM THE WATERS OF THE UK NORTH SEA

A very lucky mariner was rescued alive from the cold waters of the North Sea after falling over the side of the safety vessel **Keizersborg** on Friday night. At about 1830 hours, HM Coastguard received notice that a seafarer had fallen overboard from the **Keizerborg** near Shell's Leman gas field, located about midway between Scotland and Jutland in the North Sea. The **Caister** RNLI volunteer lifeboat crew was paged at about 1900 hours and got under way within nine minutes

to assist in the search. RNLI's **Cromer** lifeboat and the HM Coastguard rescue helicopter 163 also headed for the area, along with a number of good Samaritan offshore vessels. At about 2015 hours - nearly two hours after the first report - the survivor was pulled from the water alive and well by the crew of an OSV, defying the odds of hypothermia in the cold North Sea waters. The RNLI rescue boats stood down and returned to station, and the rescue helicopter airlifted the victim to James Paget Hospital in Great Yarmouth for evaluation. Vessel operator Wagenborg Offshore confirmed the incident in a brief statement and said that the crewmember was recovered "alive and safely." **Keizerborg** is a former North Sea PSV, and she was transformed last year into a standby vessel with a walk-to-work gangway. Her role is to perform inspection and maintenance work on unmanned oil and gas platforms in the UK and Dutch waters of the North Sea. The ship is also set up as an emergency response and rescue vessel for emergency towing, patrol and rescue work. Two other Wagenborg vessels, the **Kroonborg** and **Kasteelborg**, have undergone similar conversions, exiting the crowded PSV market in favor of this niche charter opportunity. *(Source: Marex)*

IU CLAIMS PLANS TO DEAL WITH MARITIME ACCIDENTS IN THE BAY OF ALGECIRAS

The IU deputy for Cádiz in the United We Can group in the Congress of Deputies, José Luis Bueno, has registered an initiative for the Government of Spain to detail its plans to face and reduce the possible negative effects of maritime accidents such as the one that has threatened the Bay of Algeciras with the semi-sunken ship and the spill of oil into the sea. The initiative asks the Executive to present the actions planned to reduce "bunkering" (reporting system that allows ships to fill their fuel tanks without going to port) in the Strait area. In a statement, the deputy for Cádiz has detailed that in the parliamentary question registered in Congress he recalls that in the case of the sinister ship **'OS 35**' off Gibraltar, "there was a spill of a significant amount of lubricating oil that it carried to its use» and for this reason it raises whether some type of change will be promoted in maritime transport «to reduce fuel in the ships» that transit through the Strait. He has warned that the accident of the semi-sunken ship in the waters of the Strait has occurred in a Special Conservation Area, which is now "in danger" due to the fuel discharged into the sea from this vessel. He has argued that this oil leak "would have a very significant impact" on the natural systems of the Strait of Gibraltar "and on the economy of the Línea de la Concepción and the rest of the municipalities in the Bay of Algeciras". Following this line, Bueno asked if the Government of Spain plans, as a result of what happened, to promote a contingency plan and a collaboration protocol between the administrations of Spain, Morocco and Gibraltar "so that they act more quickly in events such as said". The IU deputy has also requested clarification on whether any type of "information file" has been opened in Spain to clarify what happened, in a case whose response has been managed by the Gibraltar administration. *(Source: 8Directo)*

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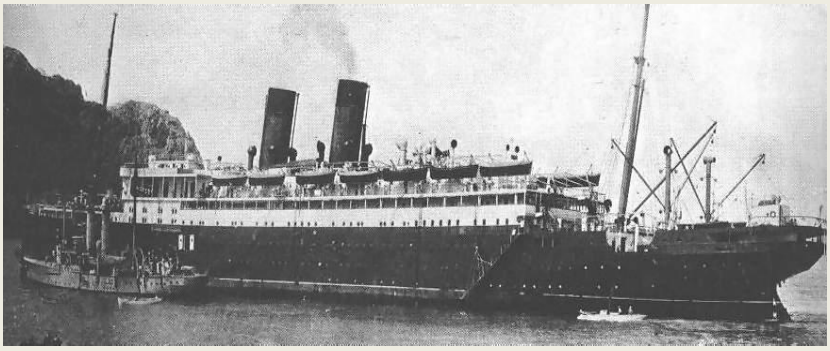
REMEMBER TODAY

S.S. SMS CAP TRAFALGAR – 14TH SEPTEMBER 1914

SS **Cap Trafalgar** was a German ocean liner launched in 1913 for the Hamburg Süd line. In 1914, she was converted for use as an auxiliary cruiser during World War I. She was the first armed merchant cruiser sunk by a ship of the same class; she was destroyed by **HMS Carmania**, also a converted ocean liner, in a furious action in the South Atlantic in September 1914. It was the world's first battle between former ocean liners. *Early career* The passenger liner SS **Cap Trafalgar** was built at the AG Vulcan Shipyard on the Elbe River in Hamburg, Germany for the Hamburg-South America Line for their service between Germany and the River Plate (Río de la Plata). She was named after the Spanish Cape Trafalgar, scene of the famous Battle of Trafalgar in 1805. A three-funneled vessel of 613 ft (187 m) length and 72 ft (22 m) beam, she measured 18,710 GRT and could carry nearly 1,600 passengers (400 1st class, 276 2nd class, 913 3rd or steerage class. A triple-screw vessel, her outer propellers were powered by two triple-expansion steam engines with the centre one driven by an exhaust turbine. When **Cap Trafalgar** began her maiden voyage on 10 April 1914 from Hamburg for South American ports in Brazil, Argentina and Uruguay, she was the largest vessel traveling on the South American service and among the most luxurious. Her upper decks included a swimming pool and a cafe in a greenhouse while her 1st class halls and stairwells were full of beautiful gold filigree, and her staterooms were furnished in the highest fashion of the period. She was the epitome of pomp, elegance, and Germanic engineering but when war was declared, her career among the socialites and wealthy of the world ended. *Sinking* When war was declared in Europe in August 1914, **Cap Trafalgar** was in Buenos Aires and was laid up pending orders. As already planned, the German Imperial Navy requisitioned her as an auxiliary cruiser. On 18 August she arrived in Montevideo for coal and then sailed to rendezvous

at the remote Brazilian island of Trindade, 500 miles (800 km) east of the Brazilian mainland, with the gunboat SMS **Eber**, which transferred naval officers, ammunition and armaments to the liner. At the same time, her third funnel, which was a dummy, was removed. She was armed with two 4.1 inch guns and six one-pounder pom-poms (named for the sound they made while firing), all manned by experienced naval personnel, and given the mission to sink British merchant shipping.



Cap Trafalgar and Eber in Trindade

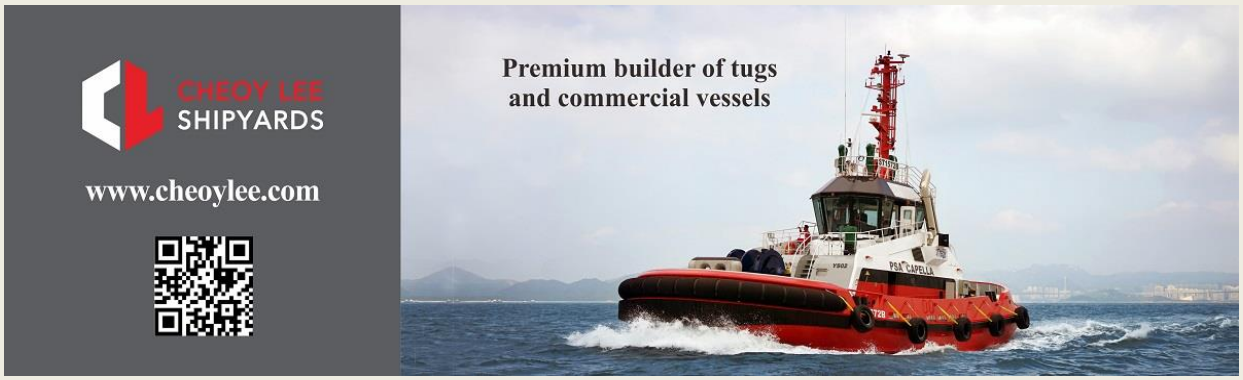
She was given the codename Hilfskreuzer B (Auxiliary Cruiser B) and was commanded by Korvettenkapitän Wirth. After a fruitless initial cruise, **Cap Trafalgar** returned on 13 September to the secret supply base at Trindade Island to take on fuel from German colliers. The **RMS Carmania** was a British ocean liner designed by Leonard Peskett and built by John Brown & Company for the Cunard Line. She was launched on 21 February 1905 and made her maiden voyage from Liverpool to New York on 2 December of the same year. Following the outbreak of World War I, **Carmania** was converted into an armed merchant cruiser, equipped with eight 4.7-inch guns, and put under the command of Captain Noel Grant. It was at this base on 14 September that **Cap Trafalgar** was discovered by the **Carmania** which had been sent to flush out German colliers and small warships that might be using the inhospitable island as a base against British merchant shipping. **Carmania** spotted **Cap Trafalgar's** smoke early in the morning and some hours later was able to surprise the German ship with two colliers in the island's only harbour. The **Cap Trafalgar** (disguised as the Carmania)'s only battle was against the real **Carmania**. Some accounts incorrectly allege that the **Carmania** was itself disguised as the **Cap Trafalgar**. Both the captains of the **Cap Trafalgar** and the **Carmania** had realized that to fight a successful action, their respective vessels required plenty of room; so, the captains had separately steamed several miles from the outcrop of the Island of Trindade in order to gain the space required. The **Cap Trafalgar** also sent out encoded German messages, announcing the engagement with the **Carmania**, and the position as 35 degrees west, 26 degrees south, with a NNW heading. Then the two ships turned towards each other and began to fight, the **Carmania** firing too early and thus allowing the **Cap Trafalgar** to land the first blow. **Carmania** fared worse than her opponent in the ensuing two hours, being hit 79 times, was holed below the waterline, and had her bridge totally destroyed by shellfire. However, as the range closed her own guns began to inflict damage, and fires broke out on both ships, sailors lining the rails and firing machine guns at their opposite numbers as the ships came within a few hundred yards of each other.

RMS Carmania

Neither ship had the fire control systems or ammunition hoists of a modern warship, so the action was fought in the style of Nelson's day, with ammunition being brought to the guns by hand and the guns firing as the target bore. Just as it seemed

that the fires on **Carmania** would burn out of control, **Cap Trafalgar** veered away, lowering lifeboats as she heeled over to port. A shell below the waterline had ruptured several compartments, and the ship was rapidly sinking, although the colliers were able to pull 279 sailors from the wreck before she sank. Fifty-one were killed in the fighting or the sinking (other reports say sixteen or seventeen lives were lost), including Captain Wirth. **Carmania** was equally shattered, listing severely, heavily flooded and burning, with nine men dead and many more wounded. It was at this point that **Cap Trafalgar's** contemporary, the armed merchant cruiser SS **Kronprinz Wilhelm** arrived, seemingly to provide the coup de grace for the shattered ship. However, the **Kronprinz Wilhelm's** captain feared a trap, since many ships both German and Allied in the area had doubtless been listening to the SOS calls of the **Cap Trafalgar**, which, though in German code, had been supplemented by messages from the **Carmania** with the British code. Since multiple warships were on their way to the location, and the **Cap Trafalgar** had presumably already sunk, the captain of the **Kronprinz Wilhelm** turned his ship about and sailed away without firing a shot. The **Carmania** was barely afloat. She listed severely as fires burned and the communication and navigation equipment on her bridge were almost destroyed. She turned away and sped south, hoping to rendezvous with a British cruiser in the area. By the time she was rescued on the 15th, she was hardly seaworthy and most likely would have sunk if at sea for more than another day or two. The following day the **Carmania** was rescued and brought into Pernambuco by other units of the Royal Navy, whilst the survivors of the **Cap Trafalgar** were rescued by the collier **Eleonore Woermann** and taken to Buenos Aires. Most were interned for the duration of the war on the Argentine island of Martín García. *(Source: Wikipedia)*

Advertisement



OFFSHORE NEWS

SUBSEA CONSTRUCTION VESSEL – SKANDI AFRICA

It is always pleasing to see a vessel that arrives at a South African port, and whose name connects her to the continent in which she finds herself. If your pleasure is vessels of the offshore oil and gas industry, then the treat is doubled. That the particular vessel in question is considered the most complex, and advanced, vessel in her owner's fleet, gives the observer a further positive treat. The big offshore construction vessels tend to evoke that kind of feeling when you catch sight of them. They are truly unique. On 8th September at 1000, the subsea construction and installation vessel **Skandi Africa** (IMO 9687459) arrived off Cape Town, after a crossing of the Indian Ocean from Tanjung Langsat in Malaysia. She entered Cape Town harbour, and in a strong hint as to the reason for her call, she entered the Ben Schoeman Dock, and without tug assistance, went directly to the Dormac Ship Repair facility at berth 502. Built in 2015, '**Skandi Africa**' had her hull built at the VARD SA

shipyard at Tulcea in Rumania, and her completion, and outfitting, taking place at the VARD Verft AS shipyard at Søviknes in Norway. She is 161 metres in length and has a deadweight of 16,000 tons. As with almost all large offshore construction vessels, she has diesel electric propulsion. She has two Rolls-Royce Bergen B32:40L9ADC 9 cylinder 4 stroke main engines, producing 5,753 bhp (4,320 kW), providing power to two contra-rotating Azimuth thrusters of 4,962 bhp (3,700 kW) each, giving her a service speed of 12 knots. Her auxiliary machinery

includes four Rolls-Royce Bergen B32:40L8ADC generators of 3,840 kW each, and a single Cummins KTA 38 emergency generator of 560 kW. For added manoeuvrability, '**Skandi Africa**' has two bow transverse thrusters of 2,800 kW each, and two bow, retractable, azimuth thrusters of 2,200 kW each. Her stern propulsion thrusters, together with her transverse, and forward azimuth thrusters, give '**Skandi Africa**' a total power availability of 32,630 bhp (24,000 kW), and provide her with a Dynamic Positioning category of DP3. To achieve her DP3 capability when on station, her references are one Cyscan Laser Radar, two HIPAP Systems, three DGPS systems, three Motion Reference Units, and three Ultrasonic Wind Sensors, all linked to a Kongsberg DP system. Her endurance at her service speed of 12 knots, is 12,000 nautical miles, over a sixty day 'at sea' period. She is winterised for operations in harsh environments, and she has an ice class classification of Ice 1B, allowing her to operate in Baltic Sea, first year, ice thickness of 0.6 metres. She is a VARD OSCV 3 12 design, as a deepwater, subsea construction, and flexlay vessel, capable of operating down to a depth of 3,000 metres. Owned by DOF Subsea Rederi AS, of Storebo in Norway, '**Skandi Africa**' is operated by Technip UK Ltd., of Aberdeen in Scotland, and she is managed by DOF Management AS, also of Storebo. She was awarded the 'Ship of the Year 2015' by the Nordic shipping magazine, 'Skipsrevyen'. On delivery, she immediately went on to a five year charter to the French offshore company TechnipFMC, of Paris, to November 2020, and was assigned for subsea construction work, mainly in the West Africa oil and gas region. Major projects that she undertook in West Africa included the laying of all subsea flowlines and umbilicals for the Moho Nord oil field, located in 1,200 metres water depth, off the coast of the Republic of Congo, and also completing all subsea flowlines and umbilicals for the Kaombo oil field, located in 1,900 metres water depth, off the coast of Northern Angola. In early 2019 '**Skandi Africa**' was docked in Luanda harbour, in Angola, when she noticed the large amount of plastic pollution in the waters around the vessel. Conservationists applauded her crew for using her deck cranes, as trawl sweeps, in order to scoop up all of the plastic refuse and detritus, in a mammoth garbage clean up around the vessel. From Luanda, she sailed for Maputo in Mozambique, in readiness for charter to ENI. She has accommodation for 140 persons, and for logistics, and crew change requirements, she is fitted with a 28.5 x 15 metre helideck, capable of operating helicopters up to the size of the Sikorsky S-92A. Her working deck has a working area of 2,700 m2, and is capable of taking a cargo load of 5,000 tons. For her subsea work, her main deck crane is a Huisman, double fall, crane capable of lifting 900 tons, and operating down to a water depth of 2,200 metres. The crane can also be used as single fall, and can operate in this mode, lifting 450 tons, down to a water depth of 4,400 metres. She also has a secondary Huisman deck crane with a capacity of 150 tons, operating down to a water depth of 3,000 metres. All cranes are heave

compensated. To support her subsea operations, she has two 5.0 x 5.6 metre moonpools, for use by

two TXLX 200 Remote Operating Vehicles (ROV), capable of operating, via umbilicals, down to a water depth of 4,400 metres. Her ROV storage hangar has an area of 321 m2. For pipelay operation, '**Skandi Africa**' has a tiltable, heave compensated, Huisman Lay Tower, capable of laying pipelines down to a water depth of 3,000 metres. She has an underdeck pipeline carousel, capable of 3,500 tons of pipeline storage, and also her main deck can hold pipeline reels of up to 2,300 tons each. She is capable of laying any type of pipeline from 50 mm in diameter, up to 630 mm in diameter, via a 9.4 x 7.2 metre moonpool. Her initial 5 year charter to Technip was extended by two years in November 2020. Between May and October 2021, '**Skandi Africa**' was used to lay the subsea umbilicals and flowlines for ENI, on the Coral Sur FLNG project in Northern Mozambique. From there she sailed to Durban, where she arrived on 3rd November 2021, for a short period of maintenance at Bayhead. From there she headed to Western Australia. Her charter in Western Australia, was for all subsea laying of umbilicals, flying leads and seabed manifolds on the Chevron operated, Gorgon natural gas field, located 71 nautical miles offshore from Barrow Island. From there she completed subsea installation work on the Woodside operated, Lambert natural gas field, located 68 nautical miles northwest of Dampier, which is the port from where '**Skandi Africa**' operated. In May 2022, Technip awarded a further two year extension to '**Skandi Africa**', taking her charter period up to February 2024. From Dampier, '**Skandi Africa'** proceeded first to Malaysia, to de-store and decommission equipment, in preparation for her current voyage across the Indian Ocean to Cape Town. After her period of maintenance, she is expected to sail for West Africa. *(Source: Africa Ports & Ships; Photo: Trevor Jones & Dockrat)*

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TOS SHIP DELIVERY CONTRACTED FOR TWO SHIP REACTIVATIONS AND DELIVERIES

TOS Ship Delivery are very proud with the award of a big project during the summer of 2022.

Returning clients Hai Duong Corporation from Vietnam have trusted TOS with the reactivation and subsequent sailing of two former Danish AHT's. Since the vessels had been in lay-up in Denmark around five years ago, there was a plan necessary to reactivate vessels from a technical perspective, but also reinstate class and flag in order to be able to sail the vessels to Vietnam on own keel and under own power. With a team from the TOS offices in Rotterdam, Poland and Ukraine, and under the permanent guidance of a superintendent from the Rotterdam Ship Delivery team we managed to revive the vessels from lay-up over the course of several weeks. Also, flag and class were reinstated to get the vessels back for active duty. The plan was to send the reactivation crew in shifts – first preparing the accommodation to living standards on board, so second part of the crew could come to perform their activities while living on board – saving costs on hotels was part of the idea. We were lucky and also impressed by the condition of the vessels, so this plan was very straightforward. Fortunately, we had great cooperation with suppliers and agents locally to make sure all activities and services needed were as organized and synchronized as smoothly possible. The first vessel – **Hai Duong 02** – already departed Denmark, visited Rotterdam and is now on her way to Vietnam. The second vessel – **Hai Duong 06** – is awaiting some last technical service before she can depart. Unfortunately, some hiccups in spares supply have taken some extra time, but she should depart for Rotterdam shortly following her sister. Some years ago, TOS Ship Delivery was trusted with the first project for Hai Duong Corporation: the reactivation and sailing of the AHTS Crest Olympus from the Mexican gulf to Vietnam. This was a much more challenging situation seeing the physical conditions in a Mexican laguna, but we carried out this project to plan. *(PR TOS Ship Delivery; Ships photo: Willem Holtkamp)*

NEW 3D SEISMIC SURVEY NEAR DORADO AND PAVO DISCOVERIES TO BEGIN BY YEAR-END

Norwegian seismic player TGS is planning to commence the Capreolus Phase 2 3D seismic survey in the Carnarvon Basin on the Australian North West Shelf by the end of the year. Capreolus Phase 2 will comprise 4,500 square kilometers of multi-client seismic data located in the Beagle Sub-Basin.

This area, described as underexplored, has undergone renewed exploration interest since the discovery of light oil at Dorado and, more recently, the Pavo discovery in the adjacent Bedout Sub-Basin, TGS said. **PXGEO 2** is set to mobilize for the survey in December and the acquisition is scheduled to be completed in March 2023, with final processing deliverables anticipated in Q1 2024. The survey is adjacent to the Capreolus Phase 1 survey acquired in 2015 by Polarcus and purchased by TGS in 2018. "TGS has been active in Australia since 1998 with an extensive seismic and well database that is continually enhanced to meet the exploration needs of the region," said TGS CEO, Kristian Johansen. "Australia presents attractive investment opportunities with abundant energy resources for exploration and development. The key to ongoing success in Australia is high-quality modern seismic data to boost subsurface insight, and the Capreolus Phase 2 survey will deliver on this." This project is supported by industry funding. *(Source: Offshore Energy)*

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SEARENERGY AND ASSC BRING "SPIRIT OF EMDEN" INTO SERVICE – OFFERING CARGO RUNS IN THE GERMAN NORTH SEA

The accelerating expansion of offshore energy projects together with the backlog of works due to the corona pandemic has a fundamental impact on the supply vessel demand in the North Sea. As a result, wind farm operators are facing unprecedented challenges in charter rates and vessel availability. In order to handle this market development, SeaRenergy will launch a cargo run service ex Emden as of the beginning of September 2022. *Hamburg, 7th September 2022* Due to the current development in the offshore supply vessel market with increasing vessel demand in the North Sea and the first generation of Offshore Wind PSV being no longer available, all wind farm operators in the German North Sea are facing great challenges in securing the supply for their assets in the years to come. By providing a cost-efficient and reliable solution in the expected unsteady and challenging supply market environment in the German North Sea, SeaRenergy wants to add value not only to the expansion goals of the German Government but also the budgets of wind farms already being in operation. After over 10 years of experience in supporting clients in offshore logistics and managing a

client's exclusive supply run service since 2019, SeaRenergy has decided to open their cargo run services to the whole offshore wind supply chain. In order to do so, SeaRenergy and Ship Owner The Asian Spirit Steamship Company (ASSC) have developed an alternative solution which does not rely on the offshore spot markets in Aberdeen, Bergen or Den Helder but is based on having a vessel readily available for clients ex Emden, dedicated to the local market. This dedication is reflected in the name of the vessel: *"Spirit of Emden".* **Spirit of Emden** is a state-of-the-art Ulstein DP2 UT 775 LN with a deck space of 635 m². She can carry 1.032 m³ of fresh water with tanks permanently certified in accordance with German drinking water regulations. She has a fuel oil capacity of 981 m³ and other tank capacities of 3.000 m³. Basic services offered are sewage return, container, and reefer transports. Value added services such as onshore warehousing and storage, container stuffing and rental as well as garbage disposal complete the range of services. Subject to sailing schedule, the vessel may be available for short-term subletting upon request. "Even though we are delighted to answer the strong international demand for offshore wind expertise which has taken SeaRenergy to a broad range of markets, we still see Germany as our home market. With our new Cargo Run Service Offering we want to emphasize our connection to the domestic market", Dr. Benjamin Vordemfelde, CEO SeaRenergy says. "With the vessel owner ASSC we have found a strong partner who shares our commitment. By naming the vessel "**Spirit of Emden**" ASSC and SeaRenergy do not only set a new milestone in the OSV market – with the first offshore vessel being named after a German town – but also emphasize our dedication to the German offshore wind industry!" Starting the first runs at the beginning of September, "**Spirit of Emden**" will be available for cargo runs upon request. As of December, cargo runs can be booked on SeaRenergy' s website for both, single as well as shared runs. The latter will be offered at least on bi-weekly basis. The pricing will include a winter rate for Q1 and Q4, and a summer rate for Q2 and Q3 respectively. The rates for framework partners may vary depending on the purchase quantity. Niko Tönjes, Product Lead Marine Services of SeaRenergy says: "Benefits for our clients are at hand. No mob and demob fees from or to the base port in Emden, an all-year-round ship availability on short notice and the possibility of fixed rates, which enables reliable project budgeting. Ordering our service reduces our clients' obligations significantly compared to being a charterer." *(Source: Offshore Energy)*

OCEANPACT SCORES LONG-TERM VESSEL DEAL WITH PETROBRAS

Brazilian offshore vessel owner and services provider OceanPact Serviços Marítimos has entered into a contract with Petrobras for remotely operated vehicle support (RSV) vessel **Parcel do Bandolim**. The 2007-built vessel, formerly **Bourbon Pearl**, will be going on a three-year charter with fellow state-controlled oil giant equipped with two own remotely operated vehicles (ROVs). "The entry of **Parcel do Bandolim** in its respective contract represents the conclusion of an important investment cycle, which began in 2021, with funds from the company's IPO, and which continued with the

acquisition of UP Offshore, four new vessels, five ROVs, and with the signing of new contracts," Oceanpact stated in a release, without disclosing the value of the deal. Following the contract award, the company said it would have its fleet of high-spec vessels fully operational in the fourth quarter of this year. Petrobras had a tender out for the contracting of multiple local and international RSVs to support operations in Brazilian waters. End-August subsidiaries of Norway's DOF, Norskan Offshore and DOF Subsea Brasil, also won three-year contracts for the **Skandi Chieftain**, **Skandi Olympia** and **Skandi Commander** vessels worth more than $250m. *(Source: Splash24/7)*

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PAXOCEAN SEALS PSV CONVERSION CONTRACT

PaxOcean Nanindah Mutiara Shipyard in Indonesia has secured a contract from the country's telecommunication infrastructure company, Ketrosden Triasmitra, for the conversion of the platform supply vessel into a cable layer. Ketrosden Triasmitra turned shipowner earlier this year with the acquisition of the 2003-built laid-up PSV **Skandi Sotra** from Oslo-listed OSV operator DOF for around $3.5m. The Panama-flagged vessel, built by Myklebust, will be equipped with a remotely operated vehicle (ROV) and a plough system, with delivery scheduled for the early second quarter of 2023. First established in 2007, PaxOcean owns and operates five shipyards located in Singapore, China and Indonesia. The shipyard in Zhoushan, China recently sealed a deal for the construction of three feeder boxships for Finnish

owner Langh Ship. *(Source: Splash24/7)*

MUSEUM NEWS

DE GESCHIEDENIS VAN HET OPLEIDINGSSCHIP PRINSES BEATRIX.

Het opleidingsschip **Prinses Beatrix** is de eerste, in de serie van drie zusterschepen, bestemd voor het opleiden van matrozen voor de Rijn- en binnenvaart. Juist dit legendarisch schip vindt na ruim zestig jaar trouwe dienst, haar definitieve ligplaats in Dordrecht, als vijfde vaartuig bij het Binnenvaartmuseum. Het Koninklijke OnderwijsFonds voor de Scheepvaart (K.O.F.), dat het vakonderwijs voor de Rijn- en binnenvaart in Nederland verzorgde, is op 5 juli 1921 opgericht. Als gevolg van het toenemende aantal leerlingen van de zogenoemde dag nijverheidsscholen voorzag het bestuur van het KOF in 1955, dat de leerlingen meer praktische vaardigheden moesten opdoen. Met een instructievaartuig dat zou voldoen aan de toenmalige moderne navigatie eisen. Gedacht werd aan een motorschip, waarmee een gehele klas van achtentwintig leerlingen tegelijk kon oefenen en geschikt zou worden om de ruime vaarwaters en de Midden- en Bovenrijn te bevaren. In oktober 1958 krijgt eindelijk N.V. scheepswerf v/h firma J. Hendriks in Dodewaard de bouwopdracht. Op 15 maart 1959 wordt de kiel gelegd en wordt het opleidingschip in januari 1960 te water gelaten. Zij krijgt de naam **Prinses Beatrix**. Het vaartuig heeft het aanzien van een toen moderne Kempenaar, is 53,50 meter lang, 7,08 meter breed, heeft een diepgang van 1.65 meter en is uitgerust met een 5 cilinder, 250 pk Bolnes motor. *De drie prinsessen van het K.O.F.* In december 1961 wordt een order geplaats bij Vuyk en Zonen Scheepswerven N.V. in Capelle aan de IJssel van nog twee instructievaartuigen van nagenoeg hetzelfde type als de **Prinses Beatrix**. De nieuwe vaartuigen worden een halve meter langer om meer ruimte in de machinekamer te krijgen. In oktober 1962 is de doop en tewaterlating van de **Prinses Irene** en op 8 april 1963 gaat de **Prinses Christina** te water. In 1995 en 1996 worden de drie opleidingsschepen ingrijpend gerenoveerd. Na dertig jaar waren de schepen toe aan een facelift, omdat de eisen die men aan dergelijke schepen mag stellen behoorlijk veranderd zijn. Er is vooral aandacht besteed aan de technische voorzieningen in de machinekamer, elektrische installaties, de inrichting van de kombuis, maar ook aan de accommodatie van de leerlingen aan boord. De slaapzalen worden omgebouwd naar twee en vier persoonshutten, wat de leerlingencapaciteit terugbrengt van achtentwintig naar vierentwintig leerlingen. In de volgende jaren worden de schepen voorzien van een boegschroefinstallatie met een DAF motor van 150 pk. Verder worden de opleidingsschepen uitgerust met moderne rasterscan radar, elektronische vaarkaarten en GPS/AIS. *Scheepvaart en Transport College* In 2003 komt door landelijke

bezuinigingen het voortbestaan van de opleidingsschepen ernstig in gevaar. In overleg met het Ministerie van Onderwijs, Vakopleidingen Transport en Logistiek, de opvolger van het K.O.F. en het Scheepvaart en Transport College (STC) in Rotterdam wordt besloten om de drie binnenvaart-instructievaartuigen te verkopen aan het STC, inclusief een afgesproken subsidieregeling. Met ingang van 1 januari 2004 is deze overgang van eigenaar van de schepen een feit. In 2004 wordt de Bolnes motor van de **Prinses Christina** vervangen door een nieuwe Caterpillar motor type 360 pk. De Prinses Irene wordt in 2005 verkocht aan de Franse Rijn en binnenvaartschool Lycée Professioneel Emile Mathis in Straatsburg, die in 2009 een nieuwe 490 pk MAN motor heeft laten plaatsen. Bij de firma Olthof is in 2008 is de Bolnes motor van de Prinses Beatrix vervangen door een Doosan/Daewoo, type: L126TIH motor van 360 pk. Ondanks de vele aanpassingen van de STC schepen in de loop van de jaren bleken de opleidingsschepen de tand des tijds niet te kunnen doorstaan. Het STC besloot dan ook een nieuw duurzaam, innovatief opleidingsschip te laten bouwen met de naam: Ab Initio, wat ''vanaf het begin'' betekent. De scheepsbouwer is Concordia-Damen uit Werkendam en het schip heeft de afmetingen gekregen van een zogenoemde Dordmunder met een lengte van 67 meter en breedte van 8,20 meter. De Ab Initio zal in de zomer van 2022 in de vaart komen. Bij de opdracht van de bouw van de Ab Initio is de overeen gekomen dat de beide STC-schepen, op termijn ingenomen worden door Concordia-Damen. Daarop volgend heeft Concordia-Damen de **Prinses Christina** verkocht aan Reederei Deyman die het schip als vanouds gaat inzetten als opleidingsschip vanuit Haren (Ems), onder Duitse vlag. *Binnenvaartmuseum Dordrecht* De Binnenvaart lobbyde jarenlang vergeefs bij het STC, om één van de Prinsessen schepen, na volbrachte dienst, te schenken aan het Binnenvaartmuseum in Dordrecht. De Binnenvaart ging later in gesprek met de nieuwe eigenaar van de **Prinses Beatrix**. Na diverse gesprekken met Concordia Damen Shipbuilding is besloten de **Prinses Beatrix** in bruikleen te geven aan vereniging De Binnenvaart. De enige van de drie prinsessen schepen, die dan nog onder Nederlandse vlag zal varen, zij krijgt dan haar vaste ligplaats in Dordrecht nabij de **Rene Siegfried**. De **Prinses Beatrix** zal zoveel als mogelijk in haar oorspronkelijke staat terug gebracht worden. Na inspectie van het onder water schip, zal de romp van het schip weer wit geverfd worden. Mooi zou het zijn om weer een Bolnes motor te bemachtigen voor dit historisch schip. Getracht zal worden de **Prinses Beatrix** te laten voldoen aan het predicaat van Varend Erfgoed Nederland. Bij het opheffen van het KOF in 2003 is het archief daarvan geschonken aan het Binnenvaartmuseum. Het thema van het Binnenvaartmuseum in 2013 was het Binnenvaartonderwijs van het K.O.F. Deze tentoonstelling zal aan boord van de **Prinses Beatrix** in de toekomst weer terug te vinden zijn. Op 2 september jl. heeft de officiële vlaggenwissel in Rotterdam; van STC vlag naar vereniging De Binnenvaart vlag plaatsgevonden. De **Prinses Beatrix** is op 8 september onder begeleiding van de Ab Initio, aangekomen in Dordrecht en heeft ligplaats genomen bij de **Rene Siegfried** waarop het Binnenvaartmuseum is gevestigd. *(Door: Jos Hubens, ambassadeur De Binnenvaart)*

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FIRST FLOATING MARITIME MUSEUM LAUNCHED

Cyprus' first floating ship museum, **TEAL**, which will be transformed into a Maritime History Museum, will be aboard the special area built in Kyrenia Harbor on Friday, September 9, with a ceremony to be held with the participation of the Minister of Public Works and Transport Erhan Arıklı. Cyprus, the largest island in the Mediterranean after Sicily and Sardinia, has been one of the most important bases for sailors, from pirates to state navies, with its strategic location in the center of the Eastern Mediterranean. The Maritime History Museum, which will host more than 5 thousand materials such as maritime objects, ship models, nautical maps, pictures and photographs, will share its deep-rooted history in this field with the world. The Maritime History Museum will also offer its visitors a magnificent experience as Cyprus' first floating ship museum. Cyprus' first floating ship museum, **TEAL**, which has been transformed into the Maritime History Museum, will be aboard the special area built in Kyrenia Harbor with a ceremony to be held on Friday, September 9, at 14.30, with the participation of the Minister of Public Works and Transport, Erhan Arıklı. With the transformation of **TEAL** into a museum, Kyrenia Harbor, one of the most important sea gates of Northern Cyprus, will also host the Maritime History Museum. The construction of the special area where the Maritime History Museum TEAL will welcome its visitors has been completed through work carried out by the teams of the Near East Enterprises in the Port of Kyrenia. 3,500 cubic meters of concrete was used in the arrangement of the 56 meters long, 10 meters wide and 4 meters deep area, which was completed with the hard work of the teams under water. *The 67-year-old TEAL is itself a part of maritime history.* **TEAL**, which was produced at Liverpool shipyards in 1955 to be used as a minesweeper in the United Kingdom Navy, was transferred to the Australian Navy after many years of use in the British Navy. **TEAL**, which also served here as a military ship, continued to be used in different areas such as passenger transportation, fishing and water sports tourism in Tanzania and the Caribbean after its retirement. In 1994, it was brought to the TRNC to be used as a Training and Research Ship at the Near East University Maritime Faculty. **TEAL**, which is also used as a training and research ship within the University of Kyrenia Maritime Faculty, will continue to serve as a museum to the maritime history of which it stands out as an important part. Prof. Dr. İrfan Suat Günsel: "**TEAL**, our Maritime History Museum, will also transform the Kyrenia Port into a culture and art port." Describing the Maritime History Museum **TEAL** as the pearl of the museums they founded, Chairman of the Board of Trustees of the Near East Enterprises Prof. Dr. İrfan Suat Günsel said that TEAL, which is a very important part of maritime history, as the Maritime History Museum will host more than 5 thousand works that shed light on the maritime history of the country and the world. Reminding that Kyrenia Port is one of the most important gates of our country opening to the outside, Prof. Dr. İrfan Suat Günsel said, "**TEAL** will continue to serve as a museum as a token of the Near East Enterprises' commitment and sensitivity to tourism, culture, our roots and traditions, and will transform the Kyrenia Port into a culture and art port." *(Source: Near East University)*

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WINDFARM NEWS - RENEWABLES

NEW UK WALK-TO-WORK SOLUTIONS FIRM LAUNCHED

A new walk-to-work solutions provider has been launched in Aberdeen aimed at helping North Sea operators optimise their offshore campaigns. Combining the expertise of Interocean Marine Service and Walk2Work, a new company called Walk2Work Solutions (W2W Solutions) has been formed to help optimise offshore campaigns through the supply and management of additional personnel on board capacity offshore to assist with liquidating maintenance backlogs, discrete projects, TARs and decommissioning projects. The new entity is independent of any asset owner, providing tailored solutions based on campaign requirements. The company said it can provide a full suite of walk-to-work project management services from project inception to project close-out and an assurance service to clients who already have their own walk-to-work teams. The team of 12 consists of marine specialists, engineering professionals, project managers and logistics specialists who have worked on numerous walk-to-work projects in the North Sea since 2011. "Our new offering will give truly independent advice and support to operators and asset owners alike. The sectors we operate in continue to transition to a more collaborative way of working and we believe our model and processes will help ensure our clients achieve optimised offshore campaigns," stated Martyn Garvie, business development director, at W2W Solutions. *(Source: Splash24/7)*

SEAWAY 7 TO RAISE $650M

Oslo-listed offshore wind service specialists Seaway 7 is raising $650m through the issuance of new equity and debt, primarily to finance its two newbuild vessels. The company will raise $200m through a rights issue where its three largest shareholders, Subsea 7 with 72%, Songa with 14% and Lotus Marine with just over 7% of the shares, will maintain their holdings. Subsea 7, for its part, will

contribute $144m to the issue. A $300m revolving credit facility, guaranteed by Subsea 7, will be provided by a syndicate of banks and drawable on the successful completion of the contemplated rights issue. An additional $150m revolving credit will also be provided by Subsea 7 and drawable only if Seaway 7 fully draws upon the $300m facility. Seaway 7 currently has two vessels under construction, **Seaway Alfa Lift** and **Seaway Ventus**, representing the primary capital expenditure planned for the coming years. Both vessels should deliver during 2023 and enter operations in the first half of 2024. In addition to the newbuild vessels, the capital expenditure forecast also allows for potential upgrades and new enabling equipment on other vessels within the fleet, as well as usual dry docks and unplanned working capital needs, the company said. The proposed rights issue is subject to approval by Seaway 7's shareholders at an EGM expected to be held early in the fourth quarter of 2022. *(Source: Splash24/7)*

CONTRACTORS LINED UP FOR POLISH OFFSHORE WIND PROJECT

Baltic Power is a joint venture project of PKN Orlen and Northland Power has signed contracts for the manufacture, delivery and installation of the offshore substations and foundations for its wind farm project located in the Baltic Sea. By the end of this year, Baltic Power said it would secure contracts for all the main elements of the farm's infrastructure and services necessary to timely start the construction, scheduled for 2024. The wind turbine foundations will be supplied by Germany's Steelwind Nordenham. The Belgian fabrication company Smulders will be responsible for supplying the transition pieces, while the offshore transportation and installation of the foundation components will be carried out by the Dutch marine construction firm Van Oord. In addition, a consortium of Bladt Industries and Semco Maritime will be responsible for the engineering, procurement, construction and installation (EPCI) of the offshore substations. The wind farm will be built some 23 km off the coast, near Łeba and Choczewo. In June this year, the company was the first to complete geotechnical surveys of the seabed in the area of the farm. In July, the company signed, among other things, a reservation agreement for the transport and installation of the turbines, with Cadeler. When completed in 2026, the Baltic Power offshore wind farm will be able to supply up to more than 1,5 million households with clean energy. *(Source: Splash24/7)*

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DREDGING NEWS

DREDGER NGAMOTU

"A step back in time in my slide collection," writes New Zealand ships photographer, Alan Calvert. Ngamotu was completed during early 1959 for the Taranaki Harbour Board as yard number 789 by Fleming and Fergusson Ltd, Paisley. She made her own way to New Zealand and called at Wellington for a quick stop in the floating dock for a tidy up before proceeding to New Plymouth. In 1985 she was re-engined at Lyttelton. 1991 saw her ownership change to Westgate in line with the renaming of the Taranaki Harbour Board. 1995 saw her sold to Port Dredging Ltd. This photo shows her entering the inner harbour at Lyttelton on 14 November 1992 when she was engaged in a dredging project around the container terminal. There are reports of her carrying out some dredging contracts in Australia but then she just seemed to disappear. Any further info on her whereabouts would be welcome. Email terry@africaports.co.za marking your email NGAMOTU WHEREABOUTS in the subject line. *(Source: Africa Ports & Ships; Photo: Alan Calvert)*

THAILAND DREDGING SEMINAR

On 1st of September 2022, Netherlands based Damen Shipyards Group successfully organised the first Dredging Seminar to be held in Thailand. The Guest of Honor, His Excellency Mr Remco van Wijngaarden, Ambassador of the Kingdom of the Netherlands to Thailand, opened the event by highlighting the existing cooperation in the water sector between both countries which already started in the early 1900's. Amongst the participants were all the key Government stake holders, at both the executive as well as the operational level. The topics on the agenda included the large scale challenges in the water sector that both Thailand and the Netherlands share, such as how to prevent flooding while at the same time retaining water for essential usage. Also, the sustainability aspect of water management was discussed, and its impact in the coming decades to come. From the Thai

water sector, Dr. Chakaphon Sin, who received his PhD from the Department of Environmental Sciences at Wageningen University, the Netherlands, provided valuable insights into the actual situation from the perspective of the Royal Irrigation Department (RID). From the Netherlands, Mr Rene Sens, MSc. in Physics, provided more insights into sustainability in water management. Mr Bastin Kubbe, who has a MSc. in Industrial Engineering, presented various solutions for the efficient removal of sediment. With a total of around 75 people attending the first edition of the Dredging Seminar, Mr Rabien Bahadoer, MSc. Damen's Regional Sales Director Asia Pacific, commented on its success: "With a leading position in the Thai dredging market, this seminar is a natural next step to intensifying the relationships between all the stakeholders. At the same time, we were honored to have all the major departments from the water sector in Thailand joining us at today's seminar". Mr Bahadoer added: "By actively listening to the local challenges and requirements, I believe that the Dutch water sector can significantly contribute to further strengthening the relationship between our two countries". The seminar concluded with a Q&A session followed by informal networking amongst all the participants. *(PR)*

STAMFORD GETS $3.3M FROM SHIPP GRANT

Stamford Mayor Caroline Simmons announced last week that the city has been awarded $3.3. million in funding through the Small Harbor Improvement Projects Program (SHIPP) Grant. The 2015 Cummings Park and West Beach Master Plan included a concept design for a new marina to replace the one destroyed during Superstorm Sandy in 2012, as well as an improved public boat ramp at West Beach. "As a coastal city, it is critical that we invest in our beaches and marinas, and this funding will enable us to make progress on important dredging for the Cove and Cummings marinas," Simmons said in a news release. "I want to thank the city's land use department and those who were involved in working on these grant applications and securing the funding for these important projects. They will make a difference in the quality of life in Stamford residents and my administration is committed to continue pursuing funding opportunities that will invest in our city's infrastructure." Over the last seven years, the Stamford Land Use Bureau has partnered with the Stamford Harbor Management Commission to submit SHIPP applications and earned the following awards: - 2015 – $136,516 for permitting and dredge design for the Cove and Cummings marinas; - 2017 – $120,000 for the design, permitting, and cost estimates for a new boat ramp at West Beach; - 2021 – $1,363,847 for the construction of the

West Beach boat ramp, final permitting, and construction administration; - 2022 –$236,500 for final design and permitting of the Cummings marina; $20,000 for feasibility of an additional City boat ramp in Stamford Harbor; $3,095,520 for Cove marina and channel dredging. *(Source: Dredging Today)*

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DEME AND VAN OORD RETURN TO AUSTRALIA

Van Oord and DEME have won a contract from Allseas in support of the Darwin Pipeline Duplication Project, located offshore Northern Australia. According to the two companies, the joint venture will be responsible for providing support for the shallow water pipeline installation scope in Northern Territory waters including trenching, pipe pull operations and rock placement works. For this project, the companies will deploy a cutter suction dredger, trailing suction hopper dredger and backhoe dredger, as well as a fallpipe vessel for the rock placement works and a linear pulling winch for the pipe pull. Hugo Bouvy, Managing Director of DEME Offshore, commented: "DEME is delighted to be returning to Australia. We already have extensive experience through important projects like Wheatstone and Gladstone. Here, we also successfully worked together with Van Oord. Our expert team has in-depth knowledge of the local safety culture and stringent environmental standards Australia has in place. DEME and Van Oord both have large fleets of modern equipment which enables us to choose the most suitable vessels, and to give our client Allseas a flexible and efficient solution." Maurits den Broeder, Managing Director at Van Oord Offshore, comments: "Van Oord is very pleased to be working in Australia again after having successfully completed the Ichthys LNG project in the Darwin Harbour. Executing complex multidisciplinary projects in challenging marine environments is our expertise and we are keen to, together with DEME, contributing to Australia's energy infrastructure." DEME concluded that the company has a sizable share of the contract, representing a value for DEME of EUR 50-150 million. *(Source: Dredging Today)*

DREDGE MISS KATIE ARRIVING IN DARE COUNTY VIDEO

Dare County, in partnership with EJE Dredging Service, has announced that **Miss Katie** – the shallow-draft hopper dredge that has been under construction in Morgan City, Louisiana, since March 2021 – has officially arrived on the Outer Banks of North Carolina. **Miss Katie** departed from Conrad Shipyard in Louisiana on the morning of Saturday, August 13, 2022, and on the afternoon of of Friday, August 19, 2022, she arrived in Wanchese, which will serve as the dredge's homeport. "The completion of **Miss Katie** and her long-awaited arrival here on the Outer Banks is a historic moment and will be a game-changer for watermen in Dare County," said Dare County Board of Commissioners Chairman Bob Woodard. "Commercial and recreational fishing are not just enormous economic drivers in our community; they've also been a way of life for thousands of folks here in Dare County for generations. It's absolutely critical that we have the resources in place to properly dredge our channels and inlets that these watermen depend on as their highway to get to work every day – and thanks to the county's partnership with EJE Dredging and the arrival of **Miss Katie**, we'll be much better equipped to do just that." *(Source: Dredging Today)*

YARD NEWS

ROYAL IHC DELIVERS ONE OF A KIND CONVERTED J-LAY VESSEL TO MCDERMOTT INTERNATIONAL

Royal IHC has completed a conversion that has transformed a 2014-built pipelay vessel into a J-lay vessel that owner McDermott International says will "redefine what's possible in deepwater construction." Now called the **Amazon**, the then **Ceona Amazon**, delivered by shipbuilder Lloyd Werft, Bremerhaven in 2014, was acquired by McDermott in early 2017 after it had been in layup since former owner Ceona went into administration in September 2015. In the conversion project, Royal IHC has converted Amazon into a state-of-the-art J-lay vessel. The patented lay system, with dynamic top tension capacity of 1.500 tonnes, can handle a variety of pipes including normal flowlines, export lines and pipe-in-pipe configurations, ranging in size from 4.5 inch to 25 inches in diameter and inline assemblies. Other modifications included highly automated

onboard operation processes for optimized safety performance and production efficiency. This also resulted in a reduced number of personnel requirements for process supervision. As McDermott International's only J-lay vessel with a holding capacity of 10.000 tonnes of pipe on board, and ability to produce hex joints from single or double joints in the multi-joint facility, the Amazon gives McDermott a unique key asset for ultra-deepwater projects. "Completing the Amazon conversion has been challenging at times," said Jan-Pieter Klaver, CEO Royal IHC. "However, we remain incredibly proud of her and the teams on both sides whose collaboration made this possible. This project compelled us to design a one of a kind system, with specifications that can redefine the pipelaying industry and the worlds understanding of what is possible in ultra-deepwater construction. Redelivering the **Amazon** is the outcome of dedication, knowledge and passion of all those involved." *(Source: MarineLog)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *RUSA and REBARSA order two tugboats from Armón Navia*
   - *Damen's first all-electric tug Sparky, delivered to Ports of Auckland*
   - *Fairplay Towage Group orders two Damen RSD Tugs 2513*
   - *Master Boat Builders to Construct New Tugboat for Suderman & Young Towing Company*
   - *Austal USA has been awarded a contract for an additional two Towing, Salvage and Rescue (T-ATS) ships for the US Navy*

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)
   - *Sleepboot 1745 "HE-AN" for sale (New)*
   - *Sleepboot 1400 for sale (New)*
   - *Sleepboot 1450 "Mijdt Spijt" for sale (New)*
   - *Sleepboot Amsterdammer "Ber-Nel" for sale (New)*
   - *Damen Shipyard Stan Patrol 990 (New)*

Several updates on the Newsletter – Fleetlist page posted last week
- *SAR&H – Transnet – Kaapstad-Johannesburg by Jasiu van Haarlem (New)*
- *Fairplay – Hamburg by Jasiu van Haarlem (updated)*
- *McAllister Towing - New York by Jasiu van Haarlem (New)*

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

mailto: *jvds@towingline.com*

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