Tugs Towing & Offshore Newsletter

60 years Tugboatman

Worldwide Tug & OSV News
E-mail: wwtugosvnews@gmail.com

24th Volume, No. 71 *1963 – "60 years tugboatman" – 2023* Dated 06 September 2023

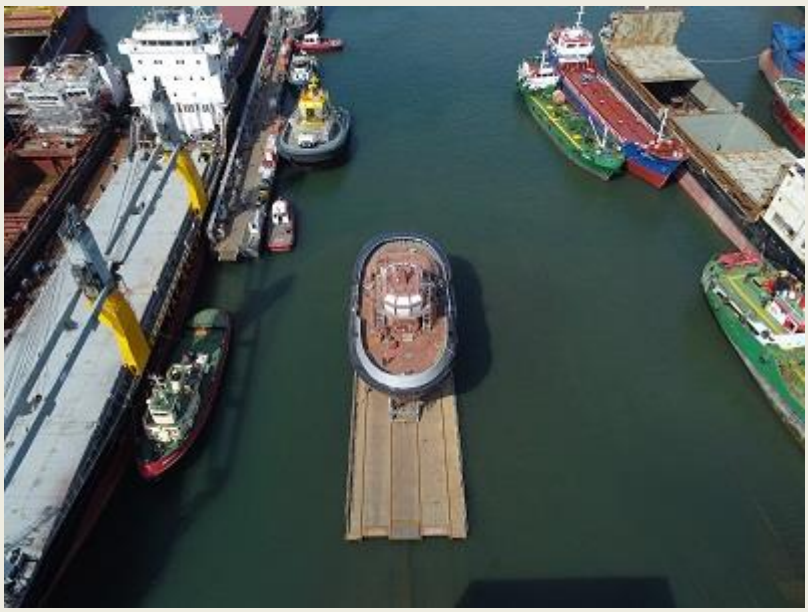
Buying, Sales, New building, Renaming and other Tugs Towing & Offshore Industry News

Distribution twice a week 20,800+

MIDWEEK–EDITION

TUGS & TOWING NEWS

FIRST OF TRANSVERSE SERIES TUGS LAUNCHED AT SANMAR SHIPYARDS TUZLA



A new tugboat hailed as the next generation of multi-purpose tugs, has been launched at Sanmar Shipyards Tuzla in Türkiye. With an overall length of 25.8m, moulded beam of 12.0m, moulded depth of 4.5m and a maximum draft of 6.3m TRAnsverse Tug can generate higher steering forces than most designs of similar dimensions and comes with an innovative staple design and unique ability to push, pull and manoeuvre in all directions. The new design has been designed by Robert Allan Ltd in according to the requirements of Svitzer, and with contribution from Sanmar Shipyards. With omni-direction hull form and propulsion, steering forces over the full range of speeds and manoeuvres, and a unique towing arrangement, the compact, more fuel-efficient TRAnsverse Tug is scalable and suitable for all types of harbour and terminal towage operations. Its two main engines further enhance the tug's green credentials by complying with Tier lll emissions regulations while driving two ASD fixed pitch propellers. It can achieve a bollard pull of 60 tonnes. In

addition to its innovative design emphasis has been put on ease of operation for the onboard crew of up to six. Sanmar is pioneering new technology tugboats through innovation, technological advances and alternative fuels. The TRAnsverse Tug joins the wide product portfolio of Sanmar's Electric-powered ElectRA Tugs, along with LNG-fuelled, hybrid, methanol and autonomous tugs. Ali Gurun, Chairman of Sanmar Shipyards, said: "We are really looking forward to deliver the tug and compare the performance of TRAnsverse design and find out with Tractor Azimuth and Tractor Voith design tugs. Currently we have Electric, LNG and Methanol fuelled tugs as well as diesel tugs on order and these are coming TRAnsverse, ASD or Cycloidal Tractor form. We are proud to be building technologically advanced projects and being the forefront shipyard to use alternative fuels and enable our towage industry further down the road to a clean, green and sustainable future." (PR)

JAMAICA'S FIRST FLOATING DRY DOCK ARRIVES

German Ship Repair Jamaica Limited (GSRJ), a private joint venture of German, Turkish and Jamaican investors, has welcomed its first floating dry dock to Jamaica. The 215 meter-long Panamax-size dry dock was towed across the Atlantic by the deep-sea tug **Titan** from its previous home port in Bremerhaven, where it had been operated by Bredo Dry Docks as Dock V. Jamaica's first floating dry dock arrived in Kingston on August 24, 2023, and is now safely moored at its new home port at the GSRJ Shipyard in Kingston Harbor, where it will be commissioned in the weeks ahead. Since arriving, the floating dock has been registered with the Jamaica Ship Registry, which is administered by the Maritime Authority of Jamaica (MAJ). It and has now been renamed from Dock V to Jam-Dock 1. The GSRJ shipyard has been approved as a Special Economic Freezone under the Jamaica Special Economic Zone Authority (JSEZA) and has been granted all required environmental permits from Jamaica's National Environment and Planning Agency (NEPA). Col. Martin Rickman, Chief Executive Officer of GSRJ, said: "We are extremely

happy to see this multi-million-dollar project finally culminating in this historic arrival of the first floating dry dock to be commissioned in Jamaica. This provides a golden opportunity for local and international vessels to be repaired in Jamaica. This will lift Jamaica's profile in the international maritime sphere. We already have international vessels lined up for repair in the newly arrived floating dock." In the meantime, additional local and international skilled staff are being recruited for the shipyard operations. This new industry within Jamaica will generate job opportunities for young Jamaicans in highly skilled technical jobs with international certification. The first Jamaicans who successfully graduated from GSRJ's Dual apprenticeship program, supported by the HEART/NSTA Trust and the Caribbean Maritime University, have been employed by GSRJ. The new GSRJ Shipyard is expected to commence operations in the final quarter of 2023. In 2015, with funding from the Commonwealth Secretariat, the Maritime Authority of Jamaica commissioned a study "Ship Repair in Jamaica", to demonstrate Jamaica's strategic position to viably manage and operate a dry dock for large cargo vessels. Rear Admiral (Ret'd) Peter Brady, Director General of the MAJ said: "It is very gratifying, after so many years of planning and organizing, to see the first floating dock arrive and be made ready for operation within the next few months." *(Source: MarineLog)*

CHALLENGE

CHALLENGE is the last surviving example of a large purpose-built, Thames ship-handling steam tug, where she was based for her entire working life, although she carried out work as far afield as Scotland , Holland , Belgium , France and the south coast of England . She was built in 1931 by Alexander Hall & Co. Ltd of Aberdeen , for the Elliott Steam Tug Co. Ltd (who operated her until 1950). Her 1100hp triple expansion steam engine was also built by Hall, whilst her boiler* was by Palmer's Shipbuilding & Iron Co. Ltd, of

Hebburn. She passed through two further ownerships: Ship Towage (London) Ltd (1950-1969) and London Tugs (1969-74). **CHALLENGE** was one of the Dunkirk Little Ships engaged in the evacuation of Allied troops from France in May and June 1940. On 31 May, she worked at Dunkirk berthing vessels in the harbour during the evacuation and, the following day, towed small craft to Dunkirk to evacuate troops. At one point, she towed a disabled destroyer loaded with troops back to port. She was also involved in duties at Dover around this time, assisting ships which were engaged in the Dunkirk operation. After returning to the Thames , she was fitted with a flying bridge to mount an Oerlikon cannon, and a forebridge for two Lewis guns. Her work in 1941 included towing Maunsell anti-aircraft towers out into the Thames estuary; towing Army Sea Forts for assembly in the estuary. In 1944, she towed parts of the Mulberry harbours used in the D-Day landings. On 3 July 1944, she was damaged by a V1 flying bomb in the Royal Albert Dock and was repaired at Rotherhithe. She still bears the marks of this attack. After the war, she continued in Thames service and was converted from coal to oil firing at Sheerness in 1964. In about 1971, she was laid up at Gravesend, having been the last steam tug to serve on the Thames . In 1973, **CHALLENGE** was sold to Taylor Woodrow Ltd for preservation at St Katharine's Yacht Haven, near Tower Bridge, and was berthed there as a static exhibit. More recently she was acquired by the Dunkirk Little Ships Restoration Trust (July 1993) for restoration to steam. With the aid of Sun Tugs and the Port of Tilbury she was moved downstream to Tilbury where groups of volunteers slowly brought her back to working condition. The hull was in need of repair, particularly along the waterline. She is on the register of National Historic Ships and occasionally makes a trip out to the Thames estuary. She is due to make such a trip next month to meet the old paddle steamer Waverley during it's visit to the Thames. *(Photo: Geoffrey Watson)*

NAVAL TUG STEALS SHOW AT WORLD PORT DAYS

The marine tug **Noordzee** A871 was a very striking appearance among a group of harbor tugs that gave demonstrations during the World Port Days in Rotterdam last weekend. In terms of manoeuvrability, the marine tug from Den Helder, for example, was not inferior to its Rotterdam colleagues from Fairplay and Boluda. The **Noordzee** was part of a mini-fleet of naval vessels participating in this largest annual maritime event in the Netherlands. Including also the air defence and command frigate **Zr.MS. De Ruyter** F804, the mine hunter **Zr.Ms. Zierikzee** M862, the hydrographic survey vessel **Zr.Ms. Snellius** A802 and the diving vessel **Cerberus** A851. The navy vessels were moored along the Parkkade, on which a marine village was also set up. *(Source: www.maritiemdenhelder.eu; Photo: Nico Ouwehand)*

FEDERAL GOVERNMENT STARTS START-UP FINANCING FOR HEAVY GOODS TRANSPORTS

The announced money for start-up financing of large-capacity and heavy-duty transports (GST) on the waterways is ready. The Federal Ministry of Transport (BMDV) has now published the

corresponding guideline in the Federal Gazette. The responsible licensing authority is the Directorate-General for Waterways and Shipping (GDWS) in Bonn. Grants are therefore available until June 2024. As already reported, a total of €2 million is available. *Heavy-lift liner services are promoted* The aim is to initiate and promote regular scheduled services on the federal waterways. The aim is to use the environmentally friendly potential of inland waterway transport in multimodal transport chains. At the same time, the planability of GST is to be simplified, access to the waterway is to be made easier for producers and forwarders, and an environmentally friendly alternative to road transport is to be established. Every GST actually carried out by ship that takes place at least partially on a federal waterway is eligible for funding. The scheduled service must be offered on a regular basis with one to two trips per month. The grants are granted as non-repayable grants, up to 50% of the costs are eligible. A total of €200,000 is possible over three tax years. The amounts are based on the carrying capacity and are between €15.88 and €41.93 per waterway km over which a GST is carried out. *(Source: Binnenschifffahrt)*

LIGHTNING VISIT SEA TUG MANTA

Boskalis' seagoing tug **Manta** paid a flying visit to Den Helder on Thursday 31 August. The tug, which can also carry out anchor and supply work, had recently moved the oil rig Valaris 123 to the L11 block northwest of Texel. The 75 meter long **Manta**, which was built in 2003, is the former **Union Manta** of the Belgian towage service URS from Antwerp. The tug still sails under the Belgian flag with Antwerp as its home base. Her power is 21,370 hp and the

tractive effort is 206 tons. After delivering some material, the Manta left for Rotterdam. *(Source: Source: www.maritiemdenhelder.eu)*

WITH A SHIP TO THE INSPECTION

Just like your car, a ship must regularly go to the inspection. The ships from the Port of Antwerp-Bruges fleet cannot escape this either. Every five years, our tugboats move to the dry docks for a thorough overhaul. In the shipping industry this is called a 'class renewal'. This requires good planning and a great deal of cooperation from both employees of Port of Antwerp-Bruges and external companies. *Technology and safety* A class renewal focuses on two aspects: technology and safety. During the technical inspection, the inspectors of the classification society check whether the ship meets all the prescribed technical requirements. They inspect the ship thoroughly and give orders for specific maintenance work. The maritime and/or inland shipping inspectorate then checks whether the ship also complies with all safety regulations. From the presence of a first aid kit, to mandatory certificates and fire safety:. Are both inspections in order? Then the ship gets her class renewal. This way it remains safe, reliable and seaworthy. Checklist for the maintenance of a tugboat *The maintenance of a tugboat can consist of:* ● Replacing the sealing of the propeller or propellers; ● Overhaul of the propellers; ● A thickness measurement of the steel of the hull; ● Repair all steel damage; ● Empty all water tanks and check internally; ● Empty fuel tanks and clean the inside; ● Giving the hull a new special coat of paint to prevent the growth of algae and barnacles under the water; ● Measure the thickness of the anchor chain and check anchors; ● Overhaul of the main engines. *Teamwork* Many partners are involved in a class renewal. Port of Antwerp-Bruges takes care of the transport of the ship in and out of the dry docks. They put it in the right position on the dock blocks, pump the water back out of the dry dock and take care of various repair and maintenance works. They leave the cleaning, painting and any larger welding work on the outside of the ship to specialized companies. Click on the link to view the video HERE *(Source: Port of Antwerp)*

DAMEN GROUP'S INNOVATIVE ALL-ELECTRIC TUG SPARKY NOMINATED FOR THE SHIP OF THE YEAR AWARD

The RSD-E Tug 2513 sets a new sustainability standard. The first of Damen's innovative new, all-electric RSD-E Tug 2513 class has been nominated for the 2023 Ship of the Year Award (formerly known as the KNVTS Ship of the Year Award). **Sparky** is the result of six years of collaboration between Damen and Ports of Auckland Limited (POAL) in a quest for a sustainable, zero-emissions tug suitable for New Zealand's unique environment. Delivered last summer, **Sparky** is

Damen's first, fully-electric tug capable of 70 tonnes bollard pull that can undertake two or more assignments at full power before being recharged. This takes just 1.5 to two hours. The key challenge for Damen was how to install all the equipment for the E-Drive into a hull just ¬-24 metres in length, with one of POAL's requirements being that that the vessel should be operable by two crew. This along with a range of other capabilities was achieved through mutual cooperation and continuous two-way communication between the two parties. The solution was to have four identical and independent battery packs, each in its own insulated, temperature-controlled battery chamber and directly connected to the propulsion system. The battery packs are designed to have a life equal to or longer that of the tug itself; 30 years / 30,000 cycles. Another advantage of having a dispersed energy source is that the propulsion system can be scaled up or down, and it will be used in other Damen tug types, both larger and smaller. **Sparky** brings with it all the benefits of Damen's proven RSD Tug 2513 series. These include always 'bow first' operations and its Damen-patented twin fins skegs give it excellent manoeuvrability and course stability despite its small length to width ratio. The compact dimensions of the standard RSD Tug 2513 are also ideal for manoeuvring in tight harbours and locks, and the combination of a high freeboard, large bow height fore and aft, beam, low VCG and large flood angles make Sparky extremely safe. Other features include having the complete superstructure spring-mounted on the hull. This results in very low noise and vibration levels in the accommodation and wheelhouse. A high degree of automation across the engine room, switchboard room and battery

rooms, combined with Damen's Human Machine Interface (HMI) linked to the central alarm, monitoring and control systems, makes it easily controlled by the two crew members. "We are delighted that the RSD-E Tug 2513 **Sparky** has been nominated for this prestigious award," says Erik van Schaik, Product Manager Tugs at Damen. "It has been a long time in the making and many parts of Damen have contributed to its development, alongside POAL. We believe that its introduction heralds a new chapter in harbour towage and a milestone in sustainable shipping." Damen is one of three contenders for the award, which will be presented on Monday 6th November 2023 during the Maritime Awards Gala. This will be held in the Ahoy Rotterdam. *(PR)*

ABEILLES INTERNATIONAL RETURNS TO OFFSHORE AND OCEANGOING TOWAGE

French vessel owner Les Abeilles International has positioned 1999-built offshore towage and anchor handler **L'Abeille Horizon** in the deepsea towage and offshore rig support markets and has started operations around the Canary Islands. This 73-m vessel will be available for various missions including offshore and oceangoing towage of ships, drilling rigs, platforms, barges, hulls heading to decommissioning yards and floating wind structures. **L'Abeille Horizon**, with a beam of 16 m, can undertake anchor work for offshore structures and lift shipwrecks and barges, support remotely operated vehicles, act as an emergency towage vessel and provide a platform for seafarer training and maritime research. This 2,556-gt vessel assisted the tow of Vantage Drilling's offshore drilling rig Topaz Driller from the port of Las Palmas de Gran Canaria to a position off the coast of Tarfaya in Morocco at the end of August, for an exploration drilling campaign. Les Abeilles International provides offshore and emergency towing and salvage to protect 5,800 km of mainland French coastline with four intervention, assistance and rescue tugs. It also provides another towage vessel to support the French Navy and French maritime prefectures. *(Source: Riviera by Martyn Wingrove)*

NORDIC ENGINEERING: TWO TUGS OF PROJECT NE034 TO BE BUILT FOR KAMCHATKA TERRITORY

Two vessels will ensure safety of mooring operations and calls of 201-220-meter ships at Petropavlovsk-Kamchatsky. The Ministry of Transport and Road Construction of the Kamchatka Territory, Nordic Engineering JSC and Russian Far East and Arctic Development Corporation JSC have signed an agreement on cooperation. The agreement is signed with the purpose to undertake measures for the development of Kamchatka Territory infrastructure through construction of two multipurpose tugs. The construction is to be financed by the federal budget under the state programme. Upon completion of the construction the ships will be handed over to the Kamchatka Territory, says Nordic Engineering. According to the statement, the current geopolitical situation and the shift of Russia's foreign trade vector from the west to the east makes the location of Petropavlovsk-Kamchatsky port highly beneficial for turning it into an international transport hub on the Northern Sea Route (NSR) connecting the countries of the Asia-Pacific Region the Northern Europe. Apart from the favourable geographic location, the port has a number of other advantages including a convenient nonfreezing bay, year-round navigation, facilities for storing and sorting of container batches for further loading onto special ships operating on the Northern Sea Route. One more factor contributing to the creation of an international transport hub in the port is the special economic zone established in the region to provide privileges for the development of both Russian and foreign businesses. At the same time, the main limiting factor for increasing the investment potential, as well as the cargo and passenger traffic of the port of Petropavlovsk-Kamchatsky, is the undeveloped infrastructure. The seaport is in dire need of auxiliary fleet vessels (tugboats) capable of ensuring the prompt mooring of large-tonnage vessels to berths in the port water area, particularly in difficult ice conditions. Currently, none of the tugboats assigned to the port has the technical capability to carry out mooring operations for vessels from 201 to 220 m, either at the berths of the seaport or in places of ship-to-ship cargo transshipment in the Petropavlovsk-Kamchatsky water area. Besides, there are no auxiliary vessels currently available in the water area of the port or in adjacent territories that can be involved in firefighting. The Government of the Kamchatka

Territory, together with JSC Nordic Engineering, has developed a project for a multifunctional ice-class tug Arc 4, project **NE034**. Two vessels of the **NE034** series will be able to ensure the safety of mooring operations, entry into the port of vessels with a length of 201-220 meters, performance of work in the water area of Petropavlovsk-Kamchatsky, including towing and canting operations, firefighting and oil spill response operations, support of hydraulic engineering and other works in the port's water area. This project implementation will also increase the investment attractiveness and economic potential of both the city of Petropavlovsk-Kamchatsky and the Kamchatka Territory as a whole. It is also important to take into account that in order to meet the construction deadlines and supply the necessary equipment for Project **NE034**, a list of domestically-produced ship components or, in some rare cases, produced by friendly countries, has been developed. Key particulars of multifunctional tug of Arc 4 ice class NE034: LOA: 29.6 m; beam: 10.6 m; draft – 3.2 m; displacement — about 500 t; mass of the empty vessel — 352 t; endurance — at least 10 days; cruising range – at least 2,000 miles; class notation - KM⍟Arc4 (hull; machinery) R1 AUT3 FF3WS Tug. Nordic Engineering JSC is one of the leaders in development of ship modernization projects. Over the recent two years the company has completed six concept designs, three technical designs and two packages of working design documentation. *(Source: PortNews)*

HIRTSHALS IS UPGRADING WITH A POWERFUL TUGBOAT

The Port of Hirtshals has acquired a new powerful tug that is able to help several large ships get to and from the quay, even in difficult wind conditions. The new tug replaces the port's current tug that was built in 1979 and has served in the port since 2005. The new tug with the name **Sibba** has just arrived from Turkey at Hirtshals Harbor after a good three-week long voyage from Turkey. "Our old tug was not up to date because it was not strong enough to meet our needs. As most people know, it is very windy from time to time in Hirtshals, and we naturally want to strengthen the safety of existing and future customers. It will become even more important in the coming years, because the port expansion means that larger ships can call at the port", says Per Holm Nørgaard, CEO at Hirtshals Havn. **Sibba** will initially primarily help large ferries going to or from the quay when the wind conditions are unfavorable. Today's ferries are larger than before, and the Port of Hirtshals can provide a better service to the ferry companies and future customers, because the new tug is significantly stronger than the old one. -"The captains on the ferries have a lot of experience in navigating Hirtshals Harbour, which can be a difficult size when there are strong winds. But not all captains have the same experience, and there is no doubt that our strategy of attracting more large vessels once the port has expanded makes it necessary to have a modern tugboat with lots of power" , says Robert Hansen, Master Mariner and Fleet Manager at Hirtshals Havn. He adds that **Sibba** is greener than the old tug because the engine is newer and subject to stricter environmental requirements and thus emits less CO2. The new tug is of the ASD type and is 18.7 meters long and 9.2 meters wide. It has a pile pull of over 30 tonnes, which is more than twice as much as the old one. "We have bought a tug that has been thoroughly tested and which can

function under the wind conditions in Hirtshals. We have scoured the market over the past two years and seen several boats to make sure we got the right quality. We are convinced that with **Sibba** we have found a tug that suits our needs both today and in the future", says Robert Hansen. The Port of Hirtshals is one of the few Danish ports which has a fixed offer of tugboat service and which can assist with a few hours' notice. *(Source: Maritime Danmark)*

AT THE ARKHANGELSK EW FLEET, THE TUGBOAT "KAPITAN OSIPOV" WAS LAUNCHED

On September 5, at the Arkhangelsk EW fleet, the river tug "**Kapitan Osipov**" of project R14 was launched. This is stated in the message of the enterprise. The ship was built at the Laisky shipyard (Arkhangelsk), the Arkhangelsk EW fleet was completed and prepared for the first exit to the river. "**Kapitan Osipov**" will be included in the fleet of the Arkhangelsk river port. The ship will deliver cargo to the islands in the river delta, ensure the northern delivery of fuel, coal and firewood. The tugboat is named after the captain of the river port, Vyacheslav Vladimirovich Osipov, who passed away a year ago. For more than 50 years he has worked in the cargo fleet of the enterprise. The solemn ceremony of launching the tug was attended by the family of Vyacheslav Vladimirovich - his wife, children and grandchildren. The captain's wife and daughter smashed the traditional bottle of champagne against the side of the ship. As the shipbuilders of the Lai Shipyard told during the ceremony, the tug was built according to the P14 project. For work in the river port, the technical stuffing was improved, and more comfortable working conditions were created for the crew. "The P14 project is well-known, but it was made almost from new, already a new steamship. We introduced some innovations here, for example, in the propeller-steering complex, we made stainless steel nozzles there, something new on river tugs, of course we tried to of the crew to make the cabins better, the galley," said Stepan Bechin, Deputy General Director for the technical part of the Laisky Shipyard. "Due to the fact that the cargo turnover in the port of Arkhangelsk and on inland waterways is increasing, we are waiting for this tug to work. The need for a cargo fleet is very large, especially in such tugs - new, improved," added

the head of the fleet operation department of the Arkhangelsk river port Andrei Koznev. *(Source: Sudostroenie; Photo: Arkhangelsk EW Fleet)*

190TH ANNIVERSARY OF SVITZER

2023 marks the 190th anniversary of Svitzer. Throughout two centuries, we've served as our ustomers' trusted towage and marine solutions partner. As the world and the needs of our customers have changed, so have we to sustain and develop our position as the global leader in sustainable marine services. Watch this 2-minute film to learn more about how we are transforming as a company building on our passion for customers and a global team of deeply talented and passionate people. Watch the video HERE *(PR)*

SAAM TOWAGE AND PUCV SIGN ALLIANCE TO DRIVE INNOVATION

The agreement will promote work on solutions for the use of alternative fuels, energy efficiency, emissions reduction, digitalization and process automation. SAAM Towage, the leading provider of towage services in the Americas, signed a scientific and technological collaboration agreement with the School of Mechanical Engineering at Pontificia Universidad Católica de Valparaíso (PUCV). The agreement will allow SAAM Towage to work together with experts in mechanical and naval engineering from PUCV on the use of alternative fuels, energy efficiency, emissions reduction, digitalization and process automation. In addition, the School of Mechanical Engineering will be able to develop applied research jointly with SAAM, the company will facilitate opportunities for students to gain work experience and, at the same time, SAAM's professionals can participate in the university's training processes. "The alliance with this prestigious educational institution is key to bringing together the academic world and the private world to develop innovative solutions to the challenges of the naval industry and climate change," said SAAM's Engineering and Development Manager, Pablo Cáceres, after signing the agreement with the director of PUCV's School of Mechanical Engineering, José Luis Valin. R&D is one of the focal points of SAAM Towage's management because "it allows us to strengthen our leadership as the main operator in the region, anticipate changes and stay ahead of future trends. All of this results in greater efficiency and better service," added Cáceres. *(PR)*

ROSMORPORT IS READY TO PAY ALMOST 38 MILLION RUBLES FOR THE REPAIR OF THE BULBASH TUGBOAT

Work must be completed within 90 calendar days. FSUE "Rosmorport" has announced an electronic auction for the repair of the TG03 tug "**Bulbash**". Only small and medium-sized businesses can become bidders. The initial (maximum) price of the contract is 37.97 million rubles, according to the materials of the unified information system in the field of procurement. Applications for participation must be submitted before September 18, summing up is scheduled for October 2, 2023. The Contractor must carry out repairs at its own ship repair base, ship-lifting facility (dock, slipway, etc.) or on board a ship located within the boundaries of the Azov-Black Sea basin, within the navigation areas of the tug. The ship's anchorage is the port of Temryuk. Works are carried out in accordance with the classification certificate. The contractor must meet within 90 calendar days. As PortNews IAA reported , the Azovo-Chernomorsky Basin Branch of Rosmorport purchased five tugboats, including **Bulbash**, at the end of October 2020. Project TG03 tug "**Bulbash**" is a single-deck twin-screw diesel tug with an average location of the superstructure. The vessel has small overall dimensions, but at the same time high maneuverability. The ship was built in 2008. Vessel class — KM✪L1 R2-R3 Tug; gross tonnage - 127; maximum length - 19.81 m; midship width - 7.4 m; side height - 3.7 m; draft empty bow / stern - 2.4 / 3.2 m; full displacement - 175.3 tons. *(Source: PortNews)*

ACCIDENTS – SALVAGE NEWS

FINNISH COAST GUARD RESPONDS TO GROUNDING AFTER CAPTAIN FALLS ASLEEP

One of Finland's most historic cargo ships, the 100-year-old m/s **Leonie**, grounded this morning, the first

September 2023,in the Åland archipelago and was in danger of sinking. The Western Finnish Coast Guard

reports that the vessel was stabilized, but they were remaining on the scene to deal with any environmental effects. "I fell asleep and ran around," skipper David Saari told Ålands Radio. "It's a serious grounding." Built in Norway and entering service in 1923, the vessel previously known as the **Greta** and now **Leonie** is approximately 161 feet in length. She is 560 dwt and was reported to be carrying a cargo of 800 cubic meters of oats. She had departed Godby in the Åland and was heading on a northeasterly course to Naantali, near Turku on the southwestern coast of Finland. The ship had a crew of three aboard. The AIS signal shows the vessel was nearly out of Åland when it suddenly veered to the north and grounded near Vardo, Åland. The captain told the radio interview the concern was that the stern was in 42 feet of water and the ship was taking on water after the grounding. The Finnish Coast Guard assisted by local volunteers placed pumps aboard the vessel. They were able to stabilize the water but were also concerned because there were six cubic meters of fuel oil aboard. Initial reports said the fuel did not appear to be leaking. Later in the day, the Coast Guard wrote on its social media on the X platform that "the maritime rescue task is completed." Built as a sand dredger, the vessel was recently refurbished. Reports are saying that in addition to her age, she is Finland's last sand barge in operation. She continues in commercial service carrying grain to Finland and timber to Åland. *(Source: Marex)*

LOF AWARD SUPPORTS FRENCH ETV SERVICES

Regular columnist Simon Tatham describes the latest reported Lloyd's arbitration award and the route to a fair payout. Now Lloyd's of London publishes Lloyd's Open Form (LOF) awards it is useful to occasionally report on the latest cases. Such awards assist in managing the expectations of salvors and underwriters alike and act as guidance for future negotiations, assisting in the resolution of cases. They also make for a good read. The latest report concerns a case first heard in November 2022 which concluded with a final award in June 2023, testament to the quick despatch of LOF hearings. The casualty was a Handymax bulk carrier laden with 15,000 tonnes of barley drifting in severe weather, having suffered an engine breakdown in the English Channel. The salvor was the French emergency towage vessel (ETV) operator Les Abeilles. Unlike some ETV operators, Les Abeilles is free to undertake a rescue on salvage terms and this is one means by which the French state is able indirectly to recuperate some of its investment in these coastal protection services. It proceeded about 18 nautical miles to the casualty and stood by for 12 nautical miles as the vessel drifted shorewards. The French authorities, concerned at the master's reluctance to accept assistance, then issued an order that he do so, on threat of intervention. A French naval helicopter intervened to assist in transferring two salvage officers onto the casualty after which a connection

was established. The large tug, with 200 tonnes of bollard pull and constructed in 2004 at a cost of €60M (US$66M), towed the casualty 120 nautical miles in very rough weather to Le Havre where the vessel was able to anchor. The whole operation lasted 37 hours. The value of the salved fund, ship, cargo, bunkers and freight, was agreed at €20M (US$22M). As the services were readily apparent, the key issue for consideration was the dangers faced by the casualty and, in turn, a fitting award. Evidently, the parties were unable to agree on that, so the matter was put before a Lloyd's arbitrator. In smaller cases this is done with documents alone. In this case, the parties would have each submitted their evidence and a bundle of documents detailing their case in advance of an oral hearing. The evidence typically consists of masters' statements of fact, salvor's SitReps, ship/shore communications, voyage data recorder transcripts, logbooks, ship's plans including bunker tank distribution, survey and repair reports, weather reports, ship's electronic chart extracts and AIS records, together with charts depicting drift, underwater obstructions and proximity of land, and so on. Usually, a chronology is also prepared. In common with the simple procedure in Lloyd's arbitration, there are no formal written submissions exchanged between the parties (claim/defence/reply), only verbal submissions made on the day by counsel supported, to assist the tribunal, by a written summary of their arguments. Some find this surprising, but no financial claim or demand is made, nor is the arbitrator made aware of the amount of security demanded and provided. This is in case this information might colour the arbitrator's judgement in making an objective assessment of the award, pursuant to his duty to reach a balanced and fair resolution between the competing parties. One of the issues was, if the vessel had deployed anchors, whether they would have snagged on disused submarine cables, and whether in turn that would have assisted the vessel. It was found most unlikely that the anchors would have snagged a cable and the chances of slowing the rate of drift were minimal at a time when the casualty was only hours from grounding. Another detailed debate was around the nature and effect of the co-operation between the French Navy (in providing helicopter services) and Les Abeilles, who claimed the benefit of that intervention as part of the services, while in turn having to account with half of its award to the French Navy. Such cases, where the dangers are both high and imminent, but the successful services are relatively short and do not require the deployment of a broad range of salvage skills, craft and equipment, are always difficult to assess. The decision of the Lloyd's Appeal Arbitrator was that an award of €3.0M (US$3.3M) was the right figure. We settled a 'nick of time' salvage service on a similar fund for less than US$2.5M a few years ago, but in that case the services were carried out by a local harbour tug operator. In the above case, Les Abeilles is acknowledged as one of the leading professionals with enormous investment in salvage. On balance, the view from this armchair at least is that, marginally, the underwriters probably got the better of the deal. Of course, some might disagree, indeed who am I to argue with the learned Appeal Arbitrator? *(Source: Riviera by Simon Tatham)*

INSURERS ISSUE GUIDELINES ON SAFE CARRIAGE OF ELECTRIC

VEHICLES

In the wake of the **Fremantle Highway** car carrier fire and the leaks from various media that an electric car has been linked to the fire of the ship, insurers now issue guidelines in response to the growing concerns about the fires breaking out on car carriers and roros and the assertion that many of these fires are attributable to electric vehicles. The fire was initially suspected to have been triggered by a burning EV, but officially, the cause is still unknown. Whatever the cause of the **Fremantle Highway** blaze, the risk of EV fires aboard ships is one that both the International Maritime Organization (IMO) and the International Union of Marine Insurance (IUMI) are investigating. The guidelines have been issued by the International Union of Marine Insurance (IUMI) which has researched these claims and published recommendations on the safe carriage of electric vehicles (EVs). Electric vehicle fires are 'not more frequent or dangerous' than conventional car blazes, IUMI argues. Lars Lange, IUMI Secretary General, said that "Our paper draws on a body of scientific research which demonstrates that fires in battery EVs are not more dangerous than fires in conventional vehicles, nor are they more frequent." Although statistics continue to be gathered, they currently estimate that, in general, there are fewer fires from EVs compared with fires from conventional vehicles when driven over the same distance, argues the International Union of Marine Insurance. Research also proves that there is only a minor difference between total energy released during an EV fire and one that is related to an internal combustion engine vehicle (ICEV), in accordance with IUMI. Once established, vehicle fires are around 80% fuelled by the car body and interior parts rather than the propulsion system. However, the potential for thermal runaway -when the battery suffers an unstable chemical reaction -exists for EVs whereas it is not a consideration for ICEVs. Thermal runaway makes fires hard to extinguish, hence mitigation measures such as boundary cooling must be employed rapidly. Moreover, the risk of re-ignition is higher for an extended period of time. In the paper, IUMI makes important distinctions between roros and pure car and truck carriers (PCTCs) noting that many roros will stow cars on open decks where air flow makes fire-fighting more challenging. Ropax vessels, where passengers are also carried, present additional issues such as passengers wanting to charge onboard and the possibility of cars being loaded that are older and potentially less safe. Conversely, PCTCs tend to carry vehicles tightly packed leaving little room for emergency access and facilitating the rapid spread of a fire. Considering this, IUMI concludes that early fire detection and confirmation is critically important to reduce the time between detection and firefighting response to a minimum. Options, in addition to the conventional systems, could include thermal imaging cameras and AI powered systems. IUMI added that drencher systems are effective for fire-fighting onboard roro and ropax vessels both for EV and ICEV fires and should be installed alongside video monitoring systems. CO2 extinguishing systems, if applied quickly, are successful in fighting PCTC fires and their capacity should be doubled. High-expansion foam fire extinguishing systems have also proved to be effective to prevent heat transfer from one vehicle to another. Early detection, confirmation and a short response time are crucial to fight a fire successfully. On board PCTCs, fixed systems

should always be applied before manual fire-fighting is employed, IUMI claimed. “A clear policy is required on which cargo is accepted or rejected. Vehicles should be screened with used vehicles being checked carefully for hidden damage,” says the union of marine insurers adding that “charging onboard ropax vessels should be permitted subject to relevant risk assessments and control measures. Safety mechanisms built into EVs are usually activated during charging.” The IMO’s sub-committee on ship systems and equipment (SSE) will start work on the “evaluation of adequacy of fire protection, detection and extinction arrangements in vehicle, special category and ro-ro spaces in order to reduce the fire risk of ships carrying new energy vehicles” beginning in March 2024. *(Source: Shipping Telegraph)*

DAMAGED YARDS OF THE 3-MASTED BARQUE "ALEXANDER VON HUMBOLDT II" CAN BE REPAIRED

After the accident of the Bremerhaven tall ship "Alexander von Humboldt II" at the end of the Maritime Days and the damage to three yards, it is now clear that these can be repaired, at least temporarily. In the spring of 2024, these damaged masts, which were dismantled by the sailor last week, will then be replaced with new ones, as a spokesman for the non-profit foundation explained. Due to the repairs to be carried out at short notice, a planned charter trip of several months by a Canadian college can be carried out from October 15th. A termination would have torn a large financial hole in the coffers of the supporting foundation, because the income in the high six-figure amount is urgently needed. According to current planning, the defective segments of the yards are to be cut out and replaced with new ones in the short term. Finally, the work is approved by the classification society and the yards are reinstalled. After the charter expires and the sailor returns

from the Caribbean in April 2024, three completely new yards are to be installed on the sailor. As already reported, the 65 meter long green three-masted barque "**Alexander von Humboldt II**" collided with the stilts of the BVT floating crane "**Herkules**" when leaving the new port in Bremerhaven. Two yards on the front mast were severely damaged the police started investigations against the 67-year-old captain for an administrative offence. In the last week, the three yards were then removed in the fishing port on the Labradorpier near Stahlbau-Nord with the help of a truck-mounted crane and a floating crane and later examined. The damage to the "**Alexander von Humboldt II**" is at least 100,000 euros. The sailor, which cost around 15 million euros at the time, was built at the BVT shipyard in Bremen and was then christened "Alexander von Humboldt II" on September 24, 2011 as the successor to the legendary "**Alexander von Humboldt I**". The green hull and the green sails, which have meanwhile been set again, are reminiscent of the old barque. A total of 24 sails can be set with muscle power. *(Source: Weser Maritime News)*

TURKISH CONTAINER SHIP RAN AGROUND OFF BODRUM

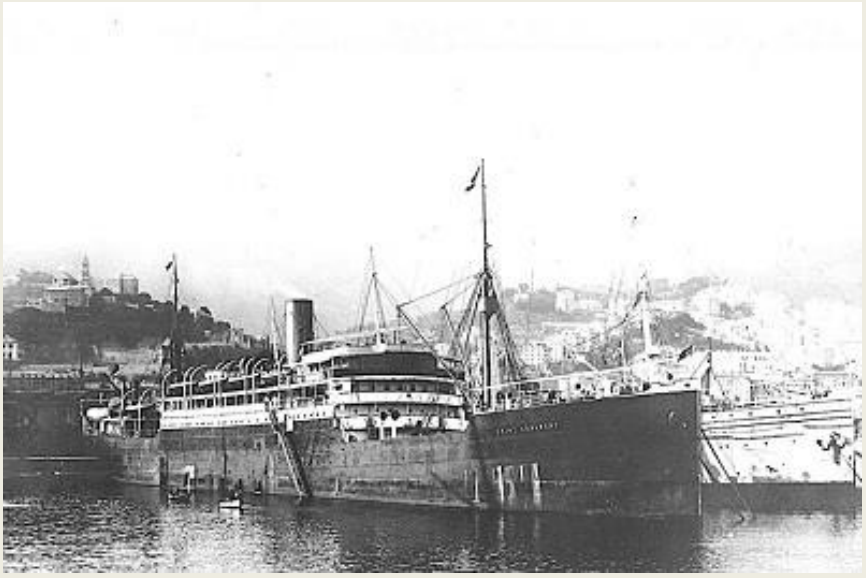
Karay sat in front of Kos Island off Bodrum, a Turkish container ship going from Turkey to Israel. Work has begun to salvage the ship. The 150-meter-long 23-meter-wide Turkish-flagged container ship **Vento** sailing from Turkey to Israel sat on the shallows in front of Kos Island, 7 miles from Bodrum. It was stated that the Greek coast guard and rescue coasters intervened in the incident, where 21 Turkish personnel and 426 cargo containers were not injured on the ship. It was stated that there was no damage or sea pollution due to the fact that the ship was settled in a sandy area. *(Source: AnterHaber)*

REMEMBER TODAY

S.S. PRINZ ADALBERT – 6TH SEPTEMBER 1917

SS **Prinz Adalbert**, was a German ocean liner of the Hamburg America Line (Hapag), ordered as one of five Prince-class vessels for their newly established service to the East Coast of South America. She was built by Bremer Vulkan Schiffbau & Machinen Fabrik, Bremen-Vegesack and launched on 21 August 1902. She sailed from Hamburg on her maiden voyage to Brazil on 20 January 1903, and three years later was in service between Genoa and Buenos Aires. Later the liner moved to North Atlantic services. In 1912, the **Prinz Adalbert** was one of several ships to sight the iceberg suspected of sinking RMS **Titanic**. On the declaration of War in August 1914, **Prinz Adalbert** was seized by Britain while lying in port at Falmouth, Cornwall. She was requisitioned by the Admiralty, but formally condemned by the Prize Court only in March 1916. The circumstances had been disputed as she had entered Falmouth after hearing of the outbreak of war between Germany and France while on a normal commercial voyage from Philadelphia to Hamburg, but before the declaration by the UK of war with Germany. Despite being advised to leave Falmouth, the master chose to remain. The ship was commissioned as the accommodation ship **Prince at Invergordon** on 17 December 1914

and later as the repair ship **Princetown**. After being paid off on 20 October 1916 and disposed of for sale on 23 December 1916, the ship was sold at auction in a damaged state to Compagnie de Navigation Sud Atlantique of Marseille on 17 January 1917, reconditioned in England and renamed **Alésia**. On 5 September 1917 she was bound for Bordeaux from Cardiff to enter service to South America, when she was torpedoed and damaged in the Atlantic Ocean 40 nautical miles (74 km) northwest of Ushant, Finistère, France by the Imperial German Navy submarine SM **UC-69**. The damaged ship was torpedoed again and sunk on 6 September by the German submarine SM UC-50 off Ushant in position 48°49'N 5°00'W. *(Source: Wikipedia)*



OFFSHORE NEWS

EIDESVIK OFFSHORE SEALS PSV EXTENSION

Norwegian offshore vessel owner Eidesvik has secured more work for one of its platform suppliers. Oil and gas producers Wintershall Dea and OMV have declared an option to extend the contract for the 2008-built LNG-powered PSV **Viking Queen** through to October 2025. The contract extension kicks off in May 2024, in direct continuation of the current

fixture announced in March. "We are very pleased with this extension and consider it as a quality mark for the operations and services delivered," said Gitte Gard Talmo, CEO and president of Eidesvik. The Oslo-listed company has a fleet of 13 ships in the supply and subsea/offshore wind segments. *(Source: Splash24/7)*

SKIPPER TIDE BACK TO ABERDEEN

The mega-sized Norwegian supplier **Skipper Tide**, which Peterson Den Helder had chartered for a short period for the SNS Pool, has returned to Aberdeen. In recent weeks, the 92-metre-long supplier has provided a number of cargo runs from Den Helder, including to the oil rig Valaris 123. On Monday morning, August 28, the supplier of Tidewater was still moored at the Nieuwediepkade to leave Den Helder in the afternoon. Clear to leave. From September 1, the **Skipper Tide** is at work for oil company TAQA. *(Source: www.maritiemdenhelder.eu)*

MORE THAN $100 MILLION IN TWO NEW CONTRACTS FOR OCEANEERING

Oceaneering International's Offshore Projects Group (OPG) segment has secured two international contracts that have a combined total value of over $100 million. Oceaneering has been named a consortium partner to support transportation and installation work on the Girassol Life Extension project in Angola, operated by TotalEnergies EP Angola, a subsidiary of France's energy giant TotalEnergies. The scope includes air and saturation diving services, project management, engineering, and procurement activities, in support of the prime contractor's recovery and replacement of 12 risers. The company will provide Angolan personnel for the project and manage the in-country operations of the consortium. The services are expected to be provided in various phases, commencing in late 2023 and lasting into late 2025. Furthermore, Oceaneering has won a contract for work on a jumper installation project in the Stabroek block offshore Guyana. According to the company, the project adds to its growing body of work in the South American

country in support of a key client. The scope consists of jumper and subsea field development installation and other associated tasks. The scope of supply is already underway and expected to take place through the remainder of 2023. "We are pleased to continue delivering quality offshore services to our expanding international client base. These awards substantiate our visibility into increased international activity, as cited in our recent second quarter earnings release. Our success with these projects supports our belief in the resurgence of international offshore activity and market expectations over the next several years," said Roderick A. Larson, Oceaneering's President and CEO. Located 210 kilometers off the coast of Luanda in Block 17, the Girassol field was discovered in 1996. Covering an area of 14 by 10 kilometers, it was the first of the Block 17 fields to come on stream in December 2001. In addition, it was the first deepwater project conducted in Angola. The field was developed using a subsea facility tied back to a floating production, storage, and offloading unit (FPSO). TechnipFMC was recently awarded a multi-million dollar contract for the installation of flexible pipe and associated subsea structures at the life extension project. *(Source: Offshore Energy)*

SOLSTAD FIXES CSV PAIR

Norway's Solstad Offshore has secured more work for its subsea construction support vessels (CSVs). The 2010-built **Normand Baltic** has been contracted to provide walk-to-work services on an unnamed offshore wind project in Asia. The contract starts in October this year and should last for about 180 days. Meanwhile, the 2009-built CSV **Normand Samson** has been hired for a minimum of 260 days to support a field development project in South America, with commencement in the first quarter of 2024. Commercial terms were not revealed, but Solstad said the deals "are in line with present market conditions for these types of vessels", adding

that it continues to see a high demand for CSVs from both renewables and oil and gas clients. Last week, the Skudeneshavn-based firm secured a charter extension with Ocean Infinity for the CSV Normand Superior and for the Normand Navigator with Ocean Installer. *(Source: Splash24/7)*

WINDFARM NEWS - RENEWABLES

FIRST STEEL CUT FOR HAVFRAM'S HYBRID JACK-UP

The first steel has been cut for Havfram's first wind turbine installation vessel (WTIV) which is being built by Yantai CIMC Raffles Offshore shipyard in China. In 2021, Havfram signed a letter of intent with China's CIMC-Raffles to build a series of next-generation wind turbine installation vessels. The NG20000X self-propelled jack-up will be able to install offshore wind turbines with a rotor diameter of more than 300 metres, as well as XXL monopiles weighing up to 3,000 tonnes at water depths of up to 70 metres. According to Havfram, the latest battery hybrid drive train technology will be incorporated in the design to reduce carbon emission per installed megawatts of offshore wind capacity. Havfram's first self-propelled jack-up vessel will be equipped with the NOV variable speed drive rack and pinion jacking system, including a regenerative power system technology that feeds the generated power back into the vessel's system. "We are proud of the partnerships we have made, not only with Yantai CIMC Raffles Offshore Ltd., but also with GustoMSC, Huisman or ABB Process Automation and all the other suppliers working to support the construction of our new vessels in the next two years," said Even Larsen, Havfram Wind CEO. The first Havfram WTIV will be due for delivery in August 2025, while the second one in the late fourth quarter of 2025. *(Source: Offshore Wind)*

TENNET TOPSIDE 'WEST ALPHA' READY FOR JOURNEY TO FINAL DESTINATION AT SEA

At the beginning of August, the topside for the offshore platform Hollandse Kust (west Alpha) was loaded out in the port of Antwerp. During this relocation, the steel superstructure for TenneT's 'socket at sea' was successfully placed on a floating pontoon. Today the 'sail out' takes place and the construction sails to its final destination about 50 kilometers off the coast of Egmond aan Zee. Measuring 47 meters long, 35 meters wide and 25 meters high, the large steel box weighing over 3,600 tons is ready to be placed on the jacket at sea. This jacket has been firmly anchored to the seabed off the coast of Egmond aan Zee since last year. Almost two years after the first steel cut, this is the second topside built for TenneT by the Equans/Smulders combination. *Green light* "First, the floating pontoon is towed to the port of IJmuiden," says Matthijs Knollenburg as construction manager on behalf of TenneT. "As soon as all weather conditions give the green light for the installation on the jacket, the pontoon will sail to its final destination at sea. At that time, the crane vessel Thialf of Heerema Marine Contractors is also on its way from the Norwegian port of Stavanger

to that location." *Placement* As soon as the two vessels meet at sea, the pontoon moors against the Thialf. "The topside is then 'loosened', after which the crane vessel lifts the construction into the air. Once the pontoon has been towed away, the Thialf will sail for another 500 meters towards the jacket. So-called cones are attached to the jacket. You can compare this with inverted ice cream cones with which you can lower the topside exactly in the right place without too much measuring." *Assemble* After installation, a hotel barge is placed next to the platform so that the Equans team can start the welding work to fix the topside. Earlier this year, the two sea cables, with which the green electricity from the wind farm will soon come ashore, were already installed by Jan de Nul Group. The 'socket at sea' will be ready for commissioning before the end of this year. *Ecowende* In 2025, Ecowende (a joint venture of Shell and Eneco) will place the 54 wind turbines in the offshore wind farm and connect them to TenneT's 'socket'. With an installed capacity of approximately 760 megawatts, Ecowende can green approximately 3% of the current Dutch electricity demand. The wind farm is scheduled to be commissioned in 2026. *(PR)*

BOSKALIS AWARDED LARGE CABLE CONTRACTS FOR BALTICA 2 OFFSHORE WIND FARM

Boskalis has acquired two contracts for the transportation and installation of the export and array cables for the Baltica 2 offshore wind farm off the coast of Poland. The two contracts have a combined value which is considered to be large(1) and they were awarded by a joint venture between PGE Polska Grupa Energetyczna and Ørsted, which are developing the Baltica 2 project. The project scope comprises the transportation and installation of 107 array cables with a total length of more than 150 kilometers in addition to four 275 kV export cables with a total combined

length of nearly 300 kilometers. Furthermore, Boskalis will carry out seabed preparation activities including the leveling of the seabed, pre-trenching and the removal of boulders. Upon completion of the cable installation activities, Boskalis will protect and stabilize the CPS (cable protection systems) with the placement of rock. Preparatory works will commence in 2025 and the transport and installation activities will commence in 2027. Boskalis will deploy two cable-laying vessels, a construction support vessel, a subsea rock installation vessel and a trailing suction hopper dredger. Due to challenging soil conditions in the Baltic Sea, the cables will be installed in a pre-cut trench using the multi-mode Megalodon plough deployed from Boskalis' construction support vessel Falcon. The Baltica 2 offshore wind farm with a total capacity of up to 1.5 GW is located in the Polish section of the Baltic Sea approximately 40 kilometers off the coast of Poland between Leba and Ustka and will be the country's largest renewable energy project to date. Boskalis' strategy is aimed at leveraging on key macro-economic factors and supporting the energy transition. With this project and through its client, Boskalis is advancing the energy transition by making offshore renewable energy available. *(PR)*

DEME TAPS HELLENIC CABLES FOR FRENCH WIND WORK

Belgian shipowner and marine services contractor DEME has selected Hellenic Cables, the cables segment of Cenergy Holdings, to supply inter-array cables for the Eoliennes en mer Dieppe Le Tréport (EMDT) offshore wind farm in France. The project, located off the coast in the English Channel and expected to be commissioned in 2026, is being developed by a joint venture between Ocean Winds, Sumitomo Corporation and la Banque des Territoires. The Greece-based cable maker has been entrusted with the responsibility of designing, manufacturing, and supplying the 120 km 66kV cables and associated accessories that will interconnect the wind turbines and connect them to the offshore substation. The cables will be manufactured in Corinth, Greece with delivery expected to take place in the second semester of 2025. With a total installed power of 496MW, the offshore wind farm is located 15 km off the city of Le Tréport and 17 km off the city of Dieppe. Its 62 wind turbines will supply electricity every year to 850,000 people. *(Source: Splash24/7)*

FRED. OLSEN WINDCARRIER, SHIMIZU TO TAKE OVER YUNLIN FOUNDATION INSTALLATION IN 2024

Fred. Olsen Windcarrier (FOWIC), in cooperation with Shimizu, has been awarded a contract for the transportation and installation of monopile foundations for the 640 MW Yunlin offshore wind farm, with the work under the contract set to start in February 2024. For the foundation installation, the two companies will mobilise Shimizu's vessel **Blue Wind**, which is currently working on the Ishikari Bay New Port Offshore Wind Farm project in Japan. **Blue Wind** will start preparing for the Yunlin project in December 2023 and, once it arrives in Taiwan, is estimated to be deployed on the 640 MW offshore wind farm for 200 days. Shimizu Corporation took delivery of the new jack-up vessel from the Japan Marine United (JMU) shipyard at the end of January. The vessel then sailed off to work on its first project, the 9 MW Nyuzen offshore wind farm in Japan, before moving on to the 112 MW Ishikari Bay offshore wind farm. Fred. Olsen Windcarrier and Shimizu Corporation signed a partnership and exclusivity agreement back in 2021, under which the two companies are supporting each other in the offshore wind market both in Japan and worldwide. Per the agreement, Fred. Olsen Windcarrier is the leading partner for installation projects involving Shimizu's **Blue Wind** vessel outside Japan, whereas Shimizu is the leading partner for installation projects within Japan. The partnership also includes Fred. Olsen Windcarrier and related company Global Wind Service being the preferred suppliers for Shimizu with Fred. Olsen Windcarrier supplementing Shimizu vessel capacity in Japan when needed, while outside Japan, Fred. Olsen Windcarrier is representing and marketing the Shimizu vessel. The news about Fred. Olsen Windcarrier and Shimizu's contract for the Yunlin offshore wind farm comes shortly after the Yunneng Wind Power consortium announced that it had secured

extended financing to complete the project, which has seen delays and setbacks since the start of offshore construction in December 2020. With the financing in place, the project is now on track for completion according to an amended installation schedule, according to the consortium, which comprises Skyborn Renewables (25 per cent), TotalEnergies (23 per cent), EGCO Group (25 per cent), and a Sojitz Corp-led consortium (27 per cent). The installation of monopiles was initially being carried out by Sapura Energy Berhad, which issued a contract termination notice to Yunneng Wind Power consortium at the beginning of last year. The work was soon after taken over by National Petroleum Construction Company (NPCC), with Havfram contracted for Project Management and Owners Engineer Services within the foundation installation package. The first of Siemens Gamesa 8 MW wind turbine, out of the total of 80 that Yunling will comprise, was installed in April 2021 and, according to information about the project shared last year, wind turbine installation is set to continue this year with one of Eneti's Seajacks vessels booked to undertake the work. *(Source: Offshore Wind)*

OFFSHORE CONSTRUCTION BEGINS ON RWE'S SOFIA OFFSHORE WIND FARM

Offshore construction has started on RWE's 1.4 GW Sofia offshore wind farm on Dogger Bank in the central North Sea off the northeast coast of the UK.. The offshore works are kicking off with the laying of the first section of high voltage direct current (HVDC) export cable which will be done by Prysmian's **Leonardo da Vinci** vessel. Prysmian's 170-metre-long vessel will operate out of the Middlesbrough Port and will lay two 130-kilometre sections of cable in parallel. It will start its cable-laying work from just off the Teesside coast between Redcar and Marske-by-the-Sea. One end of each of the two sections of subsea cable will be pulled underwater from the vessel through cable ducts that were installed earlier this year. The cable will pass below the beach, sand dunes, and road before emerging at the landfall construction compound. **Leonardo da Vinci** will then move away from the coast, laying the full length of cable along its set route towards the offshore wind farm, located 195 kilometres from the nearest point on the UK's northeast coast. Installation of two remaining 90-kilometre sections of marine export cable is planned for next year. By late 2024, Leonardo da Vinci will have laid four sections of ±320kV HVDC marine export cables with XLPE insulation, totalling 440 kilometres plus the accompanying communications cables. "Sofia is RWE's largest renewable construction project to date, and its furthest from shore. The project is setting new standards in terms of addressing innovation, sustainability, and engineering challenges. The laying of the first section of export cable represents the culmination of 13 years of planning, preparation, and diligence, as well as a huge amount of support from suppliers and stakeholders alike," said Sven Utermöhlen, CEO of RWE Offshore Wind. Operations and maintenance activities for the site will

be located at RWE's new offshore wind operations base in Grimsby, which will also support Triton Knoll offshore wind farm and future projects. The Sofia offshore wind farm will have a single offshore converter platform, with the electricity generated transported to landfall 220 kilometres away in Redcar, Teesside. The project will feature 100 Siemens Gamesa SG 14-222 DD wind turbines scheduled to be fully commissioned in 2026. 44 out of 100 units will be equipped with 108-metre-long recyclable blades. Onshore construction has been underway in Teesside since June 2021, to install the project's onshore converter station and cable corridor. The laying of the first sections of export cable marks the start of a three-year offshore construction phase, said RWE. The ongoing offshore works will include the arrival of Sofia's offshore converter platform, planned to make the journey from Batam, Indonesia, to the UK in 2024. In addition, the start of installation of the 100 extended monopile foundations and array cables is scheduled for next year, according to the developer. Once fully completed, the 1.4 GW offshore wind farm will be able to generate enough wind energy to meet the electricity needs of almost 1.2 million average UK homes. *(Source: Offshore Wind)*

PURUS WIND CSOVS WILL HAVE SEAONICS GANGWAY AND CRANE PACKAGES

Ålesund, Norway, headquartered Seaonics has received an order to supply all-electric ECMC (electric-controlled, motion compensated) gangway and crane packages for the two new methanol-ready battery hybrid commissioning service operation vessels (CSOVs) on order at Vard for delivery to U.K.-based Purus Wind in 2025 and 2026. Seaonics says that the project marks an industry-first milestone, with both crane and gangway going electric and making an important contribution to industry decarbonization initiatives. "It is great to be able to work closely

with a forward-thinking company like Seaonics, where operational feedback, design & innovation sessions allow us to continue to optimize offshore vessel performance," said Purus Wind general manager Oliver MacManus. "We're humbled and honored that Purus Wind has placed its trust in Seaonics." said Ståle Fure, head of sales at Seaonics. "With a proven track record, we will continue to electrify offshore operations." The company says it has been delivering innovative control system technology and know-how in the walk-to-work gangway market for almost ten years and that it is now "going full torque" with the Seaonics electric controlled motion compensated gangway. The ECMC crane bundled with ECMC gangway in the Purus package is fully electrically driven, allowing for efficient handling operations for a sustainable future. The control technology for the well proven motion compensation was developed by Seaonics. The boom control, slew control and telescope control are all electrically driven and used to dynamically perform the 3D compensation of the crane tip. *(Source: MarineLog)*

DREDGING NEWS

DREDGER SOSPAN DAU ARRIVES AT THE PYRAMIDS

People visiting the seafront near The Pyramids in Portsmouth during September can expect to see spectacular displays of large amounts of shingle being 'rainbowed' across the beach by the dredging vessel **Sospan Dau**, Southsea Coastal Scheme said. The **Sospan Dau** is set to arrive tomorrow and will deliver 24,000m3 of shingle to recharge the beach by the newly constructed groyne throughout the month. It is planned that the vessel will sail into shore on every rising tide for around 2-3 weeks to spray shingle onto the beach via a specialised nozzle on the bow which will create the rainbow effect. Also, this is the first part of the sea defence work on the next frontage of the Southsea Coastal Scheme which runs from The Pyramids to Speakers' Corner. Portsmouth City Council Leader, Cllr Steve Pitt, said: "This next frontage of the Southsea Coastal Scheme is a continuation of the area currently closed for flood defence work around Southsea Castle." "As always, consultation is at the forefront of the Southsea Coastal Scheme and the team has worked with businesses in the area to accommodate their needs over the busy summer months. "The promenade will remain open until the peak season is over and the Briny restaurant and Baffled Coffee Kiosk – both in the vicinity of the work – will remain open to their loyal customers during construction." *(Source: Dredging Today)*

GPM MARINE TO KICK OFF SWANSEA DREDGING CAMPAIGN

GPM Marine & HWB are making final preparation for the commencement of Swansea Channel dredging scheme. According to GPM Marine, vegetation has been removed at Elizabeth Island and

crews are now using excavator to connect dredge pipes. Later this week, work will begin to remove

up to 30,000 cubic metres of sand from the Swansea Channel bed via two dredging campaigns to create a safe, navigable 30-metre wide channel for boats. Dredging will occur in the Main Channel of Swansea Channel east of Elizabeth Island. Transport for NSW and the contractors aim to get the first round of dredging work done by the end of November prior to boating summer season. *(Source: Dredging Today)*

CSD GENERAL ARNOLD CHRISTENING COMING SOON

Callan Marine has announced that the latest addition to its fleet – the 32" cutter suction dredge **General Arnold** will soon be officially christened in New Orleans. Under construction at C&C Shipyard in Belle Chasse, LA, the diesel-electric driven **General Arnold** will join Callan Marine's additional 32" CSD, **General MacArthur**. At 290' feet in length and 72' feet wide, the **General Arnold** will have a maximum digging depth of 97' feet. It will also feature advanced production automation and monitoring systems. The **General Arnold**, the eight dredge to join the

Callan Marine fleet, is slated for delivery in Q4 2023. *(Source: Dredging Today)*

WATER INJECTION DREDGER MERSEY TO WORK IN WOOLWICH REACH

Port of London Authority has just announced autumn dredging campaign in the area of Woolwich Reach. According to PLA, On or about 27th September 2023, marine contractors working on behalf of Tate & Lyle will be undertaking water injection dredging operations at Thames Refinery Outer Jetty. "In order to accommodate these works, the dredger **MERSEY** will undertake these operations over the high water periods and whilst the tide is ebbing," PLA said in the notice. The Woolwich Reach – Thames Refinery Outer Jetty dredging operations will take approximately one week to complete. *(Source: Dredging Today)*

YARD NEWS

ESVAGT AND HVIDE SANDE TO DEVELOP LARGER SAFE TRANSFER BOAT

Esvagt and Hvide Sande Shipyard are to develop a new, larger version of the Safe Transfer Boats (STBs) used by the Danish shipowner. The STB15 will be able to transfer more technicians and load more cargo than earlier iterations of the concept. It will be designed in collaboration with OSK design, who also designed Esvagt's somewhat smaller STB12. Hvide Sande Shipyard also built the STB12. The STB15 is being developed for use on the Hornsea offshore windfarms in the UK. They will be used to transfer wind turbine technicians, move cargo and spare parts, and transit to shore for supplies and personnel changes. They will also be able to transfer cargo and technicians in higher seas than the STB12s. "Technicians need to be on board the STB15 for

longer, and the boat needs to be operational in more difficult weather conditions without technicians getting seasick," said Esvagt. "As a result, the STB15 will also have a stabilizer system, which will moderate the boat's movements effectively." *(Source: Riviera by David Foxwell)*

A "SEA SPIRIT" FOR LAKE CONSTANCE

The »**Seegeist II**«, the first of three work boats for Lake Constance, was launched at the SET shipyard in Genthin. The SET had obtained the order for these unusual boats in December 2021 . The customer is the water management office in Kempten, which pays a total of €1.5 million. After completion, the units will be stationed in Freiburg, Tübingen and Kempten. *SET boats fish seaweed from Lake Constance* In the future, their task will be to clear Lake Constance of seaweed, driftwood and other floating debris. The 15 m long, 6 m wide and only 0.65 m deep aluminum boats have a hydraulically operated paddle wheel drive. The conveyor technology for picking up and removing driftwood and seaweed from Lake Constance is also designed hydraulically. This is done with the help of a loading crane and a conveyor gripper at the bow. In addition, the new buildings can be used as push boats for pushing together driftwood. With the »**Seegeist II**«, the first boat is now in the water and ready for delivery. The other two units are scheduled to be christened in Genthin on September 20th. *(Source: Binnenschifffahrt)*

PILE LAUNCH OF THE CORIOLIS: THE RESEARCH VESSEL IS PUT INTO WATER FOR THE FIRST TIME

Water under the keel for the first time: On Thursday, 31 August 2023, the pile launch of the Hereon research vessel **Coriolis** was celebrated at the Hitzler shipyard in Lauenburg. As the world's first ship, it combines coastal, materials, membrane and hydrogen research on board. Much of the research data will be available in real time on a publicly accessible dashboard. Almost 125 tonnes were lifted into the harbour basin of the Hitzler shipyard by two indoor cranes and two mobile cranes. With the pile launch thus celebrated, the **Coriolis**, the new research vessel of the Helmholtz-Zentrum Hereon, traditionally has (Elbe) water under its keel for the first time and can be further expanded while floating from now on. The steel hull of the ship has already been completed - the propeller, rudder and shaft system as well as the rubbing strakes have also been fitted. After the stacking lift, the bulwark and the wheelhouse will be put on. The **Coriolis** will remain in the harbour basin until it is completed, where it can be completely dismantled, protected from the weather. "We are proud to have reached another milestone in the construction of the "**Coriolis**" with the pile launch. We look forward with motivation to the coming months in which the hull will be filled with life. The first trades will be electricians, pipelayers and mechanical engineers," reports Kai Klimenko, owner of Hitzler Werft. The **Coriolis** is just under 30 metres long, 8 metres wide and has a draught of 1.6 metres. With a crew of 3 and up to 12 scientists on board, it reaches a top speed of 12 knots. The research vessel is versatile and can be used in rivers as well as in the North and Baltic Seas. With a wide variety of laboratories on board and an innovative propulsion system, the Coriolis combines coastal, material, membrane and hydrogen research. Prof Matthias Rehahn, scientific director of the Hereon: "The **Coriolis** combines cutting-edge interdisciplinary research on board and, with its innovative propulsion concept, is a pioneer for climate-neutral shipping. This presents the Hereon as unique and progressive." Judith Pirscher, State Secretary at the Federal Ministry of Education and Research: "The **Coriolis** is not only a research vessel, but also a technology carrier, flagship of Hereon and instrument for technology and knowledge transfer at the same time. In addition to a diesel-electric propulsion system, the **Coriolis** will also be equipped with a fuel cell with innovative hydrogen storage. In this way, the **Coriolis** combines excellent science with innovative application. I wish it every success in this endeavour!" *Real-time data transmission* On a publicly accessible dashboard, which was further developed in close cooperation with the Helmholtz Coastal Data Center (HCDC), it will in future be possible - in addition to meteorological and data, the ship's position and speed - to follow data about the propulsion system live, including for example the state of charge of the batteries, the speed of the propellers and even the flow of hydrogen into the fuel cell. To guarantee error-free use, the dashboard is still being tested on the **Coriolis** predecessor Ludwig Prandtl and can already be accessed live. "Seeing the **Coriolis** in the water increases our anticipation for the measurement

programmes of the coming years. Parallel to the construction of the **Coriolis**, we have developed a dashboard for the measurement data, which is currently being tested on the Ludwig Prandtl. Until the Coriolis is commissioned, we will further develop the dashboard and display additional measurement data - such as the water current, for example," explains Volker Dzaak, project manager of the **Coriolis**. "The research projects planned on board the **Coriolis** will provide an important contribution to the energy transition, for example in researching the consequences of climate change in the Baltic Sea and testing renewably produced hydrogen as a propulsion technology. This is now getting decisively closer with the stacking lift of the **Coriolis**. Research projects like this are a flagship for Germany as a scientce location," says Dr Nina Scheer, Member of the Bundestag. The **Coriolis** is being built by the Hitzler shipyard in Lauenburg and is scheduled to be handed over to the Hereon in 2024. Around 13.5 million euros were approved by the Bundestag's budget committee in 2020 for the new construction of the globally unique research vessel. *(Source: Hereon)*

NUCLEAR ICEBREAKER "URAL" PROJECT 22220 BROUGHT TO THE DOCK OF THE KRONSTADT MARINE PLANT

The universal nuclear-powered icebreaker of project 22220 "**Ural**" was delivered to the dock named after the Veleshchinsky Kronstadt Marine Plant (part of the USC). The docking operation will be completed after the batoport is closed, the ship is centered and water is pumped out of the dock chamber. This will take up to 2 days. The Mediadeck team, together with colleagues from the press service of the Baltic Shipyard, monitored the complex operation. To put a ship 173 meters long in the dock. Veleshchinsky, specialists from the Baltic Shipyard , where the icebreaker was built, and the technical services of the Kronstadt Marine Plant carried out a number of preparatory measures. About 1000 keel blocks and 70 large weighted dock-support devices, specially delivered to Kronstadt from St. Petersburg, were installed on the sole of the dock. Five weighted structures were placed around the dock, which will be used for fastening ropes instead of standard bollards. Scheduled repair of the icebreaker involves inspection of the underwater part of the hull, bottom-side fittings and the propeller-steering complex. A separate operation will be the extraction of propeller shafts. The process will involve special mobile platforms, which will be lowered by a crane delivered to the plant with a lifting capacity of 200 tons onto the sole of the dock. For installation on the edge of the crane dock, concrete base slabs are installed, the edges of the dock are reinforced with rubber fenders. *(Source: Paluba)*

WEBSITE NEWS

HTTP://WWW.TOWINGLINE.COM

ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER. PLEASE VISIT THE WEBSITE WWW.TOWINGLINE.COM AND SUBSCRIBE YOURSELF FOR FREE

Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Damen Group's innovative all-electric tug Sparky nominated for the Ship of the Year Award*
   - *First of TRAnsverse series tugs launched at Sanmar Shipyards Tuzla*
   - *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*
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*
   - *Rebarca - Barcelona 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*

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

mailto: *jvds@towingline.com*

This site is intended to be collective exchange of information. Information on this site has been pulled from many sources; we have attempted to credit these sources. But due to the multitude of sources sometimes we are unable to note all the sources. If you feel that material that is posted here is of your authorship and you have not been credited properly please alert us and I will correct the credit or remove it in accordance to the author's wishes.

DISCLAIMER
