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TUGS & TOWING NEWS

GRANDWELD COMPLETES ESCORT TUGS, INVESTS IN HYBRID PROPULSION



Dubai, United Arab Emirates-headquartered shipbuilder Grandweld Shipyard has delivered four harbour tugs to Specialities Construction (SCC) for operations in Shuwaikh Port in Kuwait. The four 27-m tractor tugs have Z-drive propulsion and 50 tonnes of bollard pull, an escort-rated winch, deck crane and are equipped for oil

recovery and fire fighting. Grandweld constructed these tugs to a Robert Allan Ltd **TRAKtor 2700-Z** design and Bureau Veritas class. Power comes from two Caterpillar-manufactured Cat 3512C main engines, each rated at 1,678 kW, driving two Kongsberg US205S P20 Z-drives. “The owner chose Grandweld despite a highly competitive bidding process against a Spanish shipyard, with Grandweld’s price, customised technical offer, fast delivery and demonstrated shipbuilding capabilities the winning factors,” said a spokesman. He said there were challenges implementing this project due to the Covid-19 pandemic and recent supply-chain disruptions. “Grandweld used strong relationships with suppliers and proactive project management to ensure the SCC tugs were delivered on time,” said the spokesman. “Commitment to on-time delivery is a key reason customers trust Grandweld.” The shipyard has a long history building harbour, escort and terminal tugs. It is also investing heavily in research and development of hybrid powering solutions. “There will be more focus on sustainability in future, with the long-term goal being renewable energy use in new ships,” the spokesman said, adding Grandweld will soon announce vessel designs with hybrid-power solutions. Grandweld also invests in its engineering and IT departments, using digital systems to improve productivity and implement innovations. “Grandweld’s leadership believes strong inhouse capabilities, combined with an excellent organisational culture, results in better teamwork and enhanced communication levels between internal departments,” said the spokesman. “This is facilitated through constant digital innovation using Grandweld’s proprietary enterprise resource and procurement system that integrates engineering with purchasing, planning, execution and customer communications. All this results in high-quality, fast, cost-effective results.” *(Source: Riviera by Martyn Wingrove)*

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ITS 2022 PROVIDES GLOBAL TUG SECTION OUTLOOK

Tug owners, operators and brokers will provide their overview and forecasts for the towage industry at the International Tug & Salvage Convention, Exhibition & Awards in 2022 conference. ITS 2022 is being held, in association with Caterpillar, in Istanbul, Turkey, 28-30 September 2022 with an industry leading exhibition, three-day conference, awards dinner and many social events. The



opening session will provide delegates in a packed conference with a global outlook of the whole tug, towage and salvage sector. After the official opening of the conference, there will be an opening address from Caterpillar Marine global industry manager Matt Rayson, who will set out the technology framework of the tug industry. Then session 1 speakers will provide a global overview of the tug and salvage industries, addressing the drivers underpinning tug requirements through to 2040. Presentations and resulting debate will focus on market fundamentals and the tug owners' perspectives for the future. European Tugowners Association secretary-general Anna Maria Darmanin will explain how tug owners are having to navigate supply chain challenges and evolving environmental and competition regulations. She will describe how tightening market conditions and regulatory developments can impact on the European tug sector. Redwise managing director Willem-Jan Hamers will provide an outlook on tug building, demand and fleet renewals over the rest of this decade and beyond. Following this presentation, Century Marine Services managing director Steve Dougal will review of the market cycle for harbour, escort, and salvage and towage tugs. Mr Dougal will look at the environmental and political hurdles to fleet renewal, the availability of shipyard slots, lack of available tugs in the second-hand market and issues with older tug disposal. Following these presentations, there will be an extensive time for delegates to pose questions to these experts and then a networking coffee break in the exhibition area, sponsored by Rolls-Royce Power. For more information on attending the Conference, Convention and Awards evening, including available exhibition spaces and sponsorship, please contact indrit.kruja@rivieramm.com (PR)

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NUCLEAR-POWERED OFFSHORE ICEBREAKER OF PROJECT 10570 PRESENTED IN ST. PETERSBURG



During the international exhibition and conference on shipbuilding and the development of offshore equipment OMR 2022, which opened on September 13 in St. Petersburg, the Iceberg Central Design Bureau presented the project of a multifunctional offshore icebreaker 10570. This was reported by a Sudostroenie.info

correspondent from the event site. The project 10570 icebreaker is designed for icebreaking assistance to vessels in shallow areas of the Arctic shelf, ensuring ice safety and supplying drilling platforms, performing rescue operations in ice conditions and in clear water, additional tasks depending on the selected configuration of special equipment. According to the representative of the bureau, six modifications of icebreakers are proposed on the basis of the 10570 platform with the RITM-200 reactor plant. The forum demonstrates a model of a supply icebreaker. The length of the icebreaker of project 10570 is 152 m, width - 31 m, draft - 8-9.3 m, speed in clear water - 19 knots, icebreaking capacity - 2.4 m, displacement - 20.7 thousand tons. *(Source & Photo: Sudostroenie)*

CLASS APPROVAL FOR AUTONOMOUS TUG TECHNOLOGY

Classification society ABS has issued an approval in principle (AIP) to US owner Foss Maritime and technology developer Sea Machines for its use of a vessel autonomy unit to enhance navigation. The SM300 system was installed on Foss' harbour tug Rachael Allen by Sea Machines, to provide autonomous navigation and collision detection and collision avoidance (CDCA). Foss uses SM300 and CDCA functions on this tug for routine transit and standby operations to enhance safety and alleviate crew fatigue. Sea Machines' autonomous device underwent a series of rigorous product reviews to prove the technology met ABS' requirements for the use of autonomous systems aboard vessels. The SM300 system also assists with stationkeeping and is capable of interfacing with Kongsberg-MTU propulsion systems on [Rachael Allen](#). "As part of our Always Safe, Always Ready

culture, Foss is pleased to be providing the SM300 system for additional crew and vessel safety through the enhanced situational awareness it will bring to our operations,” said Foss project manager Dan Cole. “Autonomous technology continues to advance at pace and ABS is committed to supporting its safe adoption by the industry,” said ABS senior vice president for global engineering and technology Patrick Ryan. “We are



proud to add this project to the list of pioneering initiatives we are supporting all over the world that are gradually realising the potential of autonomous operations for the industry.” Through the AIP process, ABS reviewed numerous documents for Sea Machines, including software test plans and concept of operations materials for tugboat [Rachael Allen](#). ABS sought to identify potential design risks or issues that may result in a change in direction in the project by evaluating the design approaches, rules, regulations and types of calculations presented. “Sea Machines worked closely alongside ABS and Foss to yield this most recent approval, which moves our entire industry yet another step closer to widespread adoption of autonomous marine technologies,” said Sea Machines chief executive Michael Johnson. “Earning this approval demonstrates our unwavering commitment to ensuring these technologies are utilised safely, while making our industries more competitive and productive.” ABS has already approved the installation of the Sea Machines’ SM200 commercial wireless helm for tugboats that support articulated tug-barge sets. *(Source: Riviera by Martyn Wingrove)*

AWARDED ICE BREAKING CONTRACT BY NORWEGIAN COASTAL ADMINISTRATION



Norwegian Coastal Administration has awarded BOA a framework contract for ice breaking in the Beistad Fjord for 5 years including options. BOA has been regularly in the Besitad Fjord for icebreaking ever since the company was founded in 1975. We thank the Norwegian Coastal Administration for the continued trust in us. *(PR)* On the picture we see BOA’s 1979 at the Flekkefjord Slipp & Maskinfabrikk – Flekkefjord under yard number 128 built tug [Chief](#). She has a length of 19 mtrs a beam of 7 mtrs and a draft of 4.80 mtrs. The caterpillar diesel engine develops a output of 749 kW (1,017 bhp) and performs a free sailing speed of 11 knots and a bollard pull of 17 tons.

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NEW TUG DESIGNS REVEALED AT ITS 2022

Naval architects and tug builders will unveil the latest tug designs to the towage industry at the 26th International Tug & Salvage Convention, Exhibition & Awards 2022. ITS 2022 is being held, in association with Caterpillar, in Istanbul, Turkey, 28-30 September 2022 with a first-class industry exhibition, three-day conference, awards dinner and many industry-networking social events. During session 3 of the conference, three experts from the tug designing and building sector will outline how the latest tug designs are aligned with the need to be green, commercial



and safe. Robert Allan Ltd naval architect Robert Gage will consider the effect of alternate fuels on the design of harbour, escort and salvage tugs in his presentation. He will consider the operating profile of tugs, the fuel storage, ventilation and bunkering requirements and hazardous zones on vessels. Sanmar Shipyards director of research and development and electrical systems Tamer Geckin will introduce the Robert Allan designed ElectRA class of environmentally-friendly and fully electric battery-powered tugboats. He will also provide advice to calculating the required battery capacity, compare DC and AC charging methods and consider charging and shore-connection infrastructure options. In another presentation, Damen Digital Solutions manager of development Marcel Cleijssen and Damen Research data scientist Marco Wedemeyer will explain the lessons learnt from fleetwide remote monitoring, including using data for understanding the performance of new tug designs and using the analytics to optimise energy efficiency and reduce emissions. After these in-depth presentations there will be a period of debate and insightful

discussion with opportunities for delegates to ask questions of these experts. Session 3 follows a buffet lunch and networking event, sponsored by tug owner and builder Uzmar, in the busy and extensive exhibition area. The session is followed by a networking coffee break in the exhibition area, sponsored by Rolls-Royce Power For more information on attending the Conference, Convention and Awards evening, including available exhibition spaces and sponsorship, please contact indrit.kruja@rivieramm.com (PR)

GAIN OPERATIONAL INSIGHTS FROM TUGBOAT INDUSTRY EXPERTS



Tug owners, designers, builders and technology innovators will explain the key operational challenges and solutions for the towage industry at the International Tug & Salvage Convention, Exhibition & Awards 2022. ITS 2022 is being held in Istanbul, Turkey, 28-30 September 2022, in association with Caterpillar, with a top industry exhibition,

three-day insightful conference, awards dinner and many industry-facing social events. During session 2 of the conference, three industry experts will provide case studies detailing proven strategies that are overcoming environmental and operational challenges and delivering competitive advantages for tug owners. Themes addressed during the session on day 1 of the conference span power, propulsion, voyage and vessel optimisation and emissions reduction. Navtek Naval Technologies general manager Ferhat Acuner will explain the operational and environmental benefits of the world's first all-electric and zero-emissions tugboat, **Gisas Power** in his presentation. He will introduce the **ZeeTug30** and its first two years of operation, reviewing its performance compared with diesel-powered tugs. Mr Acuner will also advise owners how they can secure green finance for the next generation of zero-emissions tugs. Keppel Smit Towage managing director Romi Kaushal will explain the technology journey to trial an autonomous tug from a case study in Singapore. The Rimorchiatori Riuniti affiliate operated tugboat **Maju 510** using a remote control centre and with autonomous technologies on board. Mr Kaushal will describe the lessons learned from the project, the different levels of autonomous operations, technology tested on **Maju 510**, key achievements and future developments. Kotug International, Training & Consultancy and OptiPort general manager Patrick Everts will introduce the Kotug **E-Pusher** series and the project the owner is undertaking with resources trader Cargill. He will outline the modular design of **E-Pusher** and how it is providing zero-emissions inland transport for a complete logistical solution. After these indepth presentations, delegates will be able to offer comments and question the speakers in what promises to be a lively debate. A buffet lunch and networking event will follow, sponsored by tug owner and builder Uzmar, in the extensive exhibition area. For more information on attending the Conference, Convention and Awards evening, including available exhibition spaces and sponsorship, please contact indrit.kruja@rivieramm.com (PR)

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MAASSLUIS KOOPT PAND VOOR MARITIEM ERFGOED EN LIVING LAB

De gemeente Maassluis koopt een pand aan de museale buitenhaven van de stad, de Govert van Wijnkade 44 in Maassluis. De beoogde locatie van het Living Lab voor Maritiem Erfgoed wordt een broedplaats voor samenwerking en verduurzaming van de historische schepen en de haven. De Gemeenteraad Maassluis ging dinsdagavond akkoord. De



gemeente Maassluis investeert in de historische kern van de stad en geeft het maritiem erfgoed van Maassluis hierin een centrale rol. De aankoop van 1884 m² loods aan de Govert van Wijnkade vormt een belangrijke stap. Het pand kost 1.776.000 euro, wordt betaald door de gemeente Maassluis en vormt de basis voor een Living Lab. In dit Lab zullen verduurzamingstechnieken voor schepen, havens en havenpanden worden ontwikkeld, getest en toegepast. De gekozen locatie biedt huisvesting voor onderwijs, stages, start-ups, onderhoudswerkzaamheden aan varende erfgoed en mogelijk ook de twee musea in Maassluis. *Levendig* Wethouder Corine Bronsveld van Cultuur: “Ik ben enthousiast over de resultaten die we het afgelopen jaar hebben geboekt. De vaartochten met



historische schepen zitten vol. Ik ben blij met de vruchtbare samenwerking tussen vrijwilligersorganisaties. En met de aankoop van het pand krijgen we de mogelijkheid om die samenwerking te verbreden en de verduurzaming van ons maritiem erfgoed te versnellen. Zo kunnen we ook in de toekomst blijven genieten van ons rijke

maritieme verleden.” Wethouder Sjef Evers van Economie: “Dit pand is precies wat we nodig

hebben om de volgende stap te zetten in ons ontwikkelplan. We zetten in op duurzaam gebruik van ons maritiem erfgoed voor het ontwikkelen van de stad. Door toerisme in eigen regio te stimuleren, door lange termijn samenwerking te organiseren, door nieuwe technologieën te ontwikkelen, testen en toe te passen, brengen we meer levendigheid in Maassluis.” *Meedoen* De ontwikkeling van het Living Lab gebeurt in samenwerking met veel partners in Maassluis en in de regio. Het afgelopen jaar is al veel geïnvesteerd, onder meer in de samenwerking tussen de historische schepen en Ervaar Maassluis . Het resultaat is een succesvol vaarprogramma dat Maassluis bekend maakt in de regio en levendigheid brengt in de stad. Daarnaast is het eerste plan ontwikkeld voor verduurzaming van een historisch schip, in samenwerking met de Hoge School Rotterdam, Scheepvaart en Transport College en de TU Delft. Verschillende toonaangevende bedrijven gaan meedoen aan de ontwikkeling van het onderwijsprogramma, stages en leer/werkplekken, zoals SIMA Charters , Lely, HDM, Alphontron Marine en De Haas Maassluis. (*Source: Scheepspost*)

TIAKI IN THE LYTTTELTON DOCK

The Centerport (Port of Wellington, New Zealand) owned tug in the Lyttelton dry-dock for survey work. *Tiaki* (Imo 9411898) shares the dock with the inshore trawlers *Austro Carina* and *Endeavour*. The tug was completed during 2007 by Song Cam at their Haiphong yard in Vietnam. After completing sea trials the tug is expected to depart from Lyttelton at 1400 Friday 15th September to return to



Wellington. The *Tiaki*, a Damen ASD 2411 design has a length of 24.55 mtrs a beam of 11.49 mtrs and a depth of 4.60 mtrs. The two Caterpillar 3516B-TA-HD main engines develops a total output of 4,200 kW (5,632 bhp) and performed a free sailing speed of 13.2 knots and a bollard pull of 68 tons.

(*Photo: Alan Calvert*)

SANMAR SHIPYARDS MAKES FIVE DELIVERIES IN A WEEK

Sanmar Shipyards recently delivered five vessels in a single week from its extensive catalogue of technologically-advanced and environmentally-aware tugs and workboats to operators in Europe and the Americas, including two new first-time customers in Bulgaria. The diverse range of four tugs and a mooring boat all constructed at Sanmar’s purpose-built state-of-the-art shipyards in Türkiye have been delivered to SAAM Towage in Panama, MedTug in Rotterdam, Sanmar’s own fleet and Bulgarian operators BMF Tug Service and Trans-Port-Lane. Ruchan Civgin, Commercial Director of Sanmar Shipyards, said: “The first half of the year has been good for us and we are in a strong position going forward. These latest deliveries demonstrate how we can offer a wide range of tugs and workboats based on innovative designs and using the latest technologies, to meet the different needs of our clients. Our shipyards operate to the highest environmental standards and we are at the forefront of the drive to a sustainable low-emission and emission-free towage industry,

and I am pleased that these latest deliveries confirm once again that we are able to serve the varying



needs of both huge international operators and those providing towage and mooring services on a much smaller scale.” **Bogacay XLIII**, renamed **SAAM QUIBIAN** by her new owners is the seventh Sanmar tug delivered to SAAM Towage. 70-tonnes ahead bollard pull (BP) tug is based on the exclusive-to-Sanmar RAmports 2400SX design from renowned Canada-based naval architects Robert Allan Ltd. It will work in Panama

Canal Waters alongside one of its six sister tugs previously delivered to SAAM Towage by Sanmar. At the same time, Sanmar also delivered the tug **SANMAR TERMINAL XXV**, a RAstar 2800 design from Robert Allan Ltd, which had been part of its own fleet in Türkiye, to MedTug SA. She has been renamed **MED BELLATRIX** and will work in the Port of Rotterdam. She can achieve 75-plus tonnes bollard pull ahead and is the fifth tugboat in total that Sanmar has delivered to MedTug SA. Meanwhile, the new-build **DELICAY X** has joined Sanmar’s own fleet operations at Izmit, Türkiye. The ATD tug, which can achieve a BP of 75 tonnes over the stern, is based on the exclusive-to-Sanmar TRAktor-Z 2500SX design from Robert Allan Ltd. Sanmar also delivered its specialist compact tug **GOKCAY II** to new client BMF Bulgaria where, renamed **AQUILA 2**, it will work in Burgas, the largest port in Bulgaria. The vessel, which can achieve a BP of 16 tonnes, had been in stock at Sanmar’s Altinova shipyard. Based on the, again exclusive-to-Sanmar, RAport 1600SX Mooring Boat design from Robert Allan Ltd, the Gokcay Class has been designed to address the challenges of modern, line-handling and smaller ship-handling tugs. In its other sale to a new customer, Sanmar delivered **VECTOR**, an 11m mooring boat from its fleet in Türkiye, to Trans-Port-Lane Bulgaria where it will work in Varna on the Black Sea. (PR)

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ACCIDENTS – SALVAGE NEWS

CARGO SHIP REFLOATED AFTER RUNNING AGROUND ON AQABA COAST

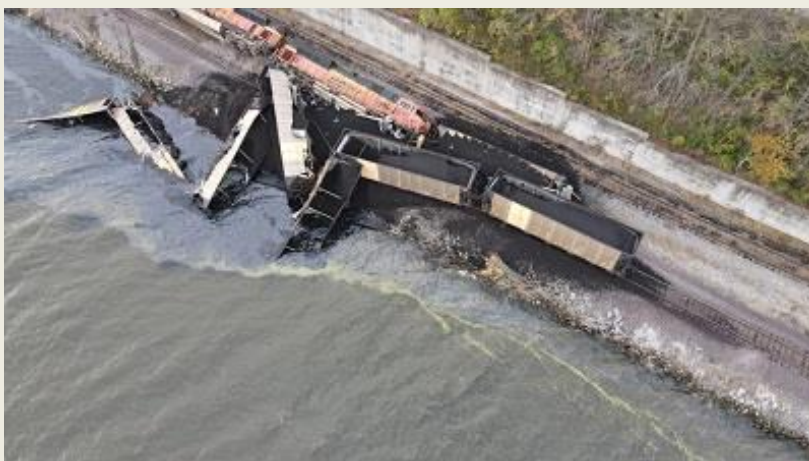
A cargo ship, arriving from Egypt and flying the flag of Palau, ran aground on Tuesday while entering the territorial waters towards the docking zone to the beaches of the marine reserve near

the Marine Sciences Station in Aqaba. Tourism and Environment Commissioner at the Aqaba Special Economic Zone Authority Nidal Majali told the Jordan News Agency, Petra, that the Royal Marine Forces informed the authorities with the incident, where ASEZA stakeholders was able to refloat the ship. Majali said that the diving team at the reserve and a team for assessing environmental damages embarked on exploring



the location to guarantee the safety of coral reefs. He added that ASEZA called on the Jordan Maritime Commission to impound the vessel and provide ASEZA with all details of the ship prior to referring the responsible to the attorney general office as per the law. *(Source: The Jordan Times)*
Update: Jordan Detains Cargo Ship That Strayed Near Coral Reef Jordan on Tuesday detained a cargo ship arriving from Egypt that was towed away after it strayed close to a natural coral reef reserve near the beach of the Red Sea port of Aqaba, port officials said. Any possible environmental damage caused by the drifting of the vessel, named **Lotus**, away from its route and into shallow waters near the 7-km-long marine reserve was being assessed, they said. “Its route has been corrected and it has been towed to the pier and is safe,” a port official told Reuters, adding that the ship was banned from leaving the port pending an investigation into why it strayed from its route and any damage caused. The cargo vessel had arrived earlier on Tuesday to load a shipment of potash from the city’s fertilizer pier, an official said. The city of Aqaba’s pristine coral reef – with its many species of fish and dozens of formations that lie in shallow waters – is a main tourist attraction at Jordan’s only outlet to the sea. *(Source: World Ports Org)*

NTSB: TRAIN-BARGE COLLISION CAUSED BY FAILURE TO READ CHARTED WARNINGS



The NTSB has released the results of its investigation into the collision of a moving train with the towboat **Baxter Southern** on the Upper Mississippi in late 2021, finding that the towboat's crew were not aware that they had temporarily berthed the bow of a barge over a rail line. On November 13, 2021, the towboat Baxter Southern was

downbound on the Mississippi, pushing four empty barges for a destination in Louisiana. At about 2200, the wind picked up with gusts of up to 35 knots, making navigation difficult for the 700-foot-long empty barge tow. The forecast showed that the winds would continue through the night. After consulting with the pilot, the master ruled out continuing onwards to the next lock or trying to turn around and head back upriver. Instead, they decided on a plan to push the barges up against a bank to wait for better weather conditions. Using a non-ECDIS electronic chart system, they selected a

site with a magenta dashed line around it where there were no trees or visible obstructions. They were aware that there was a rail line in the area but did not believe that it was a substantial risk. Because of the rough weather, no lookout was posted on the bow as they approached the bank. At 2336, the barge tow's bow rake was pressed up against the bank, and the master left the bridge. Three crewmembers were sent forward to verify that the bow was not overhanging the track. Before the deckhands reached the head of the tow, they saw the lights of an approaching train coming around the bend some 2,000 feet to the north. At about 2342, the conductor and the engineer saw the barge tow and the towboat, but were not concerned; it was common to see barges pressed up against the bank in this area. Following protocol, they accelerated down a straight section of the track, heading towards the barge. One minute later, when the locomotive was about 300 feet from impact, the engineer realized that the barge's bow was overhanging the rail bed, and he pulled the emergency brake. The pilot, who was still on the bridge of the towboat, saw what was happening and put the throttles in reverse to back off the bank - but too late to have an effect. Nine seconds later, the left side of the lead locomotive struck the barge's bow and derailed. The second locomotive followed, along with ten hopper cars, including six which went into the river. The engineer and conductor sustained only minor injuries and escaped from the locomotive on their own; none of the crewmembers aboard the **Baxter Southern** were injured. After the collision, the master of the **Baxter Southern** backed off the bank, contacted the Coast Guard and moved upriver to another berthing location. The lead barge had sustained minor denting and scraping with no impact to its structural integrity. The master and pilot - who each had about 30 years of experience in the towing industry - told investigators that they had not seen the chart symbol with an exclamation point on their ECS chart overlaying the bank area. The symbol would have warned them of a "Barge/Rail Collision Risk" at the site if they had clicked on it. The pilot said he had previously used the same area to temporarily berth barges "probably half a dozen times," and past AIS data appeared to show that other operators had also used this location. NTSB concluded that the cause of the casualty was "the tow's pilot and captain not correctly identifying a caution area on the electronic chart," and it advised mariners and owners to ensure proficiency in the use of electronic chart systems. (*Source: Marex*)

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ULTIMATE SHIPHANDLING

By Rotatug

NINE DEAD IN BOAT COLLISION IN MADAGASCAR

At least nine people have died in a collision in Madagascar between two boats on the Loza River near the northwestern town of Antsohihy, maritime authorities said Monday. On Sunday at about 17:00 (14:00 GMT), a cargo ship collided with a speedboat carrying 35 people, including children, which sank immediately. Nine deaths were recorded, while some passengers were able to return to shore, according to witnesses. "We do not yet know what happened to the other passengers," Jean-

Edmond Randrianantenaina, director general of the Maritime and Port Management Authority (APMF) told AFP. Rescue operations were continuing. The dhow of goods entered the wooden boat, measuring eight meters long, according to the first elements of the investigation. "The accident could be due to the lack of lighting of the boat," said Mr. Randrianantenaina. "The cargo ship fled after the collision, but we caught up with it" during the night, he added, adding that the crew was being questioned by the gendarmes. In December, just before Christmas, 88 people,



mostly seasonal workers who had just finished harvesting cloves and were returning home, died when a cargo ship sank in northeast Madagascar. (Source: *AfricaNews*)

UPCOMING BAD WEATHER COULD AFFECT STRUCTURAL INTEGRITY OF OS 35



Adverse weather conditions that are forecast for Sunday and Monday are such that they may affect the structural integrity of the **OS 35**. The Gibraltar Port Authority and the salvors, Resolve, are exploring all realistic options to minimise pollution that may be caused as an inevitable result of this weather. The **OS 35** collided with LNG tanker Adam LNG in the Port of Gibraltar on 29 August as it was manoeuvring to exit.

Although the tanker only suffered minor damage, the **OS 35** suffered a ten by four-metre gash in the starboard side of the hull and was making water. It was directed to a location off Catalan Bay to beach and prevent it from sinking. The bow went underwater and is resting on the seabed. On Wednesday, 31 August, the hull broke, but the two parts have not yet fully separated. The vessel is sitting 700 metres off the shoreline of Catalan Bay. Since then, salvors have been busy removing fuel oil and diesel oil from the vessel as well as as much of the rest of the inventory as possible. The accident has resulted in several oil spills, with some oil also reaching the shorelines. Booms and a catamaran that can skim the ocean surface have been deployed to catch as much of the oil as possible. *Booms to be removed during bad weather* The containment booms that surround the **OS 35** are currently dirty and soiled, and are now themselves a source of sheening. The outer boom will be

replaced with a clean one. In periods of adverse weather, the booms will be removed, as they will be ineffective and may break up and themselves cause pollution. The bathing season has come to an end and beaches are no longer under continuous lifeguard supervision. Booms at beaches will be removed in advance of adverse weather conditions in order to prevent them from breaking up and thereby becoming a further source of debris and contamination. The public should be aware that adverse weather conditions may result in pollution from the **OS 35** making its way onto the shores of Gibraltar's beaches. *Residues and trapped fuel* As previously advised by the Captain of the Port, there are still expected to be pockets of unrecoverable, unpumpable fuel residues onboard the vessel that are and will continue to be an ongoing source of sheening. This was expected and is unpreventable. In the event of adverse weather, it is realistic to expect that these may release. There is a likelihood that swells will push some of this fuel towards the shoreline. *Mitigation measures* The Captain of the Port and Government of Gibraltar Departments and Agencies are working to mitigate the effects of adverse weather conditions as far as possible. Further details of these plans will be publicised in coming days. The Gibraltar Port and the Department of Environment will conduct monitoring operations throughout adverse weather conditions in order to mobilise response and clean-up operations as soon as they are possible and viable. (Source: SWZ/Maritime)

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GRAVITY FOUNDATION HIT BY ROCK PIPER IN LE HAVRE

As the last three gravity foundations prepare to leave the port of Le Havre this Thursday, September 15, 2022, one of the structures already in place off Fécamp was hit by a ship. *The damage is significant.* Giant, impressive, with their height between 48 and 54 meters and their 5,000 tons, the gravity foundations of the future wind farm of Fécamp accumulate superlatives. But these colossi, as impressive as they are, can still be broken. Off the coast of Fécamp, the **Rock Piper** (owned by Boskalis) prepares the soil and deposits gravel on the site to accommodate the foundations. A few weeks ago, during an operation, the boat hit one of



the gravity foundations already in place. "The maritime authorities have been notified. There is only material damage to equipment on the ship," says EDF-renouvelables, the operator of what will be Fécamp's first offshore wind farm. As for the gravity foundation, its concrete footbridge today reveals a tangle of irons, a metal frame rolled up on itself and a torn off docking ladder. (*Source: Ocean Energy Resources*)

VOLTAIRE HIT BY TYPHOON MUIFA



The Cosco Shipping Shipyard (Nantong) in China, where Jan De Nul's jack-up installation vessel **Voltaire** is being built, was hit by typhoon Muifa on the night between 14 and 15 September. The eye of the typhoon passed over the shipyard, causing the vessel to come loose from its moorings, Jan De Nul said. **Voltaire** is now safely moored back in the shipyard and first sight assessments show limited damage to certain parts of the crane and the helideck, the company said.

Jan De Nul added that further assessments are ongoing and that no one was injured during the incident. **Voltaire** was launched at the Cosco Shipping Shipyard (Nantong) back in January. The **Voltaire** will be the second and the largest jack-up vessel in Jan De Nul's fleet. The jack-up is currently due for delivery in the second half of 2022, the same as the installation vessel Les Alizés. Designed in-house, **Voltaire** is built to transport, lift and install offshore wind turbines, transition pieces, and foundations. The main crane with a capacity of over 3,000 tonnes will enable the vessel to construct the current and future generation of wind farms at sea. **Voltaire** is fitted with a high-tech jacking system and four 130-metre legs which support the vessel to achieve stable working conditions at water depths up to 80 metres and with an elevated load of 16,000 tonnes, according to Jan De Nul. (*Source: Offshore Wind*)

REMEMBER TODAY

78 YEARS OF JUNYO MARU – 18 SEPTEMBER 1944 - HELL SHIP TRAGEDY IN BENGKULU SEA

Monday morning, September 18, 1944 Hans Luning never thought that the explosion that rocked the **Junyo Maru** ship would lead to the sinking of the ark belonging to the Japanese Empire. At that time, he thought the explosion came from the ship's boiler. In his memoir quoted from National Geographic Indonesia, Hans Luning wrote about the two explosions that sank the cargo ship **Junyo Maru**. The first and second explosions were only a few seconds apart. "Smoke of gunpowder hit us. The ship's sirens blared alerting us that the ship had been hit by a torpedo. The atmosphere was panicked. Our ship was still high in the water, but without thinking further, I jumped into the sea," he said. **Junyo Maru** is nicknamed the ship of hell because of its inadequate facilities, plus its cruel

and violent crew. The cargo ship was carrying 6,500 people in crowded conditions. They consisted of 2,300 Dutch, British, Australian, Indonesian and US prisoners of war. The remaining 4,200 indigenous people or Javanese coolies are used as romusha to work on the railway network in Sumatra to transport coal to be shipped to Singapore. The conditions on the ship were inhumane. There was hardly any drinking water for the passengers. Toilet facilities



were not prepared, except for a few boxes which were circulated for defecation. Every corner of the ship seemed to contain only suffering. How could I not, prisoners on the upper deck were exposed to wind and rain every night, and the brutal tropical sun throughout the day. While the passengers under the tub were roasted in a steel oven.

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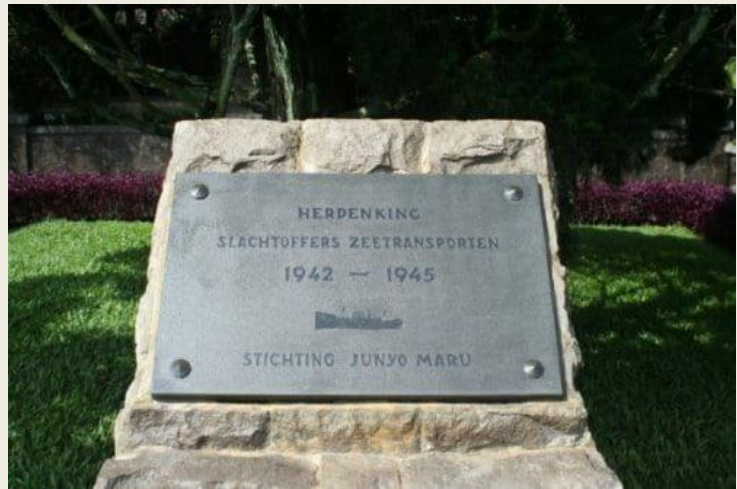


Those who were sick, weak, and emaciated lived crammed together. Beds are filled with helpless people. Some prisoners can only stand, others squat. The suffering began on September 14, 1944, 77 years ago. 6,500 people who were prisoners of war and romusha coolies were crammed into the ship



measuring 405 feet long and 53 feet wide. The cargo ship made in 1913 departed from Tanjung Priok Port for Padang. As quoted from an article written by Robert Barr Smith on Historynet.com, before the ship sails, the smell of human bodies and feces is very strong. Many prisoners suffered from malaria or dysentery, even both. Some died and others went insane. There was no self-defense equipment on board the ship. Just a few rafts stacked on the deck. Life jackets are available exclusively for Japanese sailors and officers.

The **Junyo Maru** ship sailed past Mount Anak Krakatau, along the west coast of Sumatra, towards Padang. However, on the way, **Junyo Maru** was torpedoed by a British submarine, **HMS Tradewind** in the waters near Muko Muko City, Bengkulu. The British did not know that the ship belonging to the Kingdom of Japan was carrying prisoners of war. Two torpedoes were fired at the front of the ship as well as the stern. The freighter began to sink, starting from the stern. Panic ensued. The prisoners below had only one iron ladder to run from. They fight. A fight broke out. A number of people can be heard singing the Dutch national anthem, 'Wilhelmus'. The chant of the song 'Ambon, Haroekoe Saparoea' echoed. Others swear, scream in panic, or pray. A powerful explosion then occurred, **Junyo Maru** sank into the sea. Red foam appeared when the stern of the ship into the water. Not from blood, but from red leaves that were piled up in the barn. "I saw the ship sinking. On the front deck, the romusha who couldn't swim fell as **Junyo Maru** was almost vertical and then disappeared into the sea," said one of the prisoners of war, Willem Punt. **Junyo Maru's** fate ended in the Indian Ocean on September 18, 1944. A total of 5,620 people died in the most devastating marine



accident in the midst of World War II. Most of the victims were native coolies who were turned into romusha, reaching 4,000 people. Survivors rely on their lives on rafts and ship debris. All around them, people were dying at night, crying for help in the dark. A desperate howl rang out, but no help arrived. At dawn, the Japanese corvette returned, pulling the survivors out of the water. The rest is gone. Those who survived were not relieved. A total of 680 survivors were forced to work on the Pekanbaru railway network which stretches for 220 kilometers. One survivor wrote that only 96 prisoners survived. But there was not a single survivor among the poor romusha. To commemorate the unfortunate event, Stichting Herdenking **Junyo Maru** established the **Junyo Maru** Monument in Ereveld Leuwigadjah, Cimahi, West Java. The monument is not only dedicated to those who died in the shipwreck of hell, but also to all those who perished at sea during the 1942-1945 war. The plaque of the monument which was inaugurated on September 21, 1984 reads, "Herdenking Slachtoffers Zeetransporten 1942-1945, Stichting **Junyo Maru**". (Source: *Liputan6*). *Editorial:* The book "Scheepsrampen en Jappenkampen" written in Dutch describes this disaster. The book is written by Hendrik Boot, son of one of the surviving victims. The book can be ordered at <https://boek-boot.nl/>

OFFSHORE NEWS

MAERSK SUPPLY SERVICE LAUNCHES FLEET-WIDE BIOFUEL OPTION

Maersk Supply Service (MSS), part of A.P. Moller-Maersk, said it would use biofuel across its global fleet, offering clients the option to reduce carbon emissions from offshore operations. The Denmark-based OSV owner said its new offering, ECO Offshore, uses hydrotreated vegetable oil (HVO), a sustainable biofuel that replaces conventional fossil fuels without causing harm or depletion to food sources while providing the same performance as conventional fuels. The company carried out successful



biofuel trials aboard the anchor handler [Maersk Tender](#) last year, in partnership with the Dutch green-tech start-up, The Ocean Cleanup. The trials delivered carbon emissions saving of 38.95 metric tonnes for the six-week charter and confirmed the biofuel as a viable alternative that does not compromise on safety or performance and does not require additional training or vessel upgrades, MSS said. “The green transition is at the heart of our strategy, and we have set ambitious targets to decarbonise our operations and our fleet. We are exploring many initiatives and solutions to achieve this and biofuel certainly plays an important role in the roadmap to our 2040 target of net-zero operations,” stated Mark Handin, Chief Operating Officer at Maersk Supply Service. Last year, Maersk’s towage unit Svitzer also rolled out its biofuel product named Ecotow, enabling the company to offer a new towage solution by unlocking about 90% CO2 reduction in its client’s Scope 3 emissions. (Source: [Splash24/7](#))

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SHEARWATER AND WESTERNGECO SIGN MULTI-YEAR SEISMIC SERVICES AGREEMENT

Shearwater GeoServices has signed a multi-year global agreement with WesternGeco for geophysical data acquisition services, as well as secured a new contract offshore Australia. The agreement is said to enable access to Shearwater’s full range of acquisition technologies and global fleet of seismic vessels. “The new frame agreement with WesternGeco enables both companies to move quickly to respond to client needs and market opportunities,” said Irene Waage Basili, Shearwater CEO. Shearwater also announced the award of a survey in Australia under the new agreement. The award, in the Bonaparte Basin, will last approximately two-and-a-half months and will be conducted by [Geo Coral](#), equipped with a multi-component sensor system. It is subject to

regulatory approvals in Australia. The objective of the proposed seismic survey is to provide an



improved subsurface image of the eastern flank of the Vulcan Sub-basin and Londonderry High. The new data will provide an improved understanding of the subsurface, which to date has been limited due to legacy surveys being unable to resolve shallow carbonate intervals and complex faulting, the company said. Ultimately the new data is expected to provide improved

confidence in mapping major geological units aiding in the identification and de-risking of petroleum prospectively across the seismic survey area. “With this latest award in Australia, Shearwater have successfully secured 52 months of new contracts across both streamer and seabed markets so far in the third quarter alone” Basili added. “This is an all-time-high of new business for us in such a short time span, reflecting a combination of improving market fundamentals as oil and gas companies increase investments and our disciplined approach to having visibility on duration and pricing when bringing additional capacity into the market.” *(Source: Offshore Energy)*

MAGSEIS FAIRFIELD ADDS TO NORTH SEA PROJECT SCOPE

Oslo-listed seabed seismic player Magseis Fairfield has received an updated award with increased scope in the North Sea for the 2023 season. The project, announced in June 2020, was originally scheduled to commence in the second quarter of 2021 but was deferred at the request of the client. The expanded campaign is scheduled to start in the second quarter of 2023 and last



for around three months. The increased project scope with updated terms and conditions reflects the current market conditions, said Carel Hooijkaas, CEO of Magseis Fairfield. *(Source: Splash24/7)*

TECHNIPFMC SCORES BRAZIL SUBSEA CONTRACT WITH TOTALENERGIES

TechnipFMC has won a contract from TotalEnergies for engineering, procurement, construction and installation (EPCI) at its Lapa North East field in the pre-salt Santos Basin offshore Brazil. Under the deal, worth between \$75m and \$250m, TechnipFMC will reconfigure and install umbilicals and flexible pipe in a new configuration that will further secure the production of the field. “The

Brazilian offshore market is becoming more diverse with regard to work scope and customer



opportunity. On Lapa North East, we are working with a valued client with whom we have built a trusted relationship. By offering the flexibility of a phased campaign, we are helping TotalEnergies accelerate its schedule and begin production sooner,” said Jonathan Landes, president of subsea at TechnipFMC. Earlier in June, the offshore contracting giant

penned a letter of intent with Equinor’s subsidiary in Brazil for an integrated front-end engineering and design (iFEED) study on its BM-C-33 project. The study includes an option to proceed with a direct award to TechnipFMC for the integrated engineering, procurement, construction and installation (iEPCI) phase of the project, worth over \$1bn. *(Source: Splash24/7)*

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GOLDEN ENERGY OFFSHORE SERVICES EXTENDS CONTRACT FOR ENERGY SWAN

Golden Energy Offshore Services AS (GEOS) has announced that a contract extension has been secured for **Energy Swan**, according to the company's release. A contract extension has been secured with Repsol Norge AS. The contract is in direct continuation of the current charter contract from 2021. The large PSV **Energy Swan** was in 2021 chartered for a firm period of 1 year + optional (total of 1 years options). Repsol Norge AS and GEOS agreed after expiration of the firm period that the vessel will



remain on charter in direct continuation of the present firm period for an additional 6 months till 1st May 2023. The charter rate reflects the market conditions. The parties have further agreed that Charterers continue having options available to charter the vessel as per the original charter (till 1st November 2023). *(Source: PortNews)*

R/V "AKADEMIK TRYOSHNIKOV" GOES ON ANOTHER EXPEDITION



On September 13, the research expedition vessel (NES) "[Akademik Tryoshnikov](#)" will set off on another expedition. The vessel is being prepared at the Murmansk Sea Fishing Port (MMRP). As Sudostroenie.info was told in the press service of the stevedoring company, MMWP wishes all the

members of the expedition successful implementation of all the tasks set for the expedition, a speedy return home and, according to the good maritime tradition, seven feet under the keel. Recall that the R/V [Akademik Tryoshnikov](#) was built at the Admiralty shipyards in 2012. The ship is part of the fleet of the Arctic and Antarctic Research Institute (AARI). *(Source: Sudostroenie)*

BORDELON MARINE SECURES CHARTER FOR CONNOR BORDELON VESSEL

U.S.-based offshore vessel operator Bordelon Marine has secured a one-year charter with Subsea 7 i-Tech US Inc. for its [Connor Bordelon](#) ultra-light intervention vessel. The Jones Act-compliant vessel is mobilized with two Schilling 150 HD Work Class ROVs with high spec survey capabilities operated by



Subsea 7. The vessel is configured to support Inspection, Repair & Maintenance (IRM) operations for clients operating in U.S. waters and regional international locations. "We look forward to working with Subsea 7 in support of their U.S. and International IMR and light intervention scopes. Our companies have developed a strong working relationship over the past few years which has laid a solid foundation for safe and consistent vessel operations," said Wes Bordelon, CEO/President of Bordelon Marine. Financial details were not disclosed. *(Source: MarineLink)*

FLOATEL INTERNATIONAL FIRMS UP WOODSIDE DEAL

Offshore accommodation platform operator Floatel International has signed a contract with Woodside for the semisub **Floatel Triumph**. The firm contract follows a letter of intent in May that will see the 2016-built vessel provide offshore accommodation and related services at the Pluto project. The contract is expected to start around April 1, 2023, and last for three months with further options to extend. Dayrates have not been disclosed. (Source: *Splash24/7*)



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AMERICAN SHIPPING COMPANY RAISES \$40M TO BACK OFFSHORE VESSEL DEAL

Oslo-listed owner of Jones Act compliant tankers, American Shipping Company (AMSC), who earlier this year expanded its portfolio with the purchase of one of the most advanced offshore subsea construction vessels, has raised around \$40m via a private placement of new shares. The net proceeds will partly finance the acquisition of the 2016-built



Normand Maximus and for general corporate purposes. The placement is divided into two tranches, where tranche two of some 5.2m shares out of a total of close to 11.3m shares is dependent on approval from the extraordinary general meeting, set for October 6. Aker Capital, owned by Kjell Inge Røkke-controlled Aker, will be allocated just over 2.1m shares in the second tranche of the placement. The company currently owns just over 19% of the shares in AMSC and has additional

financial exposure to 30.77 % of the shares through arrangements with DNB Bank and Skandinaviska Enskilda Banken (SEB), in total just shy of 50%. DNB and SEB have also been allocated 479,179 and 1.7m shares, respectively. In addition, a company partly owned by AMSC's board member Peter Knudsen has been allocated 15,000 shares, while the CEO Pål Lothe Magnussen will get 30,000 shares. Chair Annette Malm Justad has been assigned 8,000 shares. AMSC struck a deal in May this year to take over Solstad's OSCV **Normand Maximus** from its secured lenders, for about \$157m. The vessel will deliver in the fourth quarter after it concludes its current contract. Solstad will continue to operate the ship under a new bareboat contract with AMSC, with options to extend and to buy it after five and 10 years. Clarksons Securities, DNB Markets and Pareto Securities acted as managers of the private placement. *(Source: Splash24/7)*

LSP "NORTH POLE" COMPLETED THE TRANSITION TO MURMANSK



The ice-resistant platform (LSP) "**North Pole**" has arrived at the port of Murmansk, where the expedition "North Pole-41" will be launched in early October. This was reported on September 14 in the press service of the Arctic and Antarctic Research Institute (AARI). According to Alexander Makarov, director of the AARI, the first crossing from St. Petersburg to Murmansk was successful, the platform showed good driving

performance. "There is no doubt that she has a long way ahead of her! In the near future LSP "**North Pole**" will go to high latitudes and high achievements. Almost 10 years later, after the program of drifting polar stations was interrupted due to global warming in the Arctic, we are reviving such expeditions. Scientists have received an effective tool that will allow not only to resume regular research in the Arctic latitudes, but also to bring them to a qualitatively new level," Alexander Makarov added. Recall that the contract between JSC "Admiralty Shipyards" and Roshydromet for the construction of LSP was signed in April 2018. The vessel was laid down on April 10, 2019. The national flag of the Russian Federation was raised on the ship on September 2, 2022. Ice-resistant self-propelled platform project 00903. Project developer - Design Bureau "Vympel" Length - 83.1 m; Width - 22.5 m; Displacement - approx. 10390 t; Power plant - 4200 kW; Speed - not less than 10 knots; Crew - 14 people; Scientific staff - 34 people. *(Source: Sudostroenie; Photo: AARI)*

BGP INNOVATOR – ALL ELECTRIC VESSEL TO SUPPORT CHINA'S OFFSHORE EXPLORATION ACTIVITIES

China National Petroleum Corporation (CNPC) has begun operating a new vessel to support offshore oil exploration activities. The Panamanian-flagged **BGP Innovator** was built by Dalian Lushun Binhai Shipbuilding to a design by Dalian Hengxing Ship Engineering Design as a dynamic positioning (DP) equipped, shallow-water exploration vessel capable of ocean bottom node (OBN) surveys even in coastal areas that are only five metres deep. The shallow draught allows the 88.23-

by 16.9-metre newbuild to operate in a greater number of regions around the world compared to other OBN-capable vessels of similar size. The vessel is thus capable of serving a range of customers in the international OBN and offshore exploration markets as well within China. The vessel has all-electric propulsion and a hull of a wide and flat bulbous bow design, which improves stability in shallow waters. The digital and




intelligent electric propulsion system was supplied by China State Shipbuilding Corporation (CSSC). This includes generator sets, distribution systems, the DP systems, and the selective catalytic reduction (SCR) aftertreatment systems for use with the generators. The vessel also boasts integrated onboard systems for navigation, node, retraction, and data acquisition. One system enables the crew to undertake real-time monitoring of the vessel's underwater acquisition equipment, thus ensuring quality control. BGP Innovator was designed in compliance to the rules of both Bureau Veritas and China Classification Society (CCS). For its initial deployment, the vessel will be operated by Chinese offshore survey company BGP in support of CNPC's activities in the Persian Gulf. *(Source: Baird)*

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WINDFARM NEWS - RENEWABLES

AFTER SUCCESSFUL LOAD OUT, TOPSIDE HOLLANDSE KUST (NORTH) IS NOW IN POSITION FOR SEA TRANSPORT TO EGMOND AAN ZEE

From EQUANS' fabrication hall in Antwerp, the topside for TenneT's Hollandse Kust (north) transformer platform was placed on a floating barge in the port on Monday. Following the load out, the over 3,500-tonne steel structure will be secured and prepared for transport to its final workplace at sea in the coming weeks. During the load out, the topside for 'North' was carefully steered past its 'cousin' for the German offshore wind farm Baltic Eagle on self-propelled trailers (SMTPs) on Monday. The special transport then drove from the quay onto a floating barge. After this successful load out, everything will be prepared in the coming weeks for the sail away, which will take place in late September/early October. (video of the load out >> <https://www.youtube.com/watch?v=I5UULnSJmEA>) *Placement on jacket* "After a two-day sea voyage, the topside will then be installed 18.5 kilometres off the coast of Egmond aan Zee. There, the undercarriage (jacket) has already been firmly anchored to the seabed since November last year,"

says Guus Siteur, offshore platform project manager for TenneT. "With the help of the installation



vessel **Orion**, the topside of 47 metres long, 35 metres wide and 25 metres high will be placed on the undercarriage and then welded in place." *First delivery* Two years after the first steel cut, the topside, built by the EQUANS/Smulders combination, is ready to be installed. This makes it the first of the three topsides they are delivering. 'North' will be followed by 'West Alpha' and 'West Beta'. According to project manager Siteur, the 'north' platform will be fully

operational next year (2023) and operator Crosswind's wind turbines can be connected to it. *Connection* From the offshore sockets, each with a capacity of 700 megawatts, TenneT will bring sustainably generated power to land in the coming years. "The sea cables for 'north' are already ready in the seabed. Behind the dunes near Heemskerk/Wijk aan Zee, these will be connected to the cables that will soon feed the power into the high-voltage substation along the A9 in Beverwijk. This part of the cable link will also be completed in the coming months," Siteur said. (PR)

CBED AND WIND INNOVATION STAY OFFSHORE GERMANY

Offshore wind service provider CBED has secured a new contract with the owner of the DanTysk and Sandbank offshore wind farms in the German North Sea which will see the company's walk-to-work (W2W) service operation vessel (SOV), **Wind Innovation**, deployed at the two wind farms throughout 2023. **Wind Innovation** is already working on the two wind farms under a contract active for the remainder of 2022. The 1999-built



accommodation vessel will again use the Port of Esbjerg, Denmark as base port for crew change and loading of fresh supplies throughout the project period. For the scope of the procurement, DanTysk Sandbank Offshore Wind, a joint venture between Vattenfall Europe Windkraft GmbH and Stadtwerke München GmbH, required a Walk-to-Work vessel which was equipped with DP2, gangway capabilities, and which at the same time, met all technical and HS requirements, CBED said. For this specific project, the offshore operations will benefit from the adjustable pedestal gangway, allowing the flexibility of connecting **Wind Innovation** to transition pieces of different heights across the two involved wind farms. **Wind Innovation** can operate as low as 11,95 m (LAT) from the lowest

operation level up to 26,45 m (HAT) from the highest operating level, CBED said. Daniel Alon, General Manager, CBED, said: "Following a positive project opening, we are excited to extend our collaboration and offer comfortable living onboard **Wind Innovation** for the service teams for a prolonged period. In fact, this new contract marks CBED's 30th offshore wind assignment and also on this occasion we expect our joint operations to contribute to CBED's collective and unparalleled offshore experience." (*Source: Offshore Wind*)

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DREDGING NEWS

GRANE R DREDGING DURING HER SECOND CALL



The Second Call of the, 2010 built Danish flag with call sign OYRD2 and owned by Rohde Nielsen A/S – Copenhagen, DP2 fall pipe pipe rock installation vessel and grab dredger **GRANE R** (Imo 9448530) while dredging Coal & Fuel Wharf area with her Liebherr HS 8300 HD Crane at Grand Harbour, Malta on Sunday 4th September, 2022. She was built originally as the offshore supply ship **E.R.ATHINA** and was

converted in 2020.. She has onboard MBES survey suite monitored by Reson PDS2000 and USBL positioning technology. **Grane R** holds 4900t rock and can handle rock in sizes up to 400mm with its ø1200mm fall pipe. The fall pipe is inclinable up to 40deg when working in proximity to fixed offshore structures to secure a horizontal safety distance from structure to vessel. The fall pipe system can operate on water depths of 8 – 60m with possibility to extend. The lower part of the fall pipe is telescopic which allows for maximum flexibility to account for changing water depths or tidal effects. The position of the fall pipe is determined through two independent systems: mechanical instrumentation on all moving parts and acoustic USBL position technology. This allows for double positional control while adding system redundancy. The fall pipe is actively motion compensated to ensure that fall pipe maintains a near-static position regardless of vessel movements. The fall pipe is

controlled directly with vessel DP2 system comprising four powerful transverse thrusters and thereby avoids dependency on technically vulnerable ROV equipment. She has a Length o.a. of 93.00 mtrs a beam of 23.20 mtrs. The four mainengine develops a total output of 7,000 kW and performed a speed of 15 knots. She is classed Bureau veritas. (Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)

ESTABLISHING 10-YEAR DREDGING PLAN FOR SWANSEA CHANNEL

Ms Yasmin Catley MP – Member for Swansea – met with representatives from the Maritime Infrastructure Delivery Office (MIDO) last week to discuss plans to dredge the Swansea Channel. MIDO advised an emergency dredging contract is being finalised with works to be complete prior to Christmas. The Channel has not been dredged in more than a year, despite concerns over the



navigability of the Channel being raised many times with the transport minister. Ms Yasmin Catley MP, Member for Swansea said: ‘The discussions with MIDO yesterday were very positive with them committing to have emergency works completed before Christmas.’ ‘In a very positive step for the region, work is underway to establish a 10-year dredging plan, that will mean the community can have confidence the Channel will be navigable at all times.’ ‘I have been calling for an ongoing dredging maintenance program for years, so I am very pleased with Minister Elliott taking this long-term approach. It just makes sense.’ (Source: *Dredging Today*)

IHC BEAVER CUTTER SUCTION DREDGER GOES ELECTRIC



Royal IHC has taken a step further to become one of the world's leading suppliers of sustainable dredging solutions with the launch of fully electrically powered IHC Beaver cutter suction dredger series. As announced today, the company is expanding its portfolio of standard Cutter Suction Dredgers (CSDs) with electrical counterparts for each of the Beaver types. Over the last decade or more, Royal IHC has continuously

developed its Beaver range of standardised CSDs to become the highly efficient dredgers they are


now. By launching the Beaver E, IHC further supports the dredging industry with the sustainability challenges of today: operating in a more environmentally responsible manner and reducing emissions. In addition to the unique features of their conventional CSDs, the Beaver E offers a number of added benefits in terms of sustainability, efficiency and reliability. With zero emissions plus limited noise and vibration disturbance, the Beaver E fully complies with the latest environmental regulations and is suitable to work in the most sensitive environments. Furthermore, the Beaver E is more energy efficient and the electrical components require low maintenance. With an identical dredging and hydraulic installation, the diesel-powered main pontoon can just be exchanged for an electrical one. All current standard Beavers types are available in an electrical version and are suitable for every common dredging project. Catina Geselschap, Director Dredging Standard Modular Vessels, commented: “Royal IHC wants to play a leading role in designing, building and providing sustainable solutions to our customers in the maritime industry. We have an existing track record in fully electric Cutter Suction Dredgers and are now taking the next step by adding this electrical Beaver as a stock product to our portfolio of standard modular vessels.” According to IHC, the new Beaver E series will be available from stock soon. (*Dredging Today*)

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COTTRELL WINS JAMES RIVER DREDGING CONTRACT

Cottrell Contracting Co., from Chesapeake, Virginia, has won a \$30,000,000 firm-fixed-price contract for James River maintenance dredging. Bids were solicited via the internet with three received, reports the U.S. Department of Defense (DoD). Work locations and funding will be determined with each order, with an estimated completion date of September 11, 2025.



The U.S. Army Corps of Engineers, Norfolk District, is the contracting activity. James River maintenance dredging supports unrestricted navigation for deep draft commercial vessels transiting the channel from Hampton Roads to Richmond, VA. (*Source: Dredging Today*)

HOPPER DREDGE MAGDALEN RESUMES PUMPING OPERATIONS IN KITTY HAWK



After a brief pause, Weeks Marine, Inc. has resumed dredging and pumping operations in the Town of Kitty Hawk, North Carolina. According to the town's latest update, the hopper dredge **Magdalen** arrived on the site on Monday and is now fully engaged in the works. The second hopper dredge **Lindholm** is expected within the next several days. "The project is now moving in a northerly direction. The construction site boundaries

are the Kitty Hawk Bath House Beach Access and 3725 N. Virginia Dare Trail," the town said in the release. The contractor is working to reinforce approximately 3.97 miles of shoreline from the Southern Shores/Kitty Hawk town line to the Kitty Hawk/Kill Devil Hills line at a construction cost of \$9.6 million. To achieve this, Weeks Marine will have to dredge and place around 645,000 CY of beach-quality sand onto the shoreline. The beach nourishment operations, which began on August 24, 2022, will be completed in late September/early November. (Source: *Dredging Today*)

BOSKALIS FILES CASSATIONAL APPEAL AGAINST COURT RULING TO ARREST NORDIC GIANT DREDGER

Boskalis has filed a cassational appeal against the ruling of the Arbitration Court of the Murmansk Region to arrest Russian-flagged ships owned by the company, according to publication on the portal of arbitration cases. The appeal was filed on 7 September 2022. In August, the court of appeal upheld the decision of the court of the first instance and left the complaint without satisfaction. On 6 May 2022, the court ordered to seize Russian-flagged ships owned by Boskalis. "To



satisfy the request for interim measures of protection filed by Arctic LNG 2, LLC. To seize the following vessels: **Nordic Giant** dredger and **Arctic Scradeway** pontoon," reads the court ruling. Harbour Master of Great Port of Saint-Petersburg is ordered by the court not to undertake any

registration acts involving the abovementioned vessels. The seized property is handed over by the court to Onego Shipping, LLC. According to the materials, Boskalis had not been executing its obligations for two months with the vessels located in the water area of the Kola Bay (sea port of Murmansk). On 4 March 2022, Boskalis suspended its activities without any explanations or notifications. Having left its vessels in the port of Murmansk, the company gave a notice of unilateral termination of works on development of the bottom foundation for the LNG train, says the document. According to the agreement signed by Arctic LNG 2 and Boskalis in 2018, the contractor undertakes designing and manufacture of three gravity-based foundation structures for the Arctic LNG 2 project. When speaking at the 5th International Congress “Hydraulic Engineering Structures and Dredging” held by PortNews Media Group in Moscow in February 2022, Eduard Silantiev, Executive Director of Boskalis in Russia, said that foreign companies operating in the Russian market started transferring their dredging ships to the flag of Russia with Boskalis being among the first ones. “We operate four Russian-flagged ships: dredging ship **Nordic Giant**, two barges and **Arctic Scradeway**, a ship for underwater gravel leveling under construction in Murmansk,” he said. After Russia began its special military operation in Ukraine, foreign states imposed sanctions on Russian companies and individuals. The fifth package of sanctions adopted by the EU in April includes an entry ban on Russian-flagged vessels to EU ports. (*Source: PortNews*)

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YARD NEWS

LAUNCH OF THE SECOND OF THREE PATROL VESSELS ORDERED BY SENEGAL

The launch of the '**NIANI**', the second offshore patrol vessel destined for the Senegalese Navy, took place yesterday afternoon in Concarneau (29). This stage marks a significant step in the progress of the programme for the supply of three offshore patrol vessels. In parallel, the first unit is in the outfitting phase before the start of its sea trials, and outfitting is also ongoing on the third vessel in preparation for launch. This contract was signed in November 2019 by Senegal's Ministry of Armed Forces and PIRIOU group. Built with the support and expertise of its partner company KERSHIP, the programme of construction of these three patrol vessels is spread over a period of 44 months, until summer 2024. It also includes a support period lasting several years in Senegal. Vincent Faujour, Chairman of PIRIOU Group said: "It is an important event for this boat but also more broadly for the OPV58S programme! Thanks to the motivation of the PIRIOU and KERSHIP personnel and the continuous working partnership with the representatives of the Senegalese Naval Staff, we are progressing according to schedule." The OPV 58 S (Offshore Patrol Vessel) is a robust 62 m patrol vessel with outstanding versatility and high endurance. The OPV 58 S is dedicated to

missions such as surveillance, identification and intervention, and fulfils the entire range of missions



related to law enforcement. In addition to her deployment ability - intervention RHIBs- she possesses a first rank deterrence capacity thanks to her anti-surface and anti-aircraft weapon systems.

Among innovations and major capacities, the vessel features:

- A versatile design to adapt to various missions;
- A large panoramic bridge with 360° visibility;
- A fast launching and recovery system for 2 RHIBs on the stern ramp;
- A C-Sharp® hull for optimized autonomy and seakeeping;
- A high-performance monitoring and combat system.

These OPVs will be equipped with MARTE MK2/N anti-ship missiles. With the ability to strike at ranges in excess of 30 kilometres and their fire-and-forget capability, these missiles will provide the means to the Senegalese Navy to enforce their maritime superiority. The vessels will also benefit from the SIMBAD-RC system and its MISTRAL missiles- this combination providing an extremely effective defence capability against all threats including anti-ship missiles, combat aircraft, UAVs, helicopters, as well as small surface threats such as those presented by FIACs. These missiles and missile systems are designed and produced by MBDA. *Main characteristics:* Length overall 62.2 m; Breadth 9.5 m; Draught (approx.) 3 m; Speed 21 kn; Range 21 days, 4500 NM @ à 12 kn; Hull/superstructure steel / aluminium; Accommodation 48; including crew 24; including special personnel 24; Intervention 2 RHIBs on stern ramps; Container capacity 2 x 20 (PR)

WORKBOAT ENGINE SERIES GAINS CLASS APPROVAL

Classification society DNV has approved a new series of high-speed eight-cylinder diesel engines ready for workboats and fast transfer vessels. BUKH gained class approval of its V8P series engines following an extensive testing and validation process. These engines have a power range of 300-530 hp (220-390 kW), 6.6 litre displacement, eight cylinders in the V formation



and four valves per cylinder, said BUKH sales manager for Europe and Africa and head of sales support Søren Ortvad. He told Riviera Maritime Media at the SMM 2022 exhibition in Hamburg, Germany these are “powerful, compact, lightweight diesel engines to suit commercial and leisure applications.” The V8P-300 generates 220 kW of power and maximum torque of 735 NM, while the VSP-530 produces 390 kW and torque of 1,220 NM. Both have a rotary speed of 3,000 rpm at maximum load.

“These engines were approved by DNV for use on fast vessels, high-speed craft, workboats, patrol boats and water taxis,” said Mr Ortved. Denmark-headquartered BUKH has adapted a Duramax base engine with a nitride-hardened steel crankshaft and aluminium cylinder heads for maritime applications. The series has a dry weight of 578 kg, a bore of 103 mm, stroke of 99 mm, compression ratio of 16:0.1 and electronic diagnostics functions on a 3.5-in display. Features include flexible engine mountings, an external fuel filter, front-end gear train and an external oil filter relocated in the upper position for maintenance accessibility. The fuel system includes a cooler, DENSO HP4 high-pressure injection pump with a common rail system and G4S injection system. BUKH V8P engines also have pilot injections to reduce combustion noise and a seawater-cooled charge air cooler and heat exchanger. An easily accessible seawater pump is on the engine front and an electrically controlled variable geometry turbo is included. The electrical system includes a 12-V alternator, glow plugs and options for a dual-electric starter and an additional 24-V alternator. *(Source: Riviera by Martyn Wingrove)*

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POSITIONING VESSEL "MIKHAIL GROMOV" IS PREPARING FOR SEA TRIALS



At the shipbuilding complex "R-Flot" in the Nizhny Novgorod region, preparations are underway for sea trials of the auxiliary motor ship "**Mikhail Gromov**". The vessel is being built for the FBU "Administration of the Kama Inland Waterways Basin", the company said in a statement dated September 14. It should be reminded that the ship "**Mikhail Gromov**" (building number 5206) is the second

vessel of the project 3052 being built at the R-Flot shipbuilding complex. The vessel was launched on July 1, 2022. Mooring trials began in the same month. In total, a series of situation vessels of project 3052, built by order of FKU "Rechvodput", includes ten units. The general contractor is MT-Group. The series is being built at four shipyards in different parts of the country. Positioning vessel

of project 3052. Project developer - State Central Design Bureau of Rechflota PRR class - O2.0 (ice 20); Length - 35.6 m; Beam - 6.48 m; Displacement - 154.5 t; Gross tonnage - 162 t; Endurance - 6 days; Main engine power - 2x220 kW; Travel speed - 24 km / h. (Source & Photo: Sudostroenie)

KEEL LAYING FOR 3,824kW ASD TUGBOAT WITH FiFi

On 13th Sep, 2022, one unit of 3,824kW ASD tugboat with FiFi built by our company Jiangsu Zhenjiang Shipyards for Sugang Shipping has been keel laid. Leaders from Sugang Shipping attended the ceremony. (Source: Jiangsu Zhenjiang Shipyards)



SECRET OF MANOEUVRABILITY LIES BELOW THE WATERLINE



Kongsberg Maritime secures contract to supply azimuth thrusters fore and aft on uniquely designed zero-emission construction service operation vessels. Stig Remøy, chief executive of Norwegian shipowner Olympic Group, knows a thing or two about shipping and OSVs. Olympic companies have invested some Nrk12Bn (US\$1.2Bn) in flexible,

cost-efficient vessels since their founding more than 25 years ago. Olympic's latest newbuild investments, two Ulstein SX222 design Twin X-Stern construction service operation vessels (CSOVs), push the technology envelope on several fronts, with hybrid-battery propulsion, preparations made for burning methanol fuel and twin azimuthing thrusters fitted both fore and aft. Olympic has an option to order two additional zero-emission CSOVs from Ulstein Verft. "The Twin X-Stern is a smart concept, optimised for low-energy consumption," said Mr Remøy. "During operation, the offshore wind service vessels stay positioned at the turbines most of the time, and with the main propellers fore and aft, these vessels will reduce the energy requirement to a new level when on DP." Kongsberg Maritime has secured an approximate Nrk64M (US\$6.3M) contract to supply the CSOVs with four Kongsberg US 205 PM L FP L-drive azimuthing thrusters, two installed fore and two aft. To improve energy savings, the Kongsberg US thruster family offers a vertically orientated permanent magnet (PM) motor mounted directly above the thruster, reducing space requirements and increasing efficiency. In discussing the Twin X-Stern design, Ulstein chief

designer Øyvind Gjerde Kamsvåg said: “The key advantage of the hull is its ability to stay in position. The secret lies below the waterline. The Twin X-Stern has main propeller units at each end, which provide maximum manoeuvrability. “With the main propellers fore and aft, these vessels will reduce the energy requirement to a new level when on DP” “The hull also provides major fuel savings; we have findings from the sister patent X-Stern which show a reduction in power consumption of up to 60% when manoeuvring stern first, compared to flat transom stern.” Kongsberg’s integrated technology solution will be integral to the vessel’s operational effectiveness. The suite will include dynamic positioning (DP), navigation, thruster control and information management systems, all enhanced by inbuilt measures to improve efficiency and safety. Central to the solution is Kongsberg’s Integrated Vessel Control System. This integrates K-Pos - Dynamic Positioning System, K-Thrust – Thruster Control System and K-Bridge, operating on the vessels’ intuitive K-Master Integrated Workstation Consoles. The project marks an important milestone in the development of the Norwegian maritime cluster, with Olympic joined by vessel designer Ulstein Design & Solutions, shipbuilder Ulstein Verft and Kongsberg. Ulstein Power & Control will act as integrator for the project and has chosen the Corvus Orca Energy energy storage system for the vessels. Kongsberg Maritime EVP global sales and marketing Bård Bjørnløw, said: “The vessel design is a great fit with the integrated solution from Kongsberg Maritime. The four identical US thrusters with our advanced Windfarm DP functionality, enable high-speed manoeuvring in both forward and aft direction. This will reduce the time and energy needed for transit between turbines.”

(Source: Riviera by John Snyder)

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NEW THRUSTER DESIGN DECREASES ‘DEAD ZONE’

Schottel vice president of sales Roland Schwandt explains the thinking behind the company’s new SRP-D rudder propeller. While OSVs and service operation vessels (SOVs) may look visually similar, their operational requirements are very different, necessitating refinements to the propulsion system, according to Schottel vice president of sales Roland Schwandt. This, in turn, has influenced the developments seen in the SRP-D rudder propeller — with ‘D’ signifying ‘Dynamic’. Based on the well-proven principle of the rudder propeller, the SRP-D was unveiled to the public for the first time at SMM 2022 in Hamburg in early September. Speaking to OSJ at the German maritime trade fair, Mr Schwandt described the operational profiles of OSVs as “constant truck transfers” in which the vessels shuttle back and forth to shore carrying liquid and dry bulk supplies, equipment and cargo to other platforms and drilling rigs. “By taking away the upper gearbox you reduce mechanical losses and power consumption” By contrast, SOVs remain on station at windfarms, operating for days or even weeks at a time, focussing on safely transporting personnel from wind turbine to wind turbine. These personnel must transfer to the wind turbines across motion compensated walkways in sea states with significant wave heights of 3 to 4 m. “This requires accurate manoeuvrability of the

vessels,” said Mr Schwandt. He noted the new wind vessel designs provide more high-roll stability and excellent capability to stay on station, saying “the SRP-D kicks in right there”. Added Mr Schwandt: “We saw how to improve the accuracy, the manoeuvrability and station keeping of the vessel; our take on that is actually to increase the steering time of the thruster, so that we can generate much faster reaction forces.” *Decreasing the dead zone* To improve the manoeuvrability and steering accuracy of the vessel, Schottel designed the SRP-D to eliminate the interaction of the vessel’s side-by-side thrusters, which can turn 360 degrees. “If you have a horizontal axis,” explained Mr Schwandt, “at one point [the thrusters] are going to interact and the thrust is going to go down. By tilting them down by roughly 8 degrees, you get a much wider area where you can operate without interference with the other thrusters ... decreasing the dead zone” and increasing dynamic positioning accuracy, he said. Mr Schwandt pointed out that the other feature that comes standard with the compact SRP-D is a vertically integrated electric motor, which can be provided by Schottel or a third party. “The idea behind taking away the upper gearbox is reducing the mechanical losses and power consumption. Most of these vessels are diesel electric or fully electric, so it makes absolute sense to take away the upper gearbox,” he said. The LE-Drive design offers more flexibility to the vessel designer. *(Source: Riviera by John Snyder)*



DAMEN DELIVERS COMPLETE MISSION EQUIPMENT PACKAGE FOR KOEM MULTIPURPOSE VESSEL



Damen Shipyards delivered a complete equipment package for the multipurpose vessel **ENDAM**. Owned by the Korean Marine Environment Management Corporation (KOEM), the newbuild combines emergency oil spill recovery activities with maintenance dredging tasks. With a 4,100 m³ hopper hold, the vessel was built by HJ Shipbuilding & Construction at its Busan yard and designed by KmsEmec. The mission equipment package provided by the Damen Technical Cooperation

(DTC) team included a 15 m rigid oil sweep arm with a dedicated pump and handling crane for the emergency oil spill recovery functionality, and a complete turnkey dredging system, which was designed specifically for the vessel. *Turnkey dredge package* The turnkey dredge package consisted of both loading and discharging equipment, a hydraulic system, dredging control system and various drives. A 900 mm trailing suction pipe, designed to dredge at a maximum depth of -30m, is hoisted

by three dedicated gantries and their hydraulically operated winches. All the trailing suction pipe components are located starboard aft. A Damen dredge pump, type BP9075HD, completed the dredge pipe arrangements. The highly efficient slurry pump is designed for both suction dredging, as well as discharging over the bow using the bow coupling unit or rainbow nozzle. This hopper discharging equipment, including 12 bottom dump valves which Damen designed, were all part of the dredge package. Furthermore, dredge valves in various pressure stages were delivered for the suction and discharge piping. Dedicated dredging instrumentation completed the package. This is crucial to monitor and visualise the dredging process and to optimise the dredging operations.

Component integration Due to the DTC team's extensive experience in component integration at non-Damen yards, the large system parts were delivered from the Netherlands and integrated effortlessly. As well as the mission equipment, the delivery scope included a hydraulic system. This is a logical choice as the dredging equipment is its main user. Additionally, a 3,500-kW electric dredge pump drive and a 1,000-kW electric jet water pump drive were shipped to Korea. The delivery was completed with a full set of spares and Damen also carried out the commissioning and training on board. The vessel was named **ENDAM**, which means 'the fence that protects you' in the Korean Jeju dialect. A festive handover ceremony took place in the summer and **ENDAM** has successfully started operating along the Korean coast. (PR)

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - *Grandweld completes escort tugs, invests in hybrid propulsion*
 - *RUSA and REBARSA order two tugboats from Armón Navia*
 - *Wagenborg Towage chooses UZMAR built tug to expand its fleet*
 - *Muller Dordrecht inks contract for Damen ASD Tug 3212 for delivery in May 2023*
 - *Damen's first all-electric tug Sparky, delivered to Ports of Auckland*
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)*
3. Several updates on the Newsletter – Fleetlist page posted last week
 - *Fairplay – Hamburg by Jasiu van Haarlem (updated)*

- *T.Muller En Avant - Dordrecht* by Jasiu van Haarlem
- *McAllister Towing - New York* by Jasiu van Haarlem

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

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