Tugs Towing & Offshore Newsletter

24th Volume, No. 72 *1963 – "60 years tugboatman" - 2023* Dated 10 September 2023

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

Distribution twice a week 20,800+

TUGS & TOWING NEWS.

FOUR TUGS ORDERED FOR RIO GRANDE LNG

NextDecade Corporation's Rio Grande LNG project in Brownsville, Texas, is moving right along. Already the tugs that will serve the export terminal are being lined up. Today, Gulf LNG Tugs of Brownsville, LLC (Gulf LNG Tugs) announced it has signed construction contracts with Master Boat Builders, Inc. in Coden, Ala., and Sterling Shipyard, LLC in Port Neches, Texas, for each shipyard to construct two tugs to serve the Rio Grande LNG export facility, Gulf LNG Tugs of Brownsville, LLC, is a joint venture formed to provide tug services for RGLNG under a long-term tug services agreement. It is owned by: ● Bay-Houston Towing Co., in Houston, Texas; ● Moran Towing Corporation, in New Canaan, Connecticut; ● Suderman & Young Towing Company, in Houston, Texas. It is the third JV formed by the ownership team to provide tug services to a Gulf Coast LNG project. Each shipyard will construct two Z-Tech 30-80 tugboats designed by naval architect Robert Allan Ltd. These 30-80s represent a proven workhorse in Gulf Coast ports, where affiliates of Gulf LNG Tugs already operate ten of the same hull design. The tugboats will meet U.S. Coast Guard Sub-M regulations and will be ABS classed, The main propulsion engines are Caterpillar 3516 E, complying with EPA Tier-4 emission standards, and the tugs will receive ABS low emission vessel notation. Main engines are connected to Schottel SRP 510 FP-Z drives fitted with 2.8-meter propellers. The tugs are fitted with a Markey DEPSF-48-100 HP Electric Class III hawser winch, providing full bollard pull performance Render-Recover feature. The new tugboats will have an overall length of 98.5 feet, beam of 42.7 feet, and a bollard pull of 80 metric tonnes. Additionally, each will be equipped with firefighting capabilities that meet ABS Fire Fighting Class 1 (FiFi 1) classification. Execution of the construction contracts represents an important milestone for Gulf LNG Tugs' commitment to provide dedicated tug services to Rio Grande LNG. In consultation with RGLNG, Gulf LNG Tugs selected Master Boat and Sterling after a rigorous bid process. "Both shipyards stood out for their experience, capabilities, and price competitiveness, and we're excited to continue our partnership with these shipyards," said Kirk Jackson, Gulf LNG Tugs' partnership representative. "We are immensely proud to continue our partnership with Gulf LNG Tugs' owners, and we look forward to delivering the Z-Tech30-80's to provide years of reliable escort service for RGLNG," said Garrett Rice, president of Master Boat. "Sterling Shipyard is excited

to commence construction of the Z-Tech® 30-80's. Gulf LNG Tugs and its owners are premier tug service providers, and we're honored to support their growth," said Harry Murdock, CEO of Sterling. *(Source: MarineLog)*

Towingline gaat een weekje op vakantie. De Tugs Towing & Offshore Newsletters voor Woensdag 13 september en Zondag 17 september zullen dan ook niet verschijnen. We hopen dan ook dat we de eerstvolgende newsletter weer aan te kunnen bieden op 20 september 2023.

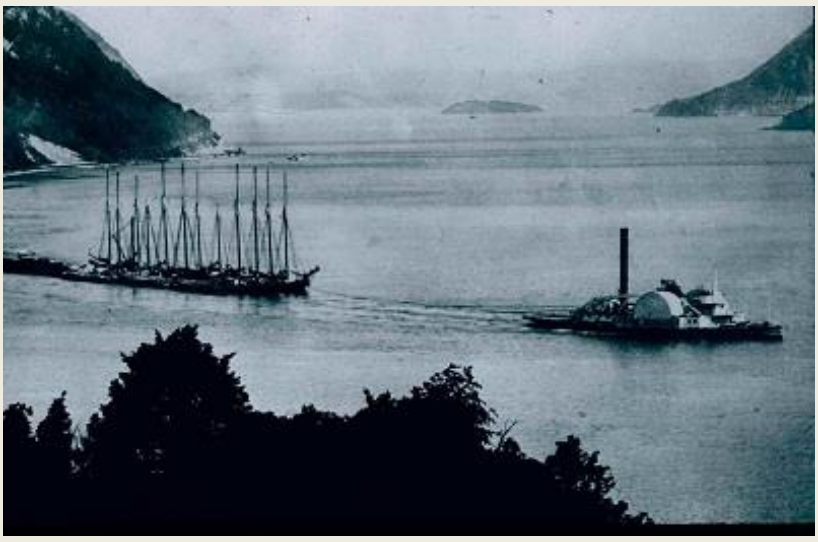
Towingline is going on vacation for a week. The Tugs Towing & Offshore Newsletters for Wednesday September 13 and Sunday September 17 will therefore not be published. We therefore hope that we can offer the next newsletter again on September 20, 2023.

SAAM TOWAGE PERU SERVES THE LARGEST VESSEL TO CALL ON THE WEST COAST OF SOUTH AMERICA

SAAM Towage Peru recorded a new milestone by servicing the largest vessel to reach the west coast of South America. The Alexander Von Humboldt, belonging to the CMA CGM shipping company and part of the ACSA 1 service connecting Asia and South America, docked at the Port of Callao. The ship measures 396 meters in length, 53.6 meters in beam and has a capacity of 16,590 TEUs. Due to its size, the vessel required the assistance of three tugboats with a bollard pull capacity of 70 tons. The SAAM Towage Peru Country Manager Cristián Cifuentes commented, "Our fleet is equipped with high-powered tugboats, and our crew is highly trained in servicing large vessels. Operations like servicing the Alexander Von Humboldt allow us to demonstrate our versatility and flexibility. SAAM Towage serves CMA CGM

on 10,000 maneuvers per year in 11 countries. The vessel will continue its route to Asia and is scheduled to call at the ports of Buenaventura, Posorja, Lazaro, Yokohoma, Busan and Shekou. SAAM Towage has been operating in Peru since 2021. It operates in ten terminals in Peru, with ten tugboats assisting foreign trade. SAAM Towage has more than 210 tugs globally at more than 90 ports in the Americas. It performs over 140,000 maneuvers for around 40,000 vessels each year. *(PR)*

TOWS ON THE HUDSON. THE GREAT FLEETS OF FREIGHT BOATS THAT COME DOWN THE RIVER.

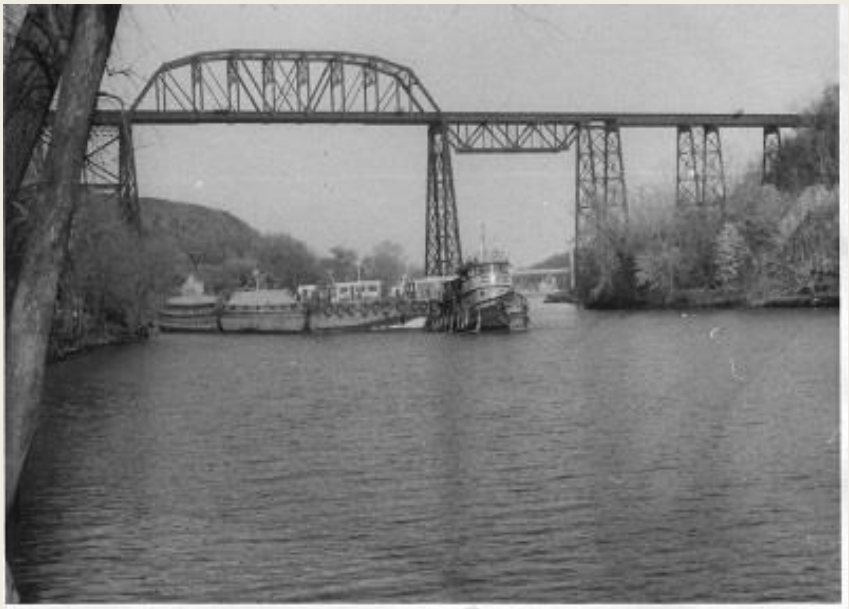


Very few persons who journey up and down the Hudson River either upon the palatial steamers or upon the railway trains that run along both banks of this great waterway know how great an amount of wealth is daily floated to this city on the canalboats and barges that compose the immense tows that daily leave West Troy, Lansingburg, Albany, Kingston, and other points along the river bound for this city. Twice each day-—early in the morning and in the evening—a large number of tows made up of boats that have come through the Erie Canal from Buffalo, the Northern Canal from points along Lake Champlain as far north as Rouse's Point, and through the Delaware and Hudson Canal from the anthracite coal regions of Lackawanna and Wyoming, in Pennsylvania, leave the above places in tow of huge side-wheel towboats and of puffing little screw propeller tugs, all moving toward one objective point,

which is New-York City. Frequently these tows will be bunched together, so that, within a distance of three or four miles on the river, there can be seen several hundred barges and canalboats afloat carrying in their holds hundreds of thousands of dollars in merchandise, produce, lumber, grain, and ore. Many of these single tows contain as much as 100 boats, and sometimes a larger number, marshaled six and eight abreast, and reaching back at least a quarter of a mile from the

stern of the leaders to the sterns of the last boats. Few persons would believe it, if told that enough freight was carried in a single tow of this kind to load a couple of dozen large trains of freight cars; yet such in the case. During the past week several such tows have arrived from Albany in tow of the powerful tugs of the Schuyler Steam Towboat Line of 15 South-street. Their largest steamer, the huge side-wheeler Vanderbilt, only a few days ago brought down from Albany 120 grain barges, each barge carrying from 8,000 to 10,000 bushels of grain, weighing 240 tons, with a gross tonnage for the entire tow of nearly 40,000 tons. On Tuesday last one of their smaller boats, the Belle, Capt. John Oliver, assisted by the propeller James T. Easton, brought seventy-four boats from Albany and Troy, many of them laden with iron ore from Lake Champlain, while the others were loaded with grain and lumber and lying so low in the water that much of the time they were partially submerged. The gross tonnage of this tow was over 25,000 tons. In taking a trip from this city to Albany, frequently as many as fifty of these tows are passed, it taking about thirty-six or forty hours for them to reach port at this city after leaving Albany. From Kingston, which is the tide-water outlet of the Delaware and Hudson Canal, another class of merchandise is shipped in the same manner. From the mouth of the Rondout Creek, which forms the harbor of the thriving and busy city of Kingston, can be seen emerging every evening huge rafts of canalboats, tall-masted down-Easters, and barges of various sorts, laden with coal, ice, hay, lumber, lime, cement, bluestone, brick, and country produce. Many of these craft have received their cargoes at the wharves of Kingston, while others have come from the coal regions about Honesdale and Scranton, in Pennsylvania, all bound for this port and consigned to, perhaps, as many different persons as there are boats in the tow. Of the heaviest part of the traffic of the entire river at least two-thirds is monopolized by the two great towing companies, the Cornell Transportation Company of Kingston and the Schuyler Steam Towboat Line of Albany. The Schuyler Company practically has a monopoly of the trade coming from the Erie and Champlain Canals at Albany and Troy, as well as the towing for the Pennsylvania Coal Company from Newburg, while the Cornells hold in a tight grasp the business of the Delaware and Hudson Canal Company from Kingston, both north and south, on the river. The business of the Knickerbocker and other ice companies, which is something immense in volume, is scattered about among individual towboat owners, the two companies spoken of above, and several smaller towing lines. On the arrival of the tows that come from various points up the river at this port a complete transformation takes place

from the sleepy quiet that has reigned on the boats while slowly, but steadily, on their way creeping down the river. As soon as a large tow is sighted far up the river, a number of tugs belonging to the various towing lines in the harbor start with a full head of steam and race with each other to reach the tow. Each tug carries orders from the consignee of some particular boat to take it from the tow and place it in some selected berth. The boats to be dropped first from the tow are always placed on the outside or on the tail end, and as soon as the tugs reach them they begin to cast off and the tow



begins to break up. They are then picked up by the tugs sent for them and taken to their several destinations. The boats from the Albany tows, laden with flour and grain, are mostly taken to the piers along the East River from Pier 3 to Coenties-slip, the Erie and Atlantic Basins, and the elevator docks at Dow's stores in Brooklyn. The boats laden with lumber, brick, cement, lime, building material, and bluestone from Kingston and other points are docked at the brick, stone, and lumber yards along the North and East Rivers, the coal barges go to Weehawken and Perth Amboy, and the ice barges to various stations along the North and East Rivers. Among the famous towboats plying between this city and up-river points are the America, Anna, Belle, Cayuga, Connecticut, Niagara, Ontario, Syracuse, Vanderbilt, Oswego, Mount Washington, Austin, Sammy Cornell, James T. Easton, the famous old ice king the Norwich, and many others. Many of these boats have labored upon this great waterway for at least thirty years, and some of them for a longer period. They have earned fortunes for their owners, and have also furnished employment for a huge army of men whose lives have been spent on the river and whose occupation promises to descend to their children in turn. The wealth that has been transported to this city in tow of this fleet of steam vessels is incalculable, and probably far exceeds if not doubles that of any other waterway in the world. *(Source: Hudson River Maritime Museum)*

UNION 5 RENAMED VB TRIUMPHANTE

Today, 6th September 2023, has been reported the name change of the tug **Union 5** (Imo 9034975) into **VB Triumphante**. The Union 5 is built in 1992 by Scheepswerf van Rupelmonde – Rupelmonde; Belgium under yard number 469 and delivered to Unie van Redding en Sleepdienst – Antwerpen; Belgium. The Belgium registered tug has call sing OROU.

She has a length of 31.69 mtrs a beam of 10.04 mtrs and a depth of 4.76 mtrs. Her two ABC diesel engine produce a total output of 2,652 kW (3,606 bhp) and perform an free sailing speed of 12.6 knots and a bollard pull 47 tons ahead and 44 astern. She is a sister of the **Union 6** (Imo 9034987) built in 1993 on the same ship yard. *(Foto's: Richard Wisse)*

RUSSIA LACKS ICE-CLASS VESSELS TO DEVELOP ARCTIC'S NORTHERN SEA ROUTE

Russia must boost production facilities for the construction of ice-breaking vessels in order to meet its targets for increasing trade via the Northern Sea route, Moscow's official in charge of Arctic development has said. The government has been in talks with India and China on such projects, Alexei Chekunkov, the head of Russia's Ministry for the Development of the Russian Far East and Arctic, told RBC media. Russia has long viewed the route, which runs from Murmansk near Russia's border with Norway eastwards to the Bering Strait near Alaska, as an alternative to the Suez Canal, and has plans to boost trade via the Arctic already next year. President Vladimir Putin last month told the meeting of BRICS countries – Brazil, Russia, India, China and South Africa – that Russia was looking to develop flagship projects, including the Northern Sea route with the need to construct new ports, fuel terminals and an expanded icebreaker fleet.

Chekunkov said 34 million tons of cargo were supplied via the route last year and the same amount is expected this year. Russia plans to more than double the amount, to 80 million tons, already next year and to 200 million tons by 2031. “Perhaps my greatest concern is the availability of ice-class fleet in sufficient amounts. It’s just there is not yet enough (icebreakers) in the world that necessary to transport 200 million tons in seven to eight years,” the minister said. Russia has plans to construct 50 icebreakers and ice-class vessels for the Northern Sea route by 2035. The main problem was the lack of shipyards to produce the icebreakers. Chekunkov said there have been talks with China and India on joint cooperation in the construction of vessels. “India is interested in working together to develop northern navigation and potentially in joint shipbuilding. This is a fairly large Ocean power. (And) of course, China,” he said. *(Source: gCaptain Reporting by Vladimir Soldatkin; Editing by Angus MacSwan; (c) Copyright Thomson Reuters 2023).*

KNVTS NOMINATES E-PUSHER 1 FOR SHIP OF THE YEAR AWARD

The **E-pusher** Type M is the first in a series of modular and scalable electrically powered pushboats, a very innovative concept which shows a different approach to sustainability in inland navigation. Padmos was commissioned to make the entire design of the first one and also build it. The design is highly modular, allowing parts to be produced completely in parallel and then assembled. The overall production process is thus accelerated, more manageable and more affordable. An additional advantage is that the performance and functionalities of the pushers can also be easily adapted to changing applications or specifications, for instance by changing energy sources. The combination of a polyethylene float with a steel frame and electric propulsion is unprecedented in shipbuilding. The HDPE float makes the design much lighter, giving the vessel a lower displacement and draught, resulting in lower energy consumption when sailing free (without barges) and more suitable for lower water levels. Moreover, within the

same hull volume, this material has a significantly lower CO2 footprint during construction. An additional advantage is that no antifouling needs to be applied. To ensure leak stability of the vessel, each HDPE module is made from three compartments so that the six floats form a total of eighteen compartments. The HDPE modules only provide buoyancy, the strength is provided by the steel frame, on which the electric propellers, battery container and accommodation module are placed. The battery container is equipped with solar panels and can be charged via two normal 125A AC plugs, but can also be exchanged if a shore facility with container crane is available. The **E-Pusher 1** is one hundred per cent electric, but its modular concept gives it the unique ability to choose the most optimal energy source on the route, ranging from fossil, hybrid and all-electric power, to hydrogen. *(Source: SWZ/Maritime)*

SOMAT HAS TAKEN DELIVERY OF THE NEW TUGBOAT BLASCO

Just built in Türkiye by Sanmar it has an 82 ton Bollard pull. Almost 7 months after the last new entry , Somat, a company controlled by the Cafimar Group and concessionaire of the towing service in the Sicilian ports of Palermo, Termini Imerese, Trapani, Marsala, Gela, Porto Empedocle and Licata, has just taken delivery a new tug just built. Renamed **Blasco**, it is a vessel built by the Turkish shipyard Sanmar based on a design from the Robert Allan – Rastar 3200X series, with a length of 32 meters and 82 tonnes of bollard pull; the propulsion is azimuthal and the tug is already Imo Tier III emissions compliant. This new investment made by Somat is part of the development plan announced following the awarding of the concession for another 15 years of the towage service in the seven Sicilian ports where the company operates. The contract for the Cafimar group has a value of approximately 94 million euros. *(Source: Shipping Italy)*

ACCIDENTS – SALVAGE NEWS

TOUR BOAT LEFT HIGH AND DRY IN GROUNDING IN COLUMBIA BAY

Last week, U.S. Coast Guard aircrews rescued the passengers and crew of a tour boat that had gone aground on a shoal in Columbia Bay, home of Southeast Alaska's Columbia Glacier. The vessel was high and dry, so all personnel were able to safely disembark onto solid ground for an aerial evacuation. At about 1635 hours, U.S. Coast Guard Sector Anchorage picked up VHF radio traffic from a ferry, the Aurora, which was communicating with a vessel in distress. Using Aurora as a relay, Sector Anchorage watchstanders learned that the glacier tour boat Lu-Lu Belle had gone aground in Columbia Bay with a complement of 19 people on board. The Coast Guard dispatched two helicopters

and a response boat to the scene to assist the vessel. At low tide, the promontory had enough space for

the helicopter aircrews to land on it and pick up all of the passengers and crew, except for the captain. The rescue was completed safely by 2125 hours. "The safe and effective rescue of every passenger on the **Lu-Lu Belle** is a testament to the attentiveness of our watch standers and readiness of our response crews from all of our units. We are also extremely grateful to the crew of the Aurora and the City of Valdez Fire Department, Building Maintenance, and Harbor staff, whose efforts were instrumental in the success of this case," said Cmdr. Scott Farr, the SAR coordinator for Sector Anchorage. The **Lu-Lu Belle's** master stayed aboard the boat overnight, awaiting the return of high tide. The tidal range in Valdez is typically 14 to 20 feet, giving plenty of scope for a large shoal to cover and uncover. The vessel was refloated the next day. The Coast Guard is conducting an investigation into the cause of the casualty. **Lu-Lu Belle** is a classic 75-foot tour boat billed as the "limousine of Prince William Sound." The vessel's owner and master has been operating tours of the bay since 1979, according to the firm's booking site, and the glacier face has moved by about 14 miles over the same period. *(Source: Marex)*

TRAGEDY IN GREECE: MAN DROWNED WHEN HE JUMPED TO CATCH THE DEPARTING SHIP

Tragedy occurred in port of Piraeus, Greece, when a 36-year-old man died in his attempt to catch the departing passenger ferry, fell in the sea and drowned. The tragic incident happened yesterday, when a young man, who arrived late, tried to enter the "**Blue Horizon**" ship that was on the Piraeus-Heraklion (Crete) route. The ship returned to Piraeus. Officials of the port were charged for the incident, while the preliminary investigation into the case has been undertaken by the central port authority of Piraeus. The incident, captured on video, which is circulated on various social media,

happened on Tuesday night while the ship was departing from Piraeus to travel to Heraklion. The videos which are circulating on the various social media as well as eyewitnesses who observed the harrowing incident firsthand will bring new evidence to the incident. In a message through social media platform X, the Greek Minister of Shipping, Miltiadis Varvitsiotis, expressed his sadness over the incident, stressing that "all the necessary actions are being taken by the Piraeus Port Authority to clarify the case and assign responsibility." *(Source: Shipping Telegraph)*

NOAA SURVEY SHIP SUFFERS FIRE IN SOUTH PACIFIC

A survey ship with the National Oceanic and Atmospheric Administration suffered a fire on board during operations off American Samoa on Tuesday. The fire has been extinguished and all 41 people on board are reported safe. The fire started Tuesday in the exhaust stacks of the survey vessel **Rainer**, impacting the ship's propulsion and other systems. Immediately after the fire, NOAA notified the U.S. Coast Guard and the Department of Defense who worked to identify available resources in the area in case they are needed. An update from NOAA Wednesday afternoon said most of the ship's systems have since been restored and the vessel is back underway enroute to Pago Pago, American Samoa, with an ETA of Thursday evening. "We are in regular contact with the ship's command and our primary goals are to ensure everyone remains safe and return the ship to port as soon as possible," NOAA said. The 231-ft **Rainier**, a hydrographic survey ship, was commissioned in 1968 and is homeported in Newport, Oregon. NOAA's fleet of 15 research and survey ships are managed and operated by NOAA's Office of Marine and Aviation Operations (OMAO) and comprise the largest fleet of federal research ships in the nation. *(Source: gCaptain)*

FERRY IN MERAK CAUGHT FIRE, SMOKE IS STILL RISING

It's been 24 hours since the ferry in Merak caught fire, smoke is still rising. Passengers of the **KMP**

Mutiara Berkah 1 ferry that caught fire at Indah Kiat Port, Merak, Banten, were evacuated with a crane. They passed the crane instead of a footbridge to the ship. The fire which was reported to have occurred around 10.50 WIB has not been extinguished until now. The fire has been confirmed by the Head of the Merak SAR Alert Post, Ferry Krisna. Kasatreskrim Cilegon Police AKP David Adhi Kusuma said that currently the police are conducting a crime scene investigation (TKP). Investigators asked for witness statements and examined the ship's documents. "Process the crime scene and back up identification from the Regional Police (Banten)," said David when contacted. The cause of the ship fire has not yet been determined. Joint officers are still extinguishing the fire inside the ship. Watch the YouTube video HERE *(Source: CNN Indonesia)*

1 PERSON TAKEN TO HOSPITAL AFTER PILOT BOAT CATCHES FIRE OFF SINGAPORE'S SOUTH-WESTERN COAST

One person was taken to hospital after a small boat caught fire off Seraya Buoy, located in the waters off Singapore's south-west coast, on Monday (Sept 4) afternoon. Responding to TODAY's queries, the Singapore Civil Defence Force (SCDF) said that it was alerted to the incident at about 1.20pm on Monday. Marine services provider PSA

Marine told TODAY that the incident occurred in the engine room of one of its pilot boats. “Our crew on board responded, and the SCDF, a pilot boat and a tug (boat) also provided emergency assistance. There were no injuries on the pilot boat where the fire occurred,” it said. SCDF said that the fire was extinguished before its arrival by a crew from another vessel which was in the vicinity, and it later conducted a "damping down operation" using a water jet. “SCDF conveyed a person to Singapore General Hospital for smoke inhalation,” it added. A video clip circulating on social media shows a pilot boat engulfed in flames as thick black smoke filled the air. A larger vessel is later seen arriving to assist in extinguishing the fire. PSA Marine said it is working with the relevant authorities to investigate the cause of the fire. *(Source: Singapore Today)*

ANGER BUILDS IN GREECE AFTER MAN IS PUSHED TO HIS DEATH BY FERRY'S CREW

Outrage has continued to grow across Greece after the reports that crewmembers from an inter-island ferry pushed a late-arriving passenger to his death Tuesday night and did nothing to help the man when he fell into the harbor. The repercussions from the incident are mounting both within the government and the shipping industry while four members of the ship’s crew were officially brought up on charges stemming from the altercation with the 36-year-old man. Greece’s Minister of Shipping and Island Policy, Miltiadis Varvitsiotis responded to public pressure and the media offering further details while promising a full investigation. He confirmed earlier reports that the passenger had purchased a ticket and for unknown reasons had left the ship and then ran back as it was starting to depart and jumped onto the car ramp which was still down. He was pushed back by a crewmember, attempted to get aboard for a second time, and was pushed falling into the water as the **Blue Horizon** ferry moved away from the dock. The coroner said he drowned although reports are also saying there was a small contusion on his head possibly from hitting the dock or the ramp. Some passengers contend he was hit by the propellers. Under pressure from the public, the government reportedly has been pressuring the shipping company to take greater responsibility. Attica Group, which owns Blue Star Ferries, made two statements apologizing to the family and friends while calling it an “unjust loss” and saying it happened in an “unimaginable way.” Wednesday, protestors in the Iraklion port in Crete gathered with the newspapers saying the crowd was blocking the ship’s departure and yelling “murders” at the crew of the ferry. The vessel’s departure was delayed according to the report by five hours. Today, Attica Group issued a further statement announcing that the board had accepted the resignation of its CEO Spyridon Paschalis. The CFO was named as his interim replacement while the board is promising an “in-depth investigation with the assistance of independent external advisors.” They said they were working to ensure procedures and protocols were never violated again. The port authority has already cited the ship for a violation involving departing the dock with its ramp not secured. In addition, media reports are saying that the bridge camera showed a person going overboard but that the captain did not stop the

departure. For its part, the shipping company told the media that there was no altercation when the captain ordered the departure and the incident only began after the ropes had been cast off and they were starting the engines. Dissatisfied by the response, public indignation has centered on the Shipping Ministry and the Coast Guard. The Ministry said it would be investigating the Coast Guard's role and why no officer was at the ship as required by law. The captain of the ship and three crewmembers appeared before a Greek prosecutor on Wednesday. The media is reporting that the captain is being charged with a felony for dangerous navigation. The crewmember who pushed the man is charged with manslaughter while two other crewmembers who witnessed the incident are being charged with complicity to manslaughter. Greece's Prime Minister Kyriakos Mitsotakis expressed his personal "disgust and horror," promising to take all necessary measures to establish accountability and justice. *(Source: Marex)*

NTSB: Lack of Hull Inspection and Maintenance Caused Crane Barge Capsize and Sink

The National Transportation Safety Board has determined that the capsizing and sinking of the crane barge **Ambition** in the Gulf of Mexico was caused by the barge owner's lack of hull inspection and maintenance, resulting in the failure of the hull and subsequent flooding. The crane barge, owned by Rigid Constructors, capsized and sank on June 15, 2022, releasing approximately 1,980 gallons of oil. No injuries were reported, but the **Ambition** and its crane were a total loss estimated at $6.3 million. Due to the height of the crane, the **Ambition** was being towed offshore, but did not have the necessary load line certificate or exemption approved by the U.S. Coast Guard. Prior to departure, a deckhand inspected the barge and found that hatch cover gaskets were missing, some hatch cover lids were unlocked, and there was visible hull damage. During a post-salvage examination, investigators found a 25-foot-long separation along the weld seam between the bilge knuckle and bottom plates, which led to initial flooding. The NTSB determined that the poor hull condition was caused by the owner's failure to

conduct permanent repairs in a critical area, and the separation progressed beyond a temporary repair. The NTSB determined the probable cause of the capsizing and sinking of the **Ambition** was Rigid Constructors' lack of hull inspection and maintenance, and not conducting permanent repairs, which resulted in the failure of the hull and subsequent flooding. "To protect vessels and the environment, it is good marine practice for vessel owners to conduct regular oversight and maintenance of hulls, including between drydock periods," the report said. "An effective maintenance and hull inspection program should proactively address potential steel wastage, identify hull and watertight integrity deficiencies, and ensure corrosion issues are repaired in a timely manner by permanent means." Marine Investigation Report 23-18 can be found HERE *(Source: gCaptain)*

OFFSHORE NEWS

ATLANTICA SERVER PHOTOGRAPHED AGAIN

You still owed it to us, a close-up photo of the **Atlantica Server** of Atlantica Shipping from Oslo. This 75 meter long supplier has been sailing in charter for the SNS Pool of logistics service provider Peterson Den Helder for a number of weeks. The supplier, sailing under the flag of the Bahamas, now has a whole series of cargo runs from Den Helder to its name. The charter contract will last until mid-September and may be extended (see also message August 13, 2023). The **Atlantica Server** was launched as Island Scout in 2005 and subsequently sailed under this name for three years. In 2008 the ship was renamed **Aries Scout** and in 2010 **Energy Scout**. From that year until 2022, the supplier sailed under this name for Golden Energy Offshore Services from Aalesund before acquiring its current name. *(Source: www.maritiemdenhelder.eu)*

NORTH SEA GAS PROJECT 'RAPIDLY TAKING SHAPE' WITH START OF PIPELINE SURVEY

A pipeline route survey has begun on the Anning and Somerville field developments located in the Southern North Sea. Furthermore, Hartshead Resources NL (HHR) and Rockrose Energy, joint venture partners standing behind the project, have received bids for the platforms. Hartshead Resources NL reported on 7 September that Gardline's **Ocean Observer** had mobilized to the Anning and Somerville field locations to commence a survey of the pipeline routing for the gas offtake from the fields. The 80.4-meter multi-role survey vessel will carry out a work program that is set to provide confirmation of the seabed and sub-seabed soil conditions, help finalize the pipeline design, and facilitate efficient pipeline installation from the Anning and Somerville locations. The survey is

expected to be completed in early October, subject to any weather downtime. In addition to this, as

per the development contracting plan, HHR has received bids for the engineering, procurement, installation and commissioning (EPIC) contract for the Anning and Somerville platforms. The company will now review the technical and commercial elements of each bid before providing a recommendation to the JV Operating Committee as to who will be awarded the contract. Keith Bush, COO of HHR: "With our third offshore operation of the year underway, the Anning and Somerville development is rapidly taking shape. In conjunction with the ongoing subsea survey programme, receipt of the platform bids allows the team to continue to progress the development programme towards the execution phase of the project." Discovered in 1969, Anning and Somerville came online in 2008 and 1999, respectively. The fields ceased production in 2015, at which point Somerville had produced 48 bcf of gas and Anning had produced 16 bcf of gas. RockRose Energy, part of UK-headquartered energy company Viaro Energy, in May wrapped up a farm-in agreement for a 60% working interest in Production Licence P.2607, which includes the Anning and Somerville fields. Hartshead has retained a 40% working interest in the license. *(Source: Offshore Energy; Photo: Thomas Reid*

FINANCIAL ALARM FROM CONFITARMA FOR THE BAMBINI FLEET IN CONGO

The continuing block on money transfers is putting the company's operations at serious risk with consequences on the regular fulfillment of financial obligations towards employees and suppliers. Not very comforting news comes from West Africa for some Italian companies including the shipping company Bambini. The alarm was raised by Confitarma which in a note "expresses strong concern for the situation that Italian companies operating in the Republic of Congo and are engaged in the

important activity of supplying natural gas to our country are experiencing". In fact, "due to local bureaucratic impediments that are blocking financial flows from the African country abroad, companies will be forced to abandon the country, jeopardizing energy supplies from the Republic of Congo to Italy". The Republic of Congo is fundamental in the strategy implemented by the Italian Government for the diversification of our country's energy supply sources, following the stop of the import of natural gas from Russia due to the war in Ukraine. "The situation appears to be particularly relevant for our associated Bambini Spa – underlines Confitarma – a company whose turnover depends for 50% on orders deriving from the Republic of Congo. Continuing the unjustified blocking of money transfers will put the company's operations at serious risk with consequences on the regular fulfillment of financial obligations towards employees and suppliers". Confitarma therefore hopes for an urgent and strong intervention at the highest national institutional levels "which will allow this incomprehensible impasse to be quickly resolved". *(Source: Shipping Italy)*

SAFEHAVEN MARINE LAUNCHES NEW PILOT BOAT FOR SVITZER

Safehaven Marine, an Irish builder of pilot, patrol and survey vessels, this week launched a new pilot boat for Svitzer's operations at Tanger Med 2 in Morocco. The newly built **Svitzer Oued Laou** is powered by a pair of 500-horsepower Volvo Penta D13 engines. The 48-foot launch has an operational speed of 24.5 knots carrying seven pilots and crew. The vessel is self-righting and capable of operating in all weather conditions, the builder said. Safehaven Marine said the vessel is the fourth Interceptor 48 pilot boat supplied to Svitzer. The builder noted the Pilot 48 has been popular in the region, with three supplied to Boluda Tanger Med in Morocco. *(Source: MarineLink)*

BLUESTREAM READY IN GEMINI WIND FARM

Diving company Bluestream reports that it has successfully completed the annual inspection campaign of the wind turbine foundations and the foundations of the transformer platforms in the

Gemini wind farm. This park, located 85 kilometers north of the Wadden Islands, has 150 wind turbines of 4 MW each and two transformer platforms. The work was carried out with the **VOS Sugar** from Vroon Offshore Services. This diving support vessel was equipped, among other things, with three underwater robotic systems installed on the working deck. These systems contain cameras, sensors and tools. The **VOS Sugar** was recently in the news because the vessel will have a new owner. *(Source: www.maritiemdenhelder.eu)*

SAIPEM LANDS NEW CONTRACTS WORTH $910M

Saipem has clinched two new offshore contracts in Ivory Coast and Italy worth a total of around €850m ($910m). The Milan-listed energy services player has secured more work with Eni Côte d'Ivoire and its partner Petroci on the Baleine development. The so-called SURF contract for phase 2 of the project covers engineering, procurement, construction and installation (EPCI) of about 20 km of rigid lines, 10 km of flexible risers and jumpers and 15 km of umbilicals connected to a dedicated floating unit. The installation

works will be carried out by Saipem's offshore construction vessels in 2024. Saipem earlier carried out drilling activities of Baleine Phase 1 by deploying the **Saipem 10000** and **Saipem 12000** vessels, followed up by the execution of two contracts for Baleine Phase 1 in fast-track mode. The second contract has been awarded to Saipem, through a temporary association of companies with Rosetti Marino and Micoperi, by Snam Rete Gas for the construction of the facilities for the new floating storage and regasification unit (FSRU) to be located in the Adriatic Sea offshore Ravenna, Italy. The project consists of EPCI of a new offshore facility, linked to the existing one, for the docking and mooring of the FSRU, to be connected to shore via a 26-inch offshore pipeline 8.5 km in length, plus a 2.6 km onshore pipeline and a parallel fibre optic cable. Offshore operations will be executed by Saipem's pipelay barge **Castoro 10**. *(Source: Splash24/7)*

PRYSMIAN BAGS $674M ADRIATIC LINK CONTRACT

Italian cabling giant Prysmian has secured a contract worth around €630m ($674.3m) from compatriot transmission system operator Terna for the Adriatic Link interconnector project. The contract includes the design, supply, installation, and commissioning of a link between the Marche and Abruzzo regions that should contribute to de-carbonise Italy's energy system. The route, running for a total of around 250 km, will be made up of two subsea cables with a length of 210 km across the Adriatic Sea allowing a transmission capacity of up to 1,000 MW. Prysmian will also provide two underground cables of about 40 km. All submarine cables will be produced in Arco Felice, Italy, while the underground cables will be manufactured ain Gron, France. The installation will be carried out by Prysmian's cable-laying vessels, the **Leonardo da Vinci** and the **Monna Lisa** with project conclusion expected within the first half of 2028. "This award confirms the mutual trust and long-standing relationship between Terna and Prysmian Group, as this is the latest of several projects we are working on with the Italian TSO," stated Hakan Ozmen, executive vice president for projects. Prysmian has already secured several submarine grid connection projects in the Mediterranean region such as the Tyrrhenian Link, the submarine cable link between Capri and Sorrento, and the submarine cable connection between the island of Elba and the Italian mainland. *(Source: Splash24/7)*

GLAMOX TO INSTALL LED LIGHTING ON EIGHT PGS SEISMIC VESSELS

Lighting solutions specialist Glamox has won a contract from the Norwegian marine seismic survey firm PGS to provide marine LED lighting for eight of its seismic data acquisition vessels. This first phase of the retrofit project will involve replacing fluorescent tube lighting with around 2,500 marine-certified LED luminaires fitted on the exterior and interior of the eight vessels. PGS's switch to energy-efficient LED lighting is being driven by its desire to comply with emission reduction

targets, new regulations, and its own sustainability targets, Glamox said. The LED luminaires will be fitted into eight vessels that operate worldwide: **Ramform Vanguard**, **Atlas**, **Titan**, **Hyperion**, **Tethys**, **Victory**, **Sovereign**, and **PGS Apollo**. The interior lighting will cover areas such as the bridge, crew quarters, corridors, gangways, stairwells, ladders, and communal areas. Exterior lighting also includes floodlights and emergency lighting. The specialist luminaires are marine-certified and capable of withstanding the harshest of conditions, Glamox said. “The retrofit of these vessels with energy-efficient LED luminaires should enable us to save energy used for lighting by as much as 60 percent,” said Olaf Brunstad, VP Fleet Management, PGS. “It is the first phase of a major retrofit project which will be ongoing until 2025. Eventually, we aim to retrofit each vessel with around 2,500 new luminaires. This initiative contributes to our goal to reduce our emissions by 75 percent and achieve a Net Zero carbon footprint by 2050. "Our highly energy efficient lighting is helping customers to reduce the carbon footprint of their vessels. It is the low-hanging fruit when it comes to saving energy and directly supports the sustainability efforts of vessel owners,” said Astrid Simonsen Joos, Group CEO, Glamox. “The recent emission reduction targets from the International Maritime Organization and the phase-out of fluorescent lighting due to EU directives, add extra impetus to major retrofit projects across the maritime industry.” The International Maritime Organization has set a goal for Net Zero emissions from shipping by 2050 and a reduction of GHG emissions of 70 percent - striving for 80 percent - by 2040, compared to 2008 levels. Also, from 1 January 2023, it became mandatory for all ships to calculate their attained Energy Efficiency Existing Ship Index (EEXI) to measure their energy efficiency and to initiate the collection of data for the reporting of their annual operational carbon intensity indicator (CII) and CII rating. Unrelated to the above initiatives, the EU Restriction of Hazardous Substances directive is phasing the most common types of fluorescent tube lighting – providing yet another reason to switch to LED lighting. The LED retrofits will be undertaken during normal operations and are expected to be completed in 2025. *(Source: MarineLink)*

WINDFARM NEWS - RENEWABLES

DAMEN TO INTRODUCE FULLY ELECTRIC SERVICE OPERATIONS VESSEL FOR OFFSHORE WIND FARM SECTOR

The next step in zero-emission wind farm operations. With continuously growing energy demands, the need for renewable offshore wind energy is also on the rise. Currently, wind farms are maintained by technicians using Service Operations Vessels (SOVs). These SOVs serve as warehouses, workshops, transportation and accommodation for all the technicians onboard. In the areas where green energy is generated, these SOVs emit CO2, even though significant efforts are being made to reduce emissions and enhance vessel efficiency. Damen is proposing a major advance towards achieving zero-emission wind farms with its concept design for a fully electric SOV. This novel class of offshore wind support vessel, based on Damen's proven Service Operations Vessel (SOV) design, has been named the SOV E and will be the first large offshore vessel to operate fully electrically. The electric SOV is for operations within wind farms and will be equipped with charging capabilities that will access electricity from suitably equipped turbines and offshore substations. Similar to the way that electric cars charge today. Enabling this comes with its own challenges, which Damen is enthusiastically tackling both within the group and through external partnerships. *Collaboration is key* For the SOV E concept to succeed collaboration is key. A high level of integration between wind farm operators, vessel owners, charging systems designers and Damen forms the foundation. The shared aim is to create a vessel that can not only remain in wind farms for extended periods of time, but also take full advantage of the abundant clean energy available locally to reduce emissions to virtually zero. While still at an early stage, the concept has generated a lot of enthusiasm from wind farm developers and operators. The SOV E is a groundbreaking concept, with Damen's research and development division undertaking extensive studies to ensure its technical and financial viability. *Behind the scenes* The premise that underlies the SOV E as an emissions-free vessel is that it will recharge its batteries once a day. This is feasible due to the nature of its operational profile, where it deploys technicians to the wind turbines and then loiters nearby until it is time to retrieve them. It will therefore generally have idling time in each 24-hour period, which can be used for recharging the vessel, using just a small part of the energy generated by the wind farm. This is one example of how the concept has been developed so that sailing 100% electric does not compromise its capabilities. While the SOV E is capable of sailing entirely electrically, it will be equipped with diesel generators as backup. These will not only enable it to undertake alternative duties at any point in the future, they will also increase the operational flexibility of the vessel. *Electric technologies* The connection between the vessel and the turbine or offshore substation is pivotal. Damen is working with industry specialists to ensure that the charger connection is safe as well as being capable of charging the ship's batteries very rapidly in all weather conditions. Research is also being undertaken into ensuring that an emergency release is available in

the event of immediate evacuation being required. The location for integrating this connection on the vessel has been carefully chosen to avoid compromising the large open deck area while benefiting from stable Dynamic Positioning (DP) capabilities. With battery technology advancing at a rapid pace, the team is looking at what will be available that does not only meet their performance requirements but also their sustainability goals, in line with Damen Shipyards commitment to become a leader in this field. One of the aspects being studied is the chemical compounds of the batteries, the raw materials used to produce them, and their recyclability. *A worthwhile investment* Within the simulations set up by Damen, the business case plays a significant role. The differences in investment between the SOV E and the conventional diesel-electric SOV are being identified, including the additional investment required for charger systems within the wind park. The operational costs of the SOV E will be substantially lower than those of a conventional SOV, taking into account the fuel price and the price per tonne of CO2. Various scenarios have been evaluated, all yielding positive business case results. As the cost of CO2 emissions continues to rise, the financial outlook becomes even more promising. *Closing the loop* The process of developing and identifying all necessary technologies to bring these vessels to reality continues. At Offshore Energy 2023 in November, Damen will officially launch the SOV E concept. We look forward to seeing you there! *(Source: Offshore Wind)*

TSM IS ABOUT TO TAKE DELIVERY OF A NEW OFFSHORE WIND VESSEL

The fleet of TSM (Thomas services maritimes) for offshore wind power is enriched with a new vessel. The company, headed by Loïc Thomas, is expecting the **TSM Texel** , built at the Neptune yard in the Netherlands, where it was launched on September 6. The "**TSM Texel**", which will be fitted out by Iroise Mer, a subsidiary of TSM, based in Brest, should enter service at the very beginning of

November. *(Photo: TSM)*

FIRST GE HALIADE-X 13 MW WIND TURBINE HEADS OFFSHORE FOR VINEYARD WIND 1 SITE

Vineyard Wind, a joint venture between AVANGRID and Copenhagen Infrastructure Partners (CIP), has shipped the first GE Haliade-X 13 MW wind turbine from the New Bedford Marine Commerce Terminal to its location more than 30 miles (about 49 kilometres) off the coast of Cape Cod in the US. The GE Haliade-X 13 MW wind turbine components started arriving at the New Bedford Marine Commerce Terminal in May. A few months later, the first 98-metre-long blades arrived on the **Rolldock Sky** heavy load vessel, while the first nacelles reached the terminal last month. Foss Maritime, a US service contractor that provides union jobs for its employees, has partnered with DEME Offshore US to design and build specialised US-flagged barges to transport the components to the Vineyard Wind 1 offshore wind farm area. The Marmac in New Bedford, Massachusetts, and the Foss Prevailing Wind in Boston, both 400 feet long (approx. 122 metres), are the only two barges in existence capable of transporting in an upright position GE's Haliade-X turbine components that, when constructed, will rise more than 700 feet (about 213 metres), said Vineyard Wind. GE will initially load the US-flagged Marmac from the New Bedford Marine Commerce Terminal with three vertically placed tower sections reaching more than 200 feet (approx. 61 metres) in height, three 321-foot-long blades (about 98 metres), and a nacelle pod that houses the generating components. Foss will deliver loads weighing more than 1,700 tonnes each, to construction partner DEME Group's Sea Installer vessel which is, with 300-foot-deep (about 91 metres) legs, stationed 65 miles (approx. 105 kilometres) from New Bedford south of Martha's Vineyard. "Over the past year, we have achieved significant milestones in the development of Avangrid's Vineyard Wind 1, but the installation of the project's first turbine stands as a singular landmark for offshore wind, clean energy, and climate action in the United States," said Pedro Azagra, Avangrid CEO. "We are proud that local union labor will pioneer the installation of the massive GE turbines that will harness the winds off the shores of Massachusetts to power more than 400,000 homes and businesses across the Commonwealth." Vineyard Wind 1 will feature 62 GE Haliade-X 13 MW wind turbines installed by DEME's jack-up **Sea Installer**. "The DEME crew on our Sea Installer vessel can't wait to receive these components and work with the highly skilled union workers from the Massachusetts Building Trades to build America's first large scale offshore wind project and launch this new and vital clean energy industry," said Bill White, President DEME Offshore US. The wind farm is expected to generate electricity for more than 400,000 homes and businesses in the Commonwealth of Massachusetts, create 3,600 Full Time Equivalent (FTE) job years, save customers USD 1.4 billion over the first 20 years of operation, and is expected to reduce

carbon emissions by more than 1.6 million metric tons per year, the equivalent of taking 325,000 cars off the road annually. “This installation truly marks the beginning of offshore wind in America with New Bedford as its launching pad,” said Massachusetts State Senator Mark C. Montigny. “We are proud to see local workers building these incredible turbines that will literally transform our economy, lower energy costs, and help combat climate change through lower carbon emissions. We still have a long way to go, but today is a strong step toward meeting the goals set forth by the legislature when it initiated the nation’s first offshore wind procurement law.” Vineyard Wind estimates that approximately 400 union members have worked on the project to date. The Vineyard Wind 1 offshore wind farm is the first commercial-scale offshore wind farm to be approved for construction in the US. *(Source: Offshore Wind)*

TOPSIDE 'WEST ALPHA' FOR TENNET SOCKET PLACED SAFELY AND SUCCESSFULLY ON JACKET

With the help of the crane vessel **Thialf**, the superstructure (topside) for the offshore transformer platform Hollandse Kust (west Alpha) has been successfully placed on the undercarriage (jacket). This new milestone for the connection of offshore wind took place last night about 50 kilometers off the coast of Egmond aan Zee. From 2026, grid operator TenneT will bring sustainable wind energy onshore via this 'socket'. The ready-made topside left the port of Antwerp on a floating pontoon on Monday. The structure was then towed via the Scheldt to Dutch waters to enter the North Sea at Vlissingen. The topside was built in Belgium by the contractor combination Equans/Smulders and almost two years after the first steel cut, the large steel box (over 3,600 tons) was ready for the sail out this week. **Thialf** Since last year, the chassis has been firmly anchored to the seabed off the coast of Egmond aan Zee. For the installation of the superstructure, the crane vessel **Thialf** (Heerema Marine Contractors) set sail for the jacket from the Norwegian port of Stavanger at the same time as the topside. After both vessels

met at sea, the pontoon moored against the **Thialf**. On board the crane vessel, Matthijs Knollenburg, as construction manager on behalf of TenneT, closely followed the work. *Ice cream cones* Knollenburg: "After loosening, the topside was lifted into the air by the crane vessel. The pontoon was then towed away, after which the **Thialf** had to sail another 500 meters towards the jacket. So-called cones are attached to the jacket. You can compare these with upside-down ice cream cones, with which we were able to lower the topside into exactly the right place last night without too much measuring." *Hotel ship* Now that the installation has been completed, a hotel ship will be moored next to the platform in the short term. Knollenburg: "After this jackup barge (lift-lift vessel, ed.) has extended its legs and hangs above the waves like a platform, a walkway is hung between the ship and the platform. A team of mechanics and technicians will then stay on the ship in the coming months to weld the topside to the jacket and ensure the commissioning of the installation." *Unmanned* Earlier this year, the two sea cables, with which the green energy from the wind farm will soon come ashore, were already installed by Jan de Nul Group. Knollenburg: "These cables also provided the fiber optic connection with which everything on the unmanned platform can soon be controlled from land. Inside the large steel box are the two power transformers that increase the voltage level from 66 kilovolts to 220 kilovolts for efficient transport of the power to land. In addition, there is also more than 130 kilometers of cable in the topside to connect all systems." *Behind the dunes* The sea cables that are already in the seabed come ashore via the beach of Heemskerk/Wijk aan Zee. Behind the dunes, these are connected to the cables that feed the power into TenneT's high-voltage grid about ten kilometers further along the A9 in Beverwijk. The 'socket at sea' for the wind farm will be ready before the end of this year. *Ecowende* The wind farm is being built by Ecowende. The wind farm will be located approximately 53 kilometers from the Dutch coast, near IJmuiden. With an installed capacity of approximately 760 MW, we can green approximately 3% of the current Dutch electricity demand. The plan is to put the wind farm into operation in 2026. For more information, see: https://ecowende.nl *(PR)*

DREDGING NEWS

RELONG RAISES THE BAR IN ENJIANG REGION

The Enjiang Region in China has long been a significant source of sand production – contributing substantially to local tax revenue and providing numerous employment opportunities. Recently, the sand mining operations in the area have faced a persistent challenge due to a high proportion of riverbed stones, underscoring the critical importance of equipment selection. Recognizing this challenge, Relong team conducted multiple on-site inspections and tailored solutions based on the client's existing equipment. Through collaborative procurement agreements for chain-bucket dredgers and sand transport vessels, Relong

significantly enhanced the equipment's capacity and quality, making a substantial contribution to the project's sustainable success. "Relong has always been dedicated to providing high-quality dredging and mining equipment, continually innovating to meet evolving market demands. The success of this project marks a significant milestone for Relong in the field, setting new industry standards," said one of the most important manufacturer of dredging equipment in China – Relong. *(Source: Dredging Today)*

NORFOLK DREDGING WINS WILMINGTON HARBOR CONTRACT

Norfolk Dredging Co. of Chesapeake, Virginia, has won a $18 million USACE contract for Wilmington Harbor Anchorage Basin /Mid-River Maintenance Dredging works. According to the Corps, the project includes maintenance dredging of upper Wilmington Harbor federal navigation channel reaches including the Anchorage Basin and Turning Basin Extension. The work also calls for maintenance of middle Wilmington Harbor federal navigation channels from Upper Brunswick to Battery Island. This will require the contractor to use a mechanical dredge and barges to transport material to the disposal site. The estimated quantity of material to be dredged is around 2 million cubic yards. *(Source: Dredging Today)*

FEHMARNBELT: MOTAS DELIVERS SAND BACKFILL SYSTEM TO NEPTUNE MARINE

MOTAS Dredging Solutions has delivered the complete component package for the 800 mm pipe diameter sand backfill installation for these works by the Femern Link Contractors joint venture (FLC). The order was awarded by Dutch shipyard Group Neptune Marine – the builders of the large spreader pontoon with crew accommodation and integrators of the backfill system. The spreader

pontoon and installation is designed for the accurate back filling of sand on top of the up to 200 meters long tunnel elements after their placement in the tunnel trench, reaching water depths over 40 meters. Also, the system and components design reflect the special care paid to avoid damaging the elements. Besides the design and engineering of this backfill system, the package constitutes of construction and supply of the following components: ● Dredging pipelines (on topside), ● Dredging ball joint, ● Density and velocity meters, ● Overboard backfill pipe system with gimbal joint, ● Rubber discharge hose, ● Angle transmitter sensor, ● Approx. 30 tons Diffuser head. *(Source: Dredging Today)*

ROYAL IHC CELEBRATES 60 YEARS OF BEAVER DREDGERS

This year Royal IHC will proudly celebrate 60 Years of Excellence of the iconic Beaver CSD range of vessels. From the very first delivery in 1963 to the upcoming 1000th Beaver planned for delivery this year, IHC Beaver journey has been marked by innovation and reliability. One of the inaugural Beaver CSD's the **Cornelis B**, embarked on its voyage with its first proud owners, Dikkerboom and Sybrandie, before becoming an integral part of the esteemed Van den Herik family business. Since 1946 they've evolved into a company, boasting approximately 200 talented employees, with a passion for waterworks and the detection of conventional explosives. The **Cornelis B** has been part of their operations for a long time, but it's now no longer an active part of their fleet. Its longevity speaks volumes about the enduring strength and robustness of the Royal IHC's Beaver dredgers. *(Source: Dredging Today)*

SANDUSKY BAY DREDGING STARTS NEXT WEEK

The U.S. Army Corps of Engineers said that the dredging activities in the Sandusky Bay are scheduled

to begin during the next week. They will be laying a pipeline on the lakebed to carry the dredged material to the placement site at the wetlands area off the Cedar Point Causeway. The pipeline area will be marked by orange buoys every 500 feet, said the City of Sandusky. The bay is not naturally deep enough for freighters to travel through its waters. In order to allow for shipping, USACE dredges out material from the base of the bay along shipping channels so freighters can reach the coal docks. The dredged material is then pumped to the new wetlands facility for safe storage and to create new bio-friendly wetlands. *(Source: Dredging Today)*

YARD NEWS

DUTCH SHIPPING COMPANY TRANSTAL SHIPPING ORDERS DIESEL-ELECTRIC MULTI-PURPOSE VESSEL FROM THECLA BODEWES SHIPYARDS

Dutch shipping company Transtal Shipping has signed the contract with Thecla Bodewes Shipyards for the construction of a diesel-electric propelled multi-purpose vessel. The 5,100 dwt dry cargo vessel **SALMO** has been fully developed by Thecla Bodewes Shipyards' inhouse design team and marks the start of the yard's second building line following its strategic growth ambitions. Scheduled for delivery in the fall of 2024, the innovative SALMO 5,100 dwt fits into Transtal Shipping's sustainable fleet renewal strategy. The diesel-electric SALMO will be equipped with three generator sets of 532bkW each and two electric motors of 600 ekW each, resulting in competitive fuel consumption figures with an average consumption of less than 3 tons of MGO per day. The **SALMO** series is the latest product line of Thecla Bodewes Shipyards and consists of modular built innovative diesel-electric dry cargo vessels with deadweight capacities between 5,100 dwt and 6,500 dwt. The state-of-the-art vessels are based on sustainable shipping solutions and are over 35% below the current IMO EEDI Phase 3 levels. The **SALMO** offers unique advantages due to its highly efficient hull shape combined with a reliable diesel-electric propulsion system. The hull shape of the **SALMO**

vessels has been specially developed for this type of propulsion and incorporates all the knowledge and experience gained from previously built vessels and the larger LABRAX series (7,280 dwt). Furthermore, the vessel meets all the requirements of a dry cargo vessel with a highly efficient cargo hold, low fuel consumption and low emissions.

SALMO dry cargo vessel: pioneer of future-proof shipbuilding With its modular installed diesel-electric propulsion system, the SALMO is ready for the energy transition and for future alternative fuels such as methanol or hydrogen. Space has been reserved on board for alternative energy sources without having to replace the electric propulsion system. This makes the **SALMO** a pioneer when it comes to future-proof and intelligent on-board propulsion systems. The 2,999 GT **SALMO** is a welcome addition to the Transtal Shipping fleet. With a length of 87.30 meters, a beam of 13.70 meters and a draught of 6.30 meters, the vessel offers a cargo capacity of 5,100 dwt and a generous volume of 208,360 cuft (5,900 m³). *(PR)*

ELECTRIC POWER EQUIPMENT AND AUTOMATION WILL BE REPAIRED ON THE MAGADAN ICEBREAKER

FSUE "Rosmorport" is requesting quotes for the repair of the icebreaker "**Magadan**". The procurement procedure was announced on August 30. According to the Unified Information System in the field of procurement, applications for participation in the procedure are accepted until September 8. Summing up is scheduled for September 15. The purchase is divided into two lots. The first lot, with an initial contract price of 7,083,730.63 rubles, provides for the repair of power electrical equipment, the second lot, with an initial price of 3,930,000 rubles, involves the repair of icebreaker automation systems. Let us remind you that Rosmorport previously announced a request for proposals for the repair of the deck part of the icebreaker **Magadan**. The icebreaker "**Magadan**" was built in 1982 in Finland. The length of the vessel is 88.5 m, width - 20.9 m, draft - 6.5 m, total power - 9.5 MW. *(Source: Sudostroenie; Photo: FSUE "Rosmorport")*

DAMEN SHIPYARDS HAS RECEIVED NEW ORDERS FROM FEYZ GROUP IN TURKEY, A COMBI FREIGHTER (CF) 5000 AND A CF 3850

Contract follows recent order for three CF 3850s On behalf of SLPLUS Holding and based on their trust in Feyz Group's operational capabilities, Damen Shipyards has received a new order for a Combi Freighter (CF) 5000 and an additional CF 3850, just four weeks after a contract was signed for three CF 3850s. The Feyz Group is currently renewing its fleet and the fast delivery times that Damen achieves through its policy of building in series enables them to respond quickly. The standardization and modular design approach by Damen Shipyards also delivers proven efficiency and endurance. Designed for general cargo like the other models in the Damen Combi Freighter family, the CF 5000 shares many of the core design attributes of the CF 3850. 86.60 metres in length, it has a hold capacity of 7,000 m³ and can carry up to 5,080 tonnes of cargo or 164 TEU containers. It also offers the possibility to have four tween decks that can be assembled to form two bulkheads in the hold for even more versatility. Lashing points are provided at all the desired locations and there are container fittings on the tank top and hatches. The tank top is also certified to carry loads up to 15 tonnes per square metre and the vessel has classification approval for dangerous goods and loading aground. The ABC 6DZC engine type is the same as that in the smaller CF 3850, but in the CF 5000 it runs at higher revolutions per minute. 1000 rpm delivers 1326 kilowatts and this provides all the power needed for fast, safe and economical passages. For those operators looking to further reduce their emissions, a number of options are available including wind-assisted propulsion. The Combi Freighter family has five models ranging from the Combi Coaster 2750 up to the Combi Freighter 8200. Built at Damen Yichang Shipyard in China, the series construction technique and the use of standardised components and systems ensures highly competitive pricing and rapid delivery. The hydrodynamic properties of the hull shapes deliver exceptional performance which results in the Combi Freighters requiring less power than comparable vessels. This in turn leads to smaller engines than their equivalents, consuming considerably less fuel and requiring less maintenance. It was noted by Mr Engin Aynaci, the general manager of Feyz Group, that: "Due to the positive market reaction to our

recent order from Damen, we have decided not to wait and will proceed with renewing our fleet without wasting any time. With these new orders, we are enhancing the versatility of our fleet, while simultaneously maintaining interchangeability and improving reliability, thanks to Damen's standardization philosophy." Damen regional sales director, Boran Bekbulat added: "We are delighted that the Feyz Group has returned with SLPLUS Holding to us so soon after their recent order for the three CF 3850s. We greatly value their commitment to a long-term relationship with the Damen Group." The vessels are scheduled for delivery at the end 2024. *(PR)*

Towingline gaat een weekje op vakantie. De Tugs Towing & Offshore Newsletters voor Woensdag 13 september en Zondag 17 september zullen dan ook niet verschijnen. We hopen dan ook dat we de eerstvolgende newsletter weer aan te kunnen bieden op 20 september 2023.

Towingline is going on vacation for a week. The Tugs Towing & Offshore Newsletters for Wednesday September 13 and Sunday September 17 will therefore not be published. We therefore hope that we can offer the next newsletter again on September 20, 2023.

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
   - *Bonn & Mees - Rotterdam by Jasiu van Haarlem (new)*
   - *Suez Canal - Ismalia by Jasiu van Haarlem*
   - *AVRA Towage - Rotterdam by Jasiu van Haarlem*

- *Herman Sr - Zwijndrecht by Jasiu van Haarlem*
- *Boa - Trondheim by Jasiu van Haarlem*
- *GPS – Rochester by Jasiu van Haarlem*

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

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