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

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M I D W E E K – E D I T I O N

TUGS & TOWING NEWS

THE FASCINATING ENCHANTRESS

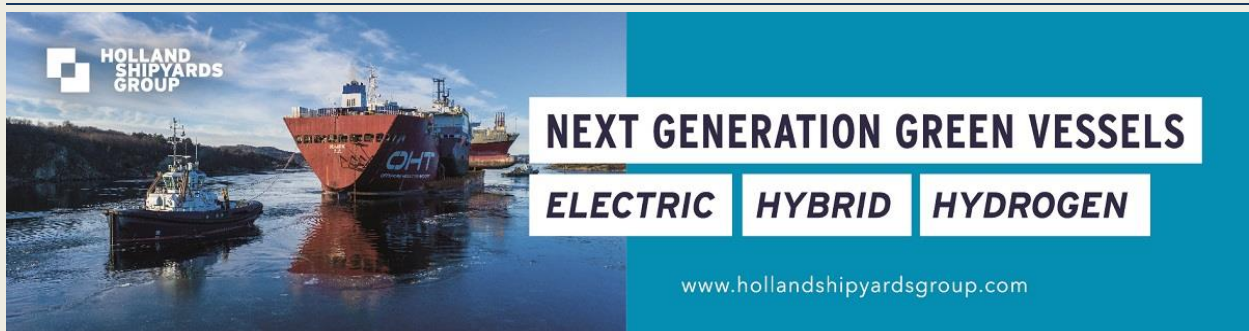


Do you remember the mighty 120-foot derelict tug, the [Enchantress](#), that sunk in the mud off of the east end of 34th St in the early 2000s? Here is her lurid tale! Rick Carnes, of Sedro Woolley, owned the [Enchantress](#) and several other tugs. Carnes appeared to be a fast talker and scammed a number of folks (some say everyone he met)

– boat towing companies, skippers, engineers, dock owners, and at last, a boat buyer. On the same day in June 2000, Carnes towed the [Enchantress](#) and brought the [Ronnie S](#) under her own power to Anacortes. The [Enchantress](#) was moored in Fidalgo Bay to the burnt pilings of the Custom Plywood Mill; the [Ronnie S](#) was tied to Curtis Wharf for a while, then moved to Shannon Point Seafood, owned by Samsung. Apparently the [Ronnie S](#) began taking on water pretty soon after mooring. Carnes made himself scarce in Anacortes; both tugs were essentially abandoned. Carnes was part of an even bigger scam with another tug in Everett. He convinced Rick Taylor of Hamilton to sell his house and use part of the money to finance Carnes’ Everett tug. By September 2001, Carnes owed Taylor \$60,000 and perhaps by that time, Taylor understood what kind of man Carnes was. On September 7, 2001, Taylor shot Carnes dead outside his home. Taylor then killed himself in the woods near Day Creek. See, that’s the lurid part. *Now, consider what happens next:* – Eventually the Coast Guard had to remove the fuel and hazardous waste off both boats at a cost of \$142,000. It was a difficult prospect with the owner dead and the estate in probate. – Samsung was eventually forced to take legal control of the [Ronnie S](#) (inadequately moored at their dock) and pay to have it demolished. After asbestos was found onboard, the cost was estimated at the time to be about \$40,000. – There was no state law (yet) to address derelict boats. The [Enchantress](#) was one of many reasons that Rep. Phil Rockefeller, D-Bainbridge, offered legislation to address the snarls that usually stalled the removal of derelicts. Thanks to him and our legislature, the Department of Natural Resources Derelict Vessel Removal Program was enacted in 2002. – In 2008 the state proposed to remove the [Enchantress](#) from Fidalgo Bay as a part of the Puget Sound Initiative cleanup of the Custom Plywood Mill site cleanup (video link, CPM), part of the Department of Ecology Toxics Cleanup Program’s Anacortes Baywide

Cleanup (video link, ABC). The tug was well sunk in the mud by that time. Treated wood, asbestos, lead, PCBs, and mercury were all cited as concerns, as well as the safety issue of the boat rotting and breaking apart. Over the years, Anacortesians had come to love the [Enchantress](#). Bill Mitchell, our wonderful town muralist, and many others wanted to keep her - whether that meant for her to stay put or move her elsewhere - and started a petition, looking for grants to address the associated high costs. Unfortunately, while the [Enchantress](#) was once a beautiful 1940s Miki-class US Army tug, she was used and altered during her long life (she was known as the Leslie Foss for many years) and therefore could not be considered for historic status. Other of her Miki sisters were at the time better preserved. Preserving the Enchantress at the end of her life was too difficult and expensive, and she was removed before the start of the Baywide cleanup. However, if you want to see a small part of the [Enchantress](#), look up in the loft of the Port's Transit Shed. Her nameplate is still there. (*Source: friends of Skagit Beaches*)

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CANAL BARGE CO ORDERS THREE TOWBOATS AFTER RECEIVING MARAD LOAN


US vessel owner Canal Barge Co will order three towboats and 17 barges after receiving finance from the US Department of Transportation. The Maritime Administration (MARAD) loaned New Orleans, Louisiana-headquartered Canal Barge around US\$51M, to be paid back over 25 years, for these newbuildings. The loan guarantee was received from the Federal Ship Financing




Programme (Title XI) to support the modernisation of the company's barges and towboats which service the inland waterways of the Ohio, Lower Mississippi and Illinois Rivers. Canal Barge will order these towboats and barges from US shipyards. "The Title XI programme supports the construction of vessels in US shipyards, strengthening this essential industrial base and supporting good-paying, high-skilled jobs," said MARAD administrator Ann Phillips. "The Title XI programme also enables US vessel owners to modernise their fleets and expand waterborne transport options." Through the Title XI programme, MARAD provides full faith and credit guarantees to promote the growth and modernisation of the US merchant marine and US shipyards. This programme enables

shipyards and shipowners to access loans that have longer terms, higher loan-to-value amounts, and lower interest rates compared with loans provided by commercial lenders. MARAD also supports US shipyards through grants and finance. In July, it awarded almost US\$20M in grants to 24 small shipyards in 19 states through the Small Shipyard Grant Programme. These funds will help shipyards to modernise facilities, increase productivity and expand local employment opportunities. “Small businesses are the lifeblood of the American economy, and small shipyards play a critical role in America’s maritime industry, helping us get the goods we depend on every day,” said US transportation secretary Pete Buttigieg in July. “These grants will help modernise small shipyards in communities across the country, creating and protecting local jobs, strengthening the US maritime industry, and securing our economic future.” The largest individual sum was received by Washington state’s Ice Floe for tug builder Nichols Brothers Boat Builders in Freeland, which was awarded US\$1.2M to support the purchase and installation of a one-sided welder with a material handling conveyor system, transitional magnetic bed. Pensacola, Florida-headquartered Patti Marine Enterprises also secured US\$1.2M to construct a new 800-tonne drydock. Tug builder Chesapeake Shipbuilding, of Salisbury, Maryland, received US\$1.1M to support the purchase of a plasma table, 30-tonne mobile travelift crane and a 250-tonne automated tooling computer numerical control and press brake. Wisconsin’s Fincantieri Marine Group received US\$1.2M to support the modernisation of graving dock pumps at Bay Shipbuilding of Sturgeon Bay. Pascagoula, Mississippi-based ST Engineering Halter Marine and Offshore secured US\$1.1M to support the purchase of an electric blast and paint booth. Other shipyards in Alabama, Alaska, California, Florida, Louisiana, Massachusetts, Michigan, Missouri, New Jersey, New York, Ohio, Oregon, Rhode Island, South Carolina, Virginia and Washington received grants of less than US\$1M for purchases. Since 2008, MARAD’s Small Shipyard Grant Programme has awarded US\$282M to nearly 300 shipyards in 32 states and territories throughout the US. *(Source: Riviera by Martyn Wingrove)*

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US OWNERS EXPAND TOWBOAT FLEETS WITH NEW DELIVERIES

US towboat owners continue to expand their fleets with new vessels built in domestic shipyards as demand for inland waterways transport continues. Southern Illinois Transfer is the latest owner to add to its floating assets as it welcomed towboat **Robert S Wilkins** to its fleet. This towboat was built at Kaskaskia Shipyard with Mitsubishi S6R2 main engines supplied by Laborde Products, Twin Disc gears and Veth Z-drive thrusters for manoeuvring barges along the Illinois River. The shipyard said this towboat was named 9 September in a ceremony after it passed all regulatory inspections and received its certificate of insurance. Kaskaskia Shipyard has started building the next towboat in a series of vessels ordered by Southern Illinois Transfer. Maritime Partners is preparing to welcome towboat **Eric Livingston** to its fleet after reporting it was “getting ready to hit the water”. It already has access to new towboat John Austin, which Imperial River Transport brought into service in August to transport coal on the Ohio and Monongahela rivers. This is the first of 10 towboats being

built for Imperial River Transport as it renews its fleet. John Austin has twin Cummins QSK38-M1



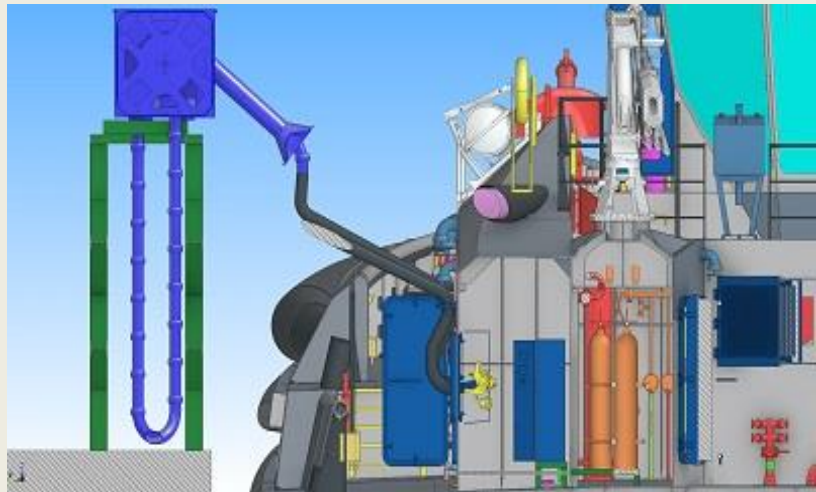
engines, cooled by Fernstrum keel coolers and turning four-blade stainless-steel propellers through Reintjes WAF 665 reduction gears. Steiner Shipyard delivered towboat Falcon in July for Florida Marine Transporters, as the third of a six-vessel order. Mississippi-based Nichols Boat Co also recently

completed a twin-screw towboat with propulsion complying with US Tier 4 emissions requirements on a speculative basis. Also in September, Cooper Marine and Timberlands (CMT) started providing barge fleet and shifting services from Yellow Creek State Inland Port (YCP) at the intersection of the Tennessee River and Tennessee-Tombigbee Waterway. "Located at one of the most strategic interchanges on the US inland waterway system, YCP will continue to serve as a critical gateway for the state of Mississippi, powering businesses and creating jobs," said CMT president Angus R Cooper III. "We look forward to partnering with the port's board of directors and executive director to best support its exciting future growth and to provide CMT's customers with the highest level of barge fleet and shifting services." YCP executive director Robert Dexter expects new growth in transport through the inland port. "Tonnage and revenues have grown by double digits in the past few years," he said. "Millions in private and public investments have been made to expand job opportunities and modernise facilities." Mr Dexter continued, "Securing CMT as our port's exclusive barge fleet and shifting service provider is another step forward on our mission of growing and diversifying the port's capabilities to best serve our current and future tenants and to create high paying and reliable jobs for the state of Mississippi." On the US east coast, the Pilots' Association of the Bay and River Delaware has ordered another pilot launch from Duclos Corp subsidiary Gladding-Hearn Shipbuilding. This vessel will be the pilotage association's fourth Chesapeake-class launch. It will have twin Volvo Penta D16 diesel engines powering five-bladed Brunton propellers through ZF 500-1-A gear boxes, and a top speed of 25 knots. *(Source: Riviera by Martyn Wingrove)*

SANMAR SHIPYARDS AND IGUS HAVE JOINED THEIR EXPERTISE TO BUILD THE SIMPLEST AND MOST COMPACT "SHORE ELECTRIC BUNKERING SYSTEM"

Sanmar Shipyards has joined forces with IGUS, the world's largest energy chain systems manufacturer, to develop and build a new compact 'electric bunkering' system that can supply various vessel types with onshore power. By joining forces and expertise, the two companies have designed and built a simple to operate compact quayside Shore Power Dispenser System, which can be operated by just one crew member. The modular design allows an extension of the dispenser system to provide higher charging power capacities easily. Each cable dispenser module can handle 500A current capacity (up to 1000V AC). For Sanmar, as a Turkish shipyard and tugboat operator, the cooperation with Igus enables it to offer a charging infrastructure for the ports and is part of its mission to lead the tug and workboat industry's efforts towards an environmentally friendly, sustainable, low- and zero-emission future. Sanmar is already working in collaboration with

Canadian naval architects Robert Allan Ltd and battery energy storage provider Corvus Energy to build and develop the ground-breaking ElectRA range of electric tugboats – five vessels ranging from 19m to 28m in length and up to 70 tonnes of bollard pull. Tamer Geckin, R&D and Electrical Systems Director of Sanmar Shipyards, said: “We are delighted to have been able to share our expertise, skills and knowledge with Igus. Our vision of a future sustainable carbon-neutral tug and towing sector will



depend on simple, easy-to-use and efficient infrastructure at ports and harbours around the world. We are proud to be at the heart of this transformation through innovation and technological advance.” Martin Tilling, Shore Power Systems Industry Manager of Igus GmbH, said “As “Igus” we are aware that more and more ports are confronted with an increased public awareness of environmental issues. Stricter guidelines are forcing ports to implement more environmentally friendly technologies. Our customised energy supply systems for providing vessels and tugboats at berth with shore power are the solution to reduce air pollution, noise and vibration. As a part of our global company vision such as “Improve all types of motion with motion plastics, with CO2 neutral footprint and zero plastic waste”, we are delighted to collaborate with Sanmar for their new design green tugboats. From the start of their collaboration, both Igus and Sanmar understood that it was important to keep their system simple and modular so that the system can be adapted to the charging capabilities of each individual port. The cable management system, combines standard components and is operated with a radio remote control so there is no need for additional personnel shore side to operate it. Connection and disconnection require only a few minutes. The two project partners are also sharing their experiences for the automated connection system which will be required if there is only a short period available for charging. In short, the new Sanmar and Igus ‘electric bunkering’ system is:

- A modular and compact shore power dispenser system;
- Each cable dispenser module can provide 500A current capacity (up to 1000V AC) and can be extended for higher charging capacity by increasing the quantity of modules;
- The cable dispenser module is installed on support structure that height is designed according to port requirements;
- Selective deployment length and adjustable arm length;
- A ready-to-install plug-and-play solution;
- Extra cable protection by Triflex TR energy chain;
- Uses standard components instead of project-specific special solutions. (PR)

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DELIVERY OF 3 UNITS OF ASD TUGBOATS



On 16th Sep, 2022, 2 units of ASD tugboats built by Jiangsu Zhenjiang Shipyards for Guangxi Beibuwan with name “**XIN BEI BU WAN GANG 19**” and “**XIN BEI BU WAN GANG 21**” and 1 unit of ASD tugboat built for Beibuwan Port with name “**BEI BU WAN TUO 12**” have been delivered and sailed. The vessel **WAN GANG 19** breadth of 10.4m, pull of 51.2t, endurance of 13.15kn. The **BU WAN GANG 39.4m**, breadth of 5.1m, power of 89t, astern pull 1200nm and speed of **BEI BU WAN** length of 38m, depth of 4.6m, power of 2,942kw, ahead pull of 51.2t, astern pull of 46.4t, endurance of 1200nm and speed of 13.15kn. (Source: Jiangsu Zhenjiang Shipyards)



of “**XIN BEI BU** has length of 38m, depth of 4.6m, ahead astern pull of 46.5t, 1200nm and speed vessel of “**XIN BEI 21**” has length of 11.0m, depth of 5.120kw, ahead pull of 80t, endurance of 13.5kn. The vessel **GANG 12**” has breadth of 10.4m,

TURKISH CHAMBER OF SHIPPING, CATERPILLAR MARINE TO OPEN ITS 2022



Leading lights from the international maritime community will open the 26th International Tug & Salvage Convention, Exhibition & Awards 2022, on Wednesday 28 September, in Istanbul, Turkey. Turkish Chamber of Shipping vice chairman of the board Recep Düzgit and Caterpillar Marine

global marine industry manager Matt Rayson will open the event at 8.30 am and then, as part of a VIP delegation, meet representatives from more than 60 companies that make up the event's exhibition. Following the official opening and tour the conference programme will get underway. The overarching theme is sustainability and the three day programme covers a gamut of technical, operational and regulatory issues. ITS 26 is a matter of days away. There is still time to confirm your participation. For more information on any aspect of the ITS Conference, Exhibition & Awards, including attendance and sponsorship, please contact indrit.kruja@rivieramm.com (PR)

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MEET TOS AT ITS 2022 ISTANBUL – STAND 1-3

From the 28th to the 30th of September, TOS, all-round supplier of global turnkey ship deliveries, ship management and personnel solutions will be exhibiting at ITS 2022: stand I-3. ITS (International Tug, Salvage & OSV Convention and Exhibition) is the world's largest gathering of Tug, Towage & Salvage Experts and will be held at Istanbul Congress Center. Please check www.rivieramm.com for more information about ITS 2022. MEET TOS AT ITS 2021 Are you looking for a safe and reliable way to move your assets around the world?



Please feel free to contact us. You can make an appointment at the exhibition beforehand, e-mail our representatives. From the right: Achouak Jouahri, Senior Business Manager Towage – a.jouahri@tos.nl Ivan Wagenaar, Commercial Director – i.wagenaar@tos.nl Rolf Kievits, Sales Manager Ship Delivery – r.kievits@tos.nl (PR)

TUGBOAT SECTOR UPDATED ON LATEST DIGITALISATION TECHNOLOGIES

Tug owners will use case studies to demonstrate how the towage industry can use digitalisation technologies to enhance port services and optimise operations. The 26th International Tug & Salvage Convention, Exhibition & Awards is being held in Istanbul, Turkey, 28-30 September 2022, in association with Caterpillar, with a high-level networking exhibition, three-day conference, awards



dinner and several social events. On the second day of the conference, tug owners and technology



developers will present case studies showing how digitalisation and analytics can be used to enhance port services. Session 7 covers the port interface, with panellists considering how new technologies can be deployed to meet the changing trade flows and decarbonisation trends, and to optimise asset management. Wilson Sons executive director for towage Marcio Castro will

present how to take tugboat operations beyond harbour support, based on recent experiences in Brazilian ports, such as turning tugboats into data-mining assets and implementing real-time monitoring, analytics and artificial intelligence to contribute to the operational efficiency of ports. Kotug International general manager Patrick Everts and LionRock Maritime managing director Rick Broersma will discuss the importance of data analytics and simulations, based on artificial intelligence, for optimising ship towage. They will consider tug electrification, the impact of alternative fuels on towage capacity, consistent operations and operational decisions and the importance of correct simulations. Following these presentations, there will be time for delegates to pose questions to the experts. Day Two of the conference will then end before the pre-dinner drinks reception, sponsored by Sanmar, and the Gala Dinner and ITS Awards, sponsored by Caterpillar. For more information on attending the Conference, Convention and Awards evening, including available exhibition spaces and sponsorship, please contact indrit.kruja@rivieramm.com (PR)

NEW BUILDING WORKBOAT CT BARNSTON

Today, 19 September 2022, the Groeneveldt Marine Services BV built with yard number 73 **CT Barnston** (Imo 9967938) was spotted outgoing on the New Waterway. The special service vessel **CT Barnston** is United Kingdom registered with call sign MLZU5 and Port of Registry Liverpool is owned by Carmet Tug Company Limited – London. She is Bureau Veritas classed I  Hull  Mach with notations Tug, Special service, Workboat,



standardized design bollard pull with navigation notations Unrestricted navigation. The vessel has a length o.a. of 20.08 mtrs a length between pp of 18.55 mtrs a beam of 8.00 mtrs a depth of 2.75 mtrs and a draught of 1.86 mtrs. Her grt is estimated 70 tons and her dwt is 204 tons. The two Volvo Penta engines develops a total output of 882 kW (1,198 hp) and performed a free sailing speed of 8 knots. (Photo: Ruud Zegwaard)

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CREW TRAINING COMES TO THE FORE AT ITS 2022



Tug owners will provide their perspective on developments in training and improving tug crews' competences at the 26th International Tug & Salvage Convention, Exhibition & Awards 2022. ITS 2022 is being held in Istanbul, Turkey, 28-30 September 2022, in association with Caterpillar, with an industry-leading exhibition, three-day conference, awards

dinner and numerous networking and social events. During the third day of the conference, panellists will provide their perspectives on training and simulation. Burchett Marine owner Captain Ron Burchett will present new thinking on training for crew, masters and pilots, as owners adapt to sophisticated and specialised tugs and handling larger ships in ports. HaiSea Marine senior project manager Captain Jordan Pechie and Seaspan Marine senior director operations Sean Poole will then explain how owners can develop mariners for North America's most cutting-edge tug fleets. This includes preparing a diverse and inclusive workforce, fostering relationships with local partners and investing in bespoke inhouse simulators. The Workboat Association representative Wencke Boerrigter will present what lessons can be learned from tug incidents to improve safety and to prevent future accidents. Force Technology head of the department of simulation, ports and training Jan Michelsen will present future training using the Metaverse for the tug and salvage industry. Following these presentations, delegates can pose questions to the experts. A networking coffee break will then be held in the supporting 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)

A CONTRACTOR HAS BEEN SELECTED FOR THE DEVELOPMENT OF A TECHNICAL PROJECT FOR THE MODERNIZATION OF ICEBREAKERS OF PROJECT 1105

The development of a technical project for the modernization of four icebreakers of project 1105 will be carried out by Nordic Engineering JSC. This was reported on September 16 in the press service of

FSUE "Rosmorport". The icebreakers [Kapitan Bukaev](#), [Kapitan Zarubin](#), [Kapitan Chadaev](#) and [Kapitan Chechkin](#) will undergo modernization. Completion of design work is scheduled for spring 2023. Work on the modernization of ships is scheduled for the period from 2025 to 2030. As noted in the message, the purpose of the modernization of ships built in 1977-1978 is to extend the service life and ensure their commercial use during periods of non-ice navigation. It is assumed that the modernization project will provide for the replacement of obsolete and obsolete main and auxiliary mechanisms, the renewal of control systems and an increase in the class of ship automation, the optimization of the cabin stock for on-board practice for cadets of educational institutions and a general significant improvement in the conditions for the stay of icebreaker crews. The measure for the modernization of icebreakers was proposed by FSUE "Rosmorport" for inclusion in the federal project "Sea Ports of Russia" of the Comprehensive Plan for the Modernization and Expansion of the Main Infrastructure (KPMI) as part of the extension until 2030. *(Source: Sudostroenie; Photo: Rosmorport)*



ACCIDENTS – SALVAGE NEWS

SALVORS TO SINK GIBRALTAR SHIPWRECK'S STERN AHEAD OF HEAVY WEATHER



In anticipation of heavy weather, officials in Gibraltar are agreeing to a plan to scuttle the stern section of the grounded [OS 35](#) bulk carrier in place off the city's coast. The plan for a controlled sinking of the stern was recommended by the salvage team at Resolve as the best course of action for minimizing environmental impacts during heavy weather expected in Gibraltar Sunday and Monday.

The [OS 35](#) is currently broken in two sections; the 73-meter-long forward section which is firmly planted on the seabed and an aft section, measuring 105 meters, which remains afloat. The two sections are still connected by "cracked, bent and buckled steel," according to the latest update from Gibraltar Port Authority. Needless to say, the structural integrity of the vessel has completely failed. In anticipation of inclement weather, Gibraltar authorities have now approved Resolve's heavy weather plan, which involves lowering (i.e. sinking) the aft section in a controlled manner in order to stabilize it on the seabed. While the chances of pollution cannot be eliminated entirely, the

salvors believe it's the better option to leaving the wreck exposed to the elements as it is. Doing so could result in the aft section breaking free, further complicating the salvage effort. While all recoverable oil has been removed the wreck, there is a chance that fuel residues and debris could be released into the environment. But to prevent this as much as possible, salvors will work to remove all floating, loose items from the vessel and secure the hatches prior to the sinking. They will also surround the vessel with boom to contain any residual oil that is released. "The plan proposed by Resolve to stabilise the aft section on the seabed is the best option available to prevent further damage to the vessel and pollution that is likely to occur in heavy weather," said The Captain of the Port, John Ghio. "This controlled operation provides an opportunity to mitigate any environmental impacts from pollution and floating debris, which we would otherwise be unable to contain in heavy weather. The GPA and the Department of the Environment, together with our partner agencies, will monitor the vessel constantly throughout the heavy weather in order to mobilise any cleanup operations as quickly as it is safe to do so." With the arrival of heavy weather expected this weekend, the operation is taking place Friday (and could be happening as we type this). [Incident Background](#)

The Tuvalu-flagged OS 35 was outbound from Gibraltar Port when it collided with the unladen LNG carrier Adam LNG in the Bay of Gibraltar on Monday, August 29th. The [OS 35](#) was then anchored off Catalan Bay, on the opposite side of Iberian Peninsula, where it partially sank. Prior to breaking in two, survey inspections confirmed a gash amidships measuring approximately 10 meters by 4 meters on the starboard side. The Adam LNG, which is registered in the Marshall Islands, sustained only minimal damage. No injuries were reported on either vessel. (Source: *gCaptain*)

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ONE DEAD, THREE INJURED IN FIRE ABOARD INDONESIAN FERRY

A fire in a passenger deck aboard an Indonesian ferry on Friday morning left one dead and three injured, according to local media. At about 0600 hours on Friday morning, the ferry [Nusantara 91](#) arrived at the island of Masalembu, a remote outpost in the Java Sea. Before the ship could depart again, smoke began to billow from Deck 1, a passenger berthing deck. The ship was evacuated and three people were taken to a hospital for treatment. One individual did not survive. Authorities suspect that the fire was caused by a smoldering cigarette butt in the passenger compartment. A post-accident survey of the deck found that a mattress in a berthing area appeared to be the seat of the fire and was the only item that had burned. Harbormaster Rahmat Rahim told local media that the three

injured survivors had suffered from smoke inhalation but had recovered and were in good health. The deceased has been identified as Nobi Albert Lombogia, a passenger from Surabaya, according to Suara Indonesia. His body has been returned to Surabaya and delivered to his family, Rahim said. "We express our deep regret and condolences to the families of the victims in this incident," said the head of state ferry operator PT Peln, Opik Taupik. "For victims who receive treatment, we will bear all costs." The vessel was still awaiting an inspection on Sunday and had not yet received permission to sail. (Source: Marex)



CONTAINER SHIP SUNK IN PORT



General cargo ship **SEA EAGLE** loaded with containers lost stability during offloading operation at Iskenderun Port, Turkey, either at night Sep 17, or early in the morning Sep 18. The ship, according to photos and video, rested starboard on pier, then listed and capsized portside, resting on bottom

stern and portside, partially above waterline. Many containers went overboard. No info yet on number of lost containers and their recovery; oil leak. Wreck is surrounded by booms, understood salvage, cleansing operation, containers recovery are under way. **SEA EAGLE** arrived at Iskenderun in the afternoon Sep 17 from Mersin, Turkey. The ship, whose personnel were evacuated in a short time, sank after a while by lying on its side. In the region where security measures are also taken, work is being carried out to save the containers on the ship. Watch the YouTube video [HERE](#) (Source: Fleetmon; Photo: Deniz Haber)

VENEZUELAN TERMINAL ENGULFED BY FIREBALL AFTER TANKER HOSE BREAKS

Product carrier Larko also said to be 'affected' after incident at Guaraguao. A Venezuelan oil terminal has been hit by fire after a loading hose broke while a tanker was being loaded. The blaze broke out on Saturday at the Guaraguao facility in Puerto La Cruz, Reuters reported. The 36,000-dwt Panama-flag product carrier Larko (built 2001) was being supplied with oil at the time. The tanker was also "affected" by the incident, sources said, but the extent of damage was not clear. Video footage posted to Twitter showed a fireball burning at the terminal, with black smoke billowing around it. The fire was extinguished on the same day, but operations were interrupted. AIS data showed the vessel anchored at the port on Monday. "In the morning, at the Guaraguao dock, a gasoline loading arm

broke, spilling fuel on the deck of the ship and on the dock, causing a fire in that area,” Venezuela’s minister of industries and national production Tareck El Aissami said in a tweet. The politician added that the dock’s operations were due to be resumed “in a few hours.” “No injuries were reported and the affected vessel was moved away from the port,” shipping sources told Reuters.

(Source: Tradewinds)



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VIKING SEA BREAKS ITS MOORINGS IN RAVENNA, FIVE TUGS INTERVENE



The cruise ship, moved by strong gusts of wind, was brought back into position thanks to the intervention of the technical-nautical services. Misadventure with a happy ending in the past few hours in Porto Corsini - Ravenna for the **Viking Sea** cruise ship of the Viking Ocean Cruises company

which, due to adverse weather conditions (in particular due to the strong wind) broke its moorings risking to run aground towards the land not far away. From the images readily available on the web it can be seen that the captain has dropped anchor at the bow to limit the hull's access. The intervention of a first vehicle of the Gesmar company (Rimorchiatori Riuniti group), to which four other tugs were added a little later, made it possible to limit the displacement of the cruise ship whose drift was 'slowed down' allowing then to bring the unit of 228 meters in length and 47,800 tonnes back to the quay. A note from the local port system authority reconstructed the incident as follows: "Due to the exceptionally adverse weather situation of the last few hours, the **Viking Sea** cruise ship which at 8 am was regularly moored (south berth) at the cruise terminal of Porto Corsini, has moved away from its position due to strong gusts of bora coming from the north, of absolutely extraordinary intensity. The Port Authority and the nautical technical services (tugs, pilots and mooring crews) promptly intervened, giving support to the ship which is now safely and constantly

monitored. There has been no consequence for passengers who are continuing their activities on board regularly ". The port authority then adds that the [Viking Sea](#) is already re-moored in its position and when the weather conditions allow it, it will leave the port of Ravenna. "A heartfelt thanks to the Harbor Master's Office, pilots, tugboats and moorers for the prompt response given, allowing us to face a totally exceptional situation with safety and speed. Thanks also to the terminal operator and to the entire port community who understood the difficulties caused by these exceptional weather conditions for the port and for the ship moored at the passenger terminal ". Watch the YouTube video [HERE](#) (Source: *Shipping Italy*)

TOWBOATS COLLIDE ON THE GULF INTRACOASTAL WATERWAY

The U.S. Coast Guard said it is monitoring a barge with heavy fuel oil aground after a two towboats collided near Plaquemine, La., at mile marker 43.5 on the Port Allen route of the Gulf intracoastal waterway. Coast Guard Marine Safety Unit Baton Rouge responded after watchstanders at Coast Guard Sector New Orleans were



notified that the vessels [Creole Crusader](#) and the [Jack Odom](#) collided at approximately 12:30 a.m. on Saturday. The [Creole Crusader](#) was towing two barges containing heavy fuel oil, and the [Jack Odom](#) was towing two empty barges and three barges of steel bars. All seven barges remain on scene, two barges were intentionally grounded to prevent flooding or pollution. No injuries or pollution have been reported. The waterway was closed at mile marker 43.5 to all vessel traffic, and oil was transfer from the barges on Sunday. (Source: *MarineLink*)

SALVAGE OF SUNKEN FISHING VESSEL IN HARO STRAIT HITS A SNAG



The salvage operation to remove the sunken fishing vessel [Aleutian Isle](#) from waters off San Juan Island have run into a snag. The salvage team placed lifting slings on the boat and successfully hoisted it out of the water with a crane barge, but the operation has had to pause because the crew is having difficulty with dewatering. The [Aleutian Isle](#) was raised above the surface on Saturday afternoon, and salvage crews were able to pump out nearly 800 gallons of oily-water mixture. However,

they could not access all of the internal compartments safely, and an excessive amount of water

remains on board. The extra water weight is more than the team planned for, and it is heavy enough that it could cause the boat to break up if lifted further in the current configuration - even though the crane is able to take the load. "Raising the vessel to the surface is certainly a success, but the complexity of this operation continues to challenge our team," said U.S. Coast Guard Cmdr. Kira Moody, the incident commander. Moody said that the next step will likely be to move the crane barge and its payload to a sheltered location, where it will be easier to conduct the salvage work with less risk to the divers. The operation is expected to resume within the next several days once the team has a chance to evaluate the situation and make new plans. A sheen of diesel was visible on the surface when the boat came up, as anticipated in the salvage plan. The area was boomed off and the responders cleaned up as much as possible. **Aleutian Isle** went down in Haro Strait on August 13. She began taking on water near Sunset Point on the west side of San Juan Island that afternoon, and the crew were rescued safely before the vessel went down. She had about 2,600 gallons of diesel and oil on board at the time of the sinking, and the salvage operation is aimed at minimizing the risk of pollution. (Source: *Marex*)

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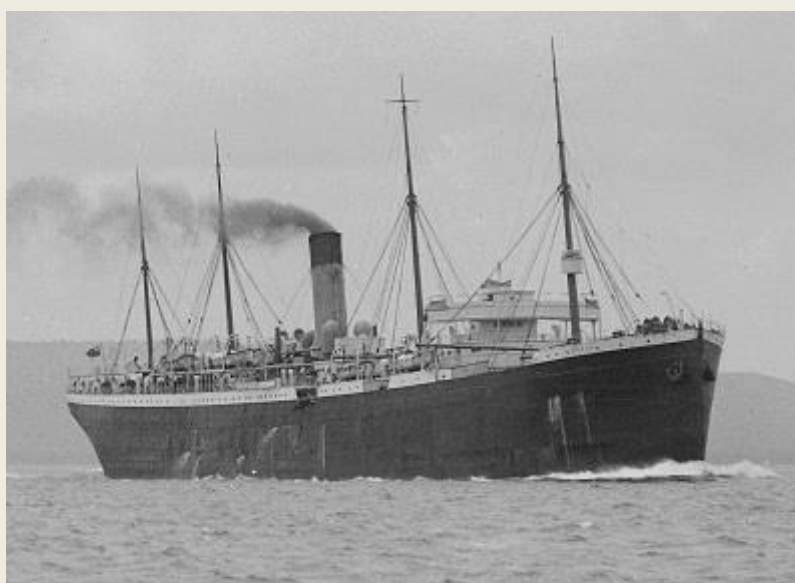
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The advertisement features a dark blue background with a white boat on the right. The text 'YOUR PROPULSION EXPERTS' is in white at the top left. '100 SINCE 1921' is in large white numbers in the center. The Schottel logo is on the right. 'WE KNOW WHAT MOVES VESSELS' is in white at the bottom left, with the website 'www.schottel.com' below it.

REMEMBER TODAY

S.S. RUNIC RENAMED NEW SEVILLA – 21ST SEPTEMBER 1940

The SS **Runic** was a steamship built at Harland and Wolff in Belfast for the White Star Line which entered service in 1901. **Runic** was the fourth of five Jubilee-class ocean liners built for White Star's Australia service along with her sister ship SS **Suevic**, where she ran on the Liverpool–Cape Town–Sydney route. She served this route until she was requisitioned for use as a war transport between 1915 and 1919, before returning to the Australia service. She was the



second White Star ship to be named **Runic**, an earlier ship of that name had served the company between 1889 and 1895. In 1930 **Runic** was sold and converted into a whaling factory ship and renamed **New Sevilla**, she remained in service in this role until September 1940 when she was

torpedoed and sunk off the Irish coast with the loss of two lives. *Design and construction* When White Star inaugurated service from Liverpool, England to Sydney, Australia in the late 1890s, they commissioned five steamships to be built for that route: the first three all entered service in 1899: **Afric**, **Medic** and **Persic**. All three were single-funnel liners which measured just under 12,000 gross register tons (GRT) and were configured to carry 320 third class passengers. Because the commissioning of these ships coincided with the Diamond Jubilee of Queen Victoria, they were referred to as the "Jubilee class". The next two ships of the class would be slightly larger than the first three. The first of these was **Runic** at 12,482 GRT, launched on 25 October 1900. The second, and largest of the class, was **Suevic**, at 12,531 GRT launched on 8 December 1900. **Runic** and **Suevic** had several minor design changes, the most noticeable of which were the lengthening of the poop deck, and the moving of the bridge closer to the bow. These ships could carry 400 passengers in third class on three decks. They also had substantial cargo capacity with seven cargo holds, most of which were refrigerated with the capacity for the stowage of 100,000 carcasses of mutton. There was also a hold designed for the transport of up to 20,000 bales of wool. *White Star Line career* **Runic** started her maiden voyage from Liverpool to Sydney on 19 January 1901, she quickly proved to be popular on the route. On 25 November that year she went to the assistance of the Union-Castle liner **Dunottar Castle** which had broken down, and towed the liner to the port of Dakar in West Africa. **Runic** initially remained in commercial service after the outbreak of the First World War in August 1914, but on 21 January 1915 she was commissioned by the Australian government as a transport ship and was given the designation HMAT (His Majesty's Australian Transport) A54. On 1 May that year **Runic** collided with the 954-ton collier **Horst Martini** in fog whilst in the English Channel, the smaller ship sank, but no lives were lost. On 28 November 1917 she was commandeered under the Liner Requisition Scheme and remained so until she was released back into commercial service on 10 April 1919, when she returned to the Australian service. In October 1921 **Runic** was sent back to Harland & Wolff for her passenger accommodation to be reconditioned. She spent most of the rest of the 1920s operating on the Australia service in tandem with **Medic**, **Suevic** and **Ceramic**. On 3 November 1928 when she was on an extended voyage to Glasgow, Scotland she collided with **HMS London** causing minor damage to her stern. **Runic** made her last voyage to Australia for White Star in December 1929, following her return she was laid up for disposal after nearly 29 years of service. *New Sevilla* In July 1930 **Runic** was sold to the Sevilla Whaling Co. Of London, a subsidiary of A/S Sevilla of Norway, who converted her into a whaling factory ship at the Germania shipyard in Kiel. She was renamed **New Sevilla**. Following the rebuild she had an increased gross tonnage of 13,801. Soon after



she entered service in her new role A/S Sevilla was taken over by the Scottish firm Christian Salvesen in April 1931. After nearly a decade in this role, on 20 September 1940 during World War II **New Sevilla** was sailing as part of the convoy OB 216 from Liverpool to Antarctica when she was torpedoed by the German submarine **U-138**. She initially remained afloat and was taken in tow, but sank the next day, 30 miles (48 km) off Malin Head, Galway, Ireland at the

position (55°48'N 07°22'W). 282 crew were saved, but two lives were lost. The survivors were picked

up by [HMS Arabis](#) and the Icelandic trawler [Belgaum](#) and landed at Belfast. (Source: [Wikipedia](#))

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OFFSHORE NEWS

NEFTEFLOT LAUNCHES TWO SURVEY SHIPS OF PROJECT RDB 66.62

Two survey ships of Project RDB 66.62 have been launched at Samara based shipyard of Nefteflot CJSC. The first pair in the series of 8 survey ships was launched in July 2022 with an acceptance/delivery certificate for them signed on 9 August 2022, according to the Federal Marine and River Transport Agency (Rosmorrechflot). The ships are being built for IWW basins' authorities under the state contract foreseen by the federal project "Inland Water Ways" in the framework of



the Comprehensive Plan for Modernization and Expansion of Core Infrastructure (CPMI) until 2024. Nefteflot CJSC signed a contract for construction of eight survey ships of Project RDB 66.62 in November 2020. The contract price – RUB 1.23billion. The series is to be completed in the fourth quarter of 2023. The ships were ordered by FSI Rechvodput. RDB 66.62 design was developed by Rostov based central design bureau "Stapel". The ships are intended for hydrographic surveys at inland water ways and in water areas of the ports. They will be fitted with modern automated equipment and shallow-draught survey boats. Key particulars of the ships: length – 24.31 m; width – 5.76 m; height – 13.40 m; depth – 2.20 m; draft – 0.93 m; main engine capacity – 295 kW; speed -18 km/h; class notation by Russian River Register - «O2,0 (ice20)A». Crew and survey personnel – 7. Samara based shipyard of Nefteflot CJSC specializes in ship construction and repair. It is certified by Russian River Register and Russian Maritime Register of Shipping. (Source: [PortNews](#))

LSP "NORTH POLE" LEFT MURMANSK FOR THE FIRST POLAR EXPEDITION



The first expedition of the ice-resistant self-propelled platform (LSP) "North Pole" started in Murmansk. This was reported on September 18 in the press service of the Ministry of Natural Resources of Russia. Alexander Kozlov, Minister of Natural Resources and Ecology of Russia, wished the polar explorers good luck and research excitement. Earlier, on September 15, a solemn ceremony of the start of the expedition "North Pole-41"

took place in Murmansk. A team of scientists and polar explorers from the Arctic and Antarctic Research Institute (AARI) boarded the LSP for the first time to prepare for the voyage. 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 - Vympel Design Bureau 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: Admiralty Shipyards)

CRANE VESSEL "AZERBAIJAN" ASCO COMPLETED WORK IN THE "ABSSHERON" PROJECT

The vessel delivered three modules from the Baku Deepwater Jackets Plant to the support block. Crane vessel "Azerbaijan" of "Azerbaijan Caspian Shipping Company" CJSC (ASCO) completed work in the "Absheron" project. With its help, the installation of the



superstructure of the early production complex on the support block of the last AM01 module was completed, the press service of the shipping company reports. The crane vessel "Azerbaijan" with a carrying capacity of 2.5 thousand tons participated in the delivery and installation of all three modules from the Heydar Aliyev Baku Deep Water Jackets Plant to the area where the support block is located. Absheron is a gas condensate field in Azerbaijan, whose reserves, according to Total, amount to 326 billion cubic meters. m of gas and 108 million tons of condensate. The field is being developed by the Joint Absheron Petroleum Operating Company (JOCAP), established by SOCAR

Absheron (50%) and Total E&P Absheron (50%). In November 2016, an agreement was signed to determine the main contractual and commercial conditions for the first stage of the development of the Absheron gas condensate field. The contract was signed for a period of 30 years. The contract area is 747 sq. km. In September 2020, a groundbreaking ceremony for offshore operations at the Absheron field was held at the Baku Deep Water Jackets Plant named after Heydar Aliyev. The Absheron block is located 100 km from Baku at a sea depth of 500 m. *(Source: Port News)*

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PXGEO 2 ARRIVES IN NORTH SEA AFTER EGYPT ASSIGNMENT



Seismic vessel **PXGEO 2** has begun a 3D project in the North Sea following the completion of an eight-month assignment offshore Egypt. **PXGEO 2** goes to North Sea following end of Egypt gig. **PXGEO 2** is operating on a high-resolution 3D project in the North Sea, which came after the completion of a towed streamer project for TGS in the Egyptian Red Sea. On completion at the end of September, the current

project will deliver one of the highest trace density surveys acquired in the North Sea, PXGEO said. PXGEO entered into an agreement with TGS last year for the provision of its vessels for towed-streamer seismic acquisition services. The one-year arrangement began in October 2021. At the end of 2021, the seismic surveyor secured a contract for **PXGEO 2** to carry out of 3D towed streamer project in Egypt for an undisclosed client. The Rolls-Royce designed 14-streamer seismic vessel is set to mobilize for a survey in the Carnarvon Basin on the Australian North West Shelf in December.

(Source: Offshore Energy)

BOA INTRODUCE LARGEST BARGE WITH EXTREME SUBMERGING CAPACITIES

BOA is pleased to present the newbuilt Semi-Submersible **Boa Barge 38**, available in Shanghai-Singapore range from December 2022. With the capacities of horizontal submerging to 21.5 meters of

water above deck, uniform deck strength of 35mt/m² and a free deck area of 5.150 m², Boa Barge 38 can accommodate the load out, float-on and float-off of heavy loads making this barge one of the most capable of this type. Due to the highly versatile design, the barge will be an valuable asset in the years to come for projects requiring heavy loads and extreme submerging capacities, including but not limited to renewable energy projects, shipbuilding and civil construction. *Versatile design*

Due to its versatile design and unique features, the **Boabarge 38** is suitable to support a wide range of operations in various industries, such as: • Docking operations; • Load-out/Float-off operations; • Transport of heavy cargo; • Float-over operations; • Salvage operations; • Construction site.



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EVENT NEWS

VAN ZEILEND VRACHTSCHIP TOT SLEEPBOOT: MARITIEM ERFGOED OP LEKKODAGEN WIJK BIJ DUURSTED

Tjalken, klippers, aken en zalmschouwen: de haven van Wijk bij Duurstede ligt er binnenkort weer vol mee. Tijdens de Lekkodagen van 23 tot en met 26 september vult de haven zich met historische schepen. Voorzitter Rob de Wit: “Maar dit jaar is er nog wel wat spanning over de Lekkodagen. Het waterpeil is nog niet zoals het hoort te zijn. Gelukkig regent het weer.” Op een van de schepen die al in de haven zijn gearriveerd wijst vicevoorzitter van de Lekkodagen, Albert Dekker, de dieptemeter aan. “1,2 meter onder kiel, dus tussen het schip en de bodem. Op dit schip bijvoorbeeld hebben we een diepgang van een meter. En je wilt ook nog wat ruimte hebben onder het schip natuurlijk als je vaart, dus het wordt tricky. Kijk je hebt schepen met een grotere diepgang dan de onze, dus die kunnen sowieso al niet meer komen dan.” Met een beetje meer water komen er zo’n honderd heel

verschillende schepen naast elkaar in het haventje te liggen in het weekend van 23-26 september.



“Dus dat wordt stapelen”, zegt Rob. *Moderne jachten niet welkom* Historische schepen zijn schepen die het beeld op de Hollandse wateren bepaalden zo in de eerste helft van de vorige eeuw. Rob: “Vrachtschepen als tjalken, klippers en aken, sleepboten of vissersbootjes als zalmschouwen, ze mogen niet ontbreken in het stadsgezicht van Wijk bij Duurstede.” Er ligt nu ook een

modern jacht in de haven. Mag dit er straks ook liggen? “Nee, deze heeft de komende tachtig jaar nog geen historisch karakter. Deelnemers komen uit heel Nederland naar Wijk toe voor de Lekkodagen en alle boten worden van te voren gescreend. En we kijken of de boot in goeie conditie is. Pas je er wel bij dan is het mooi, maar pas je er niet bij dan laten we je niet toe”, aldus Rob. Rob vaart zelf met een bakdekker, een van de eerste luxescheepjes. “Dat vind ik zelf het mooiste. Die lijnen die die boot heeft en hoe hij door het water gaat, dat is fantastisch. Maar anderen hebben weer veel meer met een oude sleepboot, waarbij het meer gaat om welk type motor erin zit.” (Source: *Scheepspost*)

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SCHIPPERSCAFÉ WOLTHUISWERF

Vrijdag 30 september a.s. wordt het 4e Schipperscafé georganiseerd op de Historische Scheepswerf Wolthuis te Sappemeer. Gezien de grote opkomst en de lovende commentaren, mag dit initiatief van de Stichting Historische Scheepswerf Hoogezand-Sappemeer als zeer succesvol worden beschouwd. Vaste bezoekers kijken uit naar de laatste vrijdag van de maand en noteren de datum met stip op hun agenda. Ook deze keer is er weer een interessant programma samengesteld. De heer Henk Pruntel, een oud inwoner van



Hoogezand, houdt een lezing over zijn belevenissen als varensgezel op de kust- en grote vaart onder de titel “Van dekjongen tot machinist”. Na afloop van de lezing is er gelegenheid om onder het genot van een drankje onderling wat ervaringen uit te wisselen. Het belooft dus weer een gezellige middag te worden. De aanvang is om 14:30 uur en zoals gebruikelijk is de toegang gratis. (PR)

WINDFARM NEWS - RENEWABLES

DAMEN SHIPYARDS TO DEVELOP NEW CLASS TO SUPPORT THE ONCOMING ROLL-OUT OF FLOATING OFFSHORE WIND TURBINES



Damen Shipyards is developing a new class of vessel that will be capable of supporting the next big development in offshore wind; the roll out of large scale, floating offshore wind turbines (FOWT). Forecasts indicate that by 2050 over 200GW of new FOWT will be in operation, equating to around 13,500 units which together will be making a

significant contribution to the transition to clean energy. Given the size of the turbines and the depths of the water in which they will be positioned, these FOWTs will require chains and anchors of unprecedented sizes. Even just one installation starting to drag an anchor upwind of others could have a serious impact on the output of an entire wind farm, so the anchoring systems must leave nothing to chance. Research indicates that each FOWT will require between three and six anchors each, with chain diameters increasing from a typical 152mm for a large offshore structure to upwards of 220mm. While the anchoring technologies will remain much the same, the vessels required to handle them will need to be much bigger than today's anchor handling vessels. And given the projected demand for their services, they will also have to be exceptionally efficient. In cooperation with suppliers and vessel operators, Damen is now working on a new class that will be able to meet this need. As an integrated R&D, design, engineering and shipbuilding group it has all the resources needed to undertake this challenge. It even has its own anchor and chain production facility, giving it additional insights. While there is much work to be done, initial feedback from anchor handling specialists has been positive. Damen is also in discussions with other suppliers regarding new deck systems that can accelerate the loading of chain, synthetic rope, steel wire, clump weights and other possible mooring line components in the harbor while maintaining safety, a major consideration given the sizes and weights being contemplated. Damen's Offshore Construction facility at Damen Shipyards Mangalia, Romania, will also be playing a part in the floating offshore wind market development. In particular, it is well positioned and equipped to produce the large number of floating foundations on which the turbines will be mounted. "There are many variables relating to the new vessel concept still to be assessed and explored, not least the final nature of the FOWT mooring systems," says Damen's Business Development Manager Offshore Wind, Wijtze van der Leij. "If larger numbers of lighter anchors and chains per turbine are judged superior to fewer but larger, the vessel design will adapt accordingly. But whatever the outcome, rapid growth in the offshore wind

turbine sector is just around the corner and at Damen we are working hard now on the solutions that will support that growth in ways that are both economical and sustainable.” The new vessel will be just the latest in a long line of innovative vessels designed and built by Damen for the offshore renewables sector. Recent additions include the Service Operations Vessel (SOV) range with walk-to-work capability for the efficient maintenance of offshore installations, and the new Fast Crew Supplier (FCS) 7011 for fast and comfortable crew transfers. (PR)

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TIDAL TRANSIT LAUNCHES REAL HYBRID, ZERO EMISSIONS CAPABLE CTV CONCEPT

As the desire to achieve zero emission vessels continues to gather pace across the marine industry, advances in technology have enabled Tidal Transit to bring forward its specifications for a Zero Emissions Capable - Real Hybrid crew transfer vessel (CTV) for use by global offshore wind farm developers and operators. Tidal Transit's purpose-



designed CTVs have been on regular longterm charter with all key developers and operators (e.g. Orsted, Equinor, RWE, SGRE, Vestas, SSE) since 2011. The experience of working at both near-shore and more distant wind farm installations has been used in the development of the specifications for this exciting vessel concept. Based on a 27 metre Capilano hull, the ZE Capable - Real Hybrid CTV will feature quad propulsion for redundancy. Power will be primarily delivered from modular battery packs (depending on the windfarm site) along with Gensets. The CTV can carry between 12-24 passengers, up to 4x10' containers (or 2x20'), as well as providing above deck, 24hr marine crew accommodation. The MJR Power & Automation offshore battery charging solution is now deliverable. Shoreside charging solutions are also becoming available across marinas worldwide with ever increasing power ratings. With these developments in infrastructure combined with the right hull form, power packs and propulsion systems, zero emissions offshore wind servicing has become a reality, without the inefficiency of producing, transporting and storing energy intensive green fuels. Desktop analysis of real-world operating profiles for multiple sites has shown that the Hybrid can

save thousands of litres of diesel daily without compromising speed or time in the field. Comparisons have been made against Tidal Transit's existing fuel-efficient fleet along with other similar sized (26-28m) CTVs. Even without offshore charging in place, many sites in the analysis show a 50% saving in diesel usage. When considering 24hr operations for sites far from shore, where the CTV will stay in the field for up to 2 weeks, these savings become even greater. Several sites off the UK East Coast would be able to save 30,000 litres of diesel or 80 tons of CO2 each fortnight. Tidal Transit has now started to hold vessel concept presentations and briefings within the offshore renewable energy industry and the wider marine sector. "The feedback from our initial briefings indicates that the capabilities and specification of our ZE Ready Hybrid CTV concept exceeds the industry's present expectations," said Leo Hambro, Tidal Transit's Commercial Director. "With just a 14-16 month vessel lead time, I think the timing of our announcement is spot-on! Our market intelligence indicates that the demand for low emissions vessels (LEVs) is likely to undergo rapid expansion over the next few years as offshore wind farm developers and operators seek to minimise carbon emissions from their marine activities." He added: "Other low emissions vessels (LEVs) claim reductions of emissions by up to 30%, but depending upon the distance of the wind farm from shore, and the working hours operational profile, our ZE Ready-Real Hybrid CTV can be a zero emissions vessel.... a true E-CTV! "Offshore winds' largest carbon footprint annually is the logistics of servicing the turbines. Our solution not only reduces, and in some cases eliminates, this footprint, but also increases the yield from the turbines by being able to use the electricity from source with zero transmission, substation or grid loss. Dependent on the windfarm, the electricity may also be able to be taken pre-meter, making it as close to free as possible." (PR)

CERTEX UK TO WORK ON SCOTLAND'S LARGEST OFFSHORE WIND FARM



Certex UK has won a contract to provide statutory inspection and maintenance services of Balance of Plant (BoP) equipment at the 1,075 MW Seagreen offshore wind farm in Scotland. The framework agreement, won via tender, is for three years, plus a two-year extension. In this case, BoP includes detailed infrastructure design and supply of all parts of the offshore wind farm, except turbines, as well as towers, foundations, buildings,

electrical systems between turbines, and the onshore demarcation point between the wind farm and the grid. Certex UK's scope of work will relate to the transition jackets in addition to personal protective equipment (PPE), including fall arrest systems, davit cranes, anchor points, and ladders. Under the contract, the company will also deliver services to an operations and maintenance site in Montrose, where the company will provide offshore support all year round via a service operation vessel (SOV). "We have established an excellent working relationship with SSE in recent years; our Great Yarmouth facility is ideally placed to service the Greater Gabbard wind farm operating out of the Port of Lowestoft and our Montrose facility is situated within a five minute walk of the Seagreen base—keeping the work local to the area", said Terry Hoenes, divisional manager of renewables at

Certex UK. "Weather can cause issues in this region so downtime can be high leading to tight campaign targets. Most wind farm work tends to be seasonal, but the advantage of this contract is the all-year-round support required." Located 27 kilometres off the coast of Angus, the GBP 3 million (approx. EUR 3.6 billion) offshore wind project will comprise 114 Vestas 10 MW turbines, all of which are expected to be operational in the first half of next year. Once fully commissioned, Seagreen offshore wind farm will be capable of generating around 5,000 GWh of renewable energy annually which is enough electricity to power more than 1.6 million UK homes. At the end of last month, Seagreen reached a significant milestone when the first turbine was commissioned and connected to the grid. According to previous reports on the project, over 50 jacket foundations were installed at the offshore construction site. SSE Renewables (49 per cent) is leading the development and construction of the Seagreen offshore wind farm on behalf of the partnership with TotalEnergies (51 per cent). *(Source: Offshore Wind)*

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DREDGING NEWS

DREDGING PLAN IN THE OB-IRTYSH BASIN IS 100% COMPLETED

The rivermen of the Federal Budgetary Institution "Administration of the Ob-Irtysh Basin" have 100% completed the navigation dredging plan for 2022. This was reported in Rosmorrechflot on September 16. According to the agency, the total volume of developed soil at transit dredging amounted to 1,008.6 thousand cubic meters. m.



According to the track service of the Federal Budgetary Institution "Administration" Ob-Irtyshvodput", 5 units of the fleet are currently working on transit dredging works on the waterways of the Ob-Irtysh basin. Among them are the [Irtyshsky-727](#) and [Irtyshsky-1020](#). In addition to transit dredging, ships are also involved in ferry and freight transport. In total, since the beginning of navigation-2022, the fleet of various economic entities has transported more than 5 million tons of dry cargo and almost 590 thousand passengers along the inland waterways of the basin. *(Source: Sudostroenie; Photo: Rosmorrechflot)*

SPOTLIGHT ON INDIA-BANGLADESH PROTOCOL ROUTE



In an effort to encourage private shippers to use inland waterways via India-Bangladesh protocol route, the Inland Waterways Authority of India (IWAI) has agreed to spend Rs200 crore (over \$25 million) for the dredging and maintenance of fairways of rivers up to the Indian side in the north-east region, reports Dhaka Tribune. “The inland waterways authority has agreed to spend Rs200 crore for

dredging and maintenance of fairways for three years in some pockets such as Pandu and Dhubri in the north-east region, where there are some bottlenecks for sailing of barges,” said Vinit Kumar, the chairman of Kolkata Port. “This support is not part of a grant to Bangladesh for dredging in the India-Bangladesh protocol route.” Kumar also added that that cargo movement to Bangladesh and India’s northeast is quite successful while using the India-Bangladesh protocol route. Indo-Bangladesh Protocol on Inland Water Transit & Trade exists between India and Bangladesh under which inland vessels of one country can transit through the specified routes of the other country. According to the BIWTA, both neighbouring countries signed the agreement to make beneficial trade arrangements for the use of their waterways for commerce between the two countries as well as for the passage of goods between two locations within one country and to third countries through the territory of the other. (Source: *Dredging Today*)

VISTULA SPIT SHIPPING CHANNEL OPENS

Two days ago, the navigation channel through the Vistula Spit peninsula in Poland was officially opened, marking the end of the project for BESIX and joint venture partner Grupa NDI. The geopolitically important project significantly reduces the distance between the port of Elblag and the Baltic Sea, making the port more accessible to maritime traffic. The Maritime Office of Gdynia



awarded the contract for the construction to the BESIX-NDI joint venture back in 2019. *The works included:* - construction of a navigation channel through the peninsula, two breakwaters of respectively 1,014 m and 568 m long, - two rotating steel bridges with lock infrastructure, - sluice gates, buildings and a new road system. On top of that, a 180 ha artificial island was created with the excavated earth, which will now serve as a protected shelter for birds. The navigation channel is 1.3

kilometres long and has a varying width of 25 to 120 metres. Vessels with a draught of up to 4.5 metres, a length up to 100 metres and a width of up to 20 metres are able to pass, as well as barges of up to 180 metres. *(Source: Dredging Today)*

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YARD NEWS

ON THE WAY TO COMMERCIALIZATION, AMOGY'S AMMONIA-TO-POWER SYSTEM RECEIVES APPROVAL IN PRINCIPLE (AiP) FROM LLOYD'S REGISTER



Amogy Inc., a pioneer of emission-free, energy-dense ammonia power solutions has received Approval in Principle (AiP) from Lloyd's Register, a maritime classification society responsible for ensuring new maritime technologies meet safety requirements. This accomplishment represents a significant milestone in certifying Amogy's ammonia-to-power system for maritime applications, which will be demonstrated for the first time in a maritime vessel in 2023. The AiP covers an ammonia power system that generates electricity from liquid ammonia to power maritime vessels. This is achieved by cracking the liquid ammonia to hydrogen, and using the produced hydrogen to

generate electrical power through proton-exchange membrane (PEM) fuel cells. Following this achievement, Amogy will continue the technology qualification and type approval processes, which would make the ammonia-to-power system fit for use on maritime vessels. Amogy, backed by investors including Amazon, SK, and Saudi Aramco, has plans for a world-first zero-emission, ammonia-powered maritime demonstration in 2023. This follows previous successful demonstrations of this technology in a drone and a tractor. Furthermore, Amogy is working with industry partners across the ammonia and shipping value chains to evaluate its power solutions for commercial use in

upcoming newbuild and retrofit vessels. This AiP will strengthen the company's position to commercialize this technology. "This important milestone is further validation in Amogy as we continue to work towards full commercialization of our innovative ammonia technology in the maritime industry," said Seonghoon Woo, CEO of Amogy. "As we get closer to bringing our system to market, it is critical to solve unique safety challenges for the design and operation of ammonia-fueled vessels, and our team is committed to working with key partners, such as Lloyd's Register, to enable its safe adoption by the industry." Globally, shipping accounts for approximately 3% of greenhouse gas emissions, which is expected to climb up to 10% by 2050 if no solution is implemented. Decarbonizing this hard-to-abate industry remains a challenge due to the size and operational requirements associated with global shipping. Ammonia offers a significant potential to enable future zero-emission shipping, as the material presents high energy density and favorable economics, supported by existing transportation and storage infrastructure globally. (PR)

BAKKAFROST'S FIRST ELECTRIC CATAMARAN DELIVERED

Yesterday, 15th September, MEST shipyard delivered Bakkafrost's first fully electric catamaran named '[Grønarók](#)'. The electric catamaran is the result of an energy project facilitated by the Nordic Council of Ministers, which aims to find sustainable energy solutions for remote areas. Speeches were made, and Regin Jacobsen, CEO of Bakkafrost, talked about Bakkafrost's sustainability strategy and the importance of cooperation between the authorities and the



industry if sustainable solutions are to be implemented in the Faroe Islands. [Regin Jacobsen said:](#) "Cooperation enables dreams and visions to be realised, but they can turn into nightmares if the cooperation does not work or is unorganised. Thus, it is of the utmost importance that we facilitate a land-based grid, which can produce and supply enough green energy. We need to cooperate openly and willingly to explore new paths in all areas if we want to make a positive impact. There are still many changes that must be made if we are to reach our goals, but currently, things are going too slow, and if we do not start to make courageous decisions, we will be too late". Also, the Faroese Prime Minister, Mr Bárður á Steig Nielsen, and Mr Kári Mortensen, director of the energy department at the Faroese Environment Agency, made speeches. Also, Mr Terji Nielsen from the national energy company SEV talked about the advanced technology, which has been developed to ensure that the boat will be powered with the most sustainable energy available. The software utilizes weather forecasts and machine learning to analyse when renewable energy is available. Finally, Mr Mouritz Mohr, CEO of MEST shipyard, talked about, how the electric catamaran will provide the Bakkafrost staff with a more comfortable workday with no engine noise or smell from diesel engines. Then, the keys were handed over to CEO Regin Jacobsen. The catamaran will now commence operations at the Gulin farming site in Tórshavn. (PR)

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THE TENDER FOR THE NEW FIRE FIGHTING SHIPS OF THE FIRE BRIGADE IS EMPTY



The related call for tenders allocated 16 million euros for the construction of a new series of four units with an aluminum hull, with dimensions defined as 'medium' compared to those of the current boats. No shipyard has come forward to build the new series of fire fighting ships that the national fire brigade wants to equip itself with. Published last June, the related call for tenders allocated 16 million

euros for the construction of a new series of four units with an aluminum hull, with dimensions defined as 'medium' compared to those of the boats available to the VdF to date. More precisely, the institution had explained that it wanted to equip itself with smaller vehicles than its 'larger' units (which have an overall length of 28 meters), but at the same time able to offer higher water performance (compared to the current maximum pumping of 20,000 liters per minute) and to reach a speed at full load greater than those of the 'small' units, which is 30 knots. In addition to the budget of 16 million euros allocated for the construction of the four units, the Fire Brigade also reserved the possibility of acquiring an additional 11 ships of the same type, under the same conditions, declaring its willingness to put a further 44 million on the plate. euro, in favor of a subject with a production capacity of at least 4 boats per year. *(Source: Shipping Italy)*

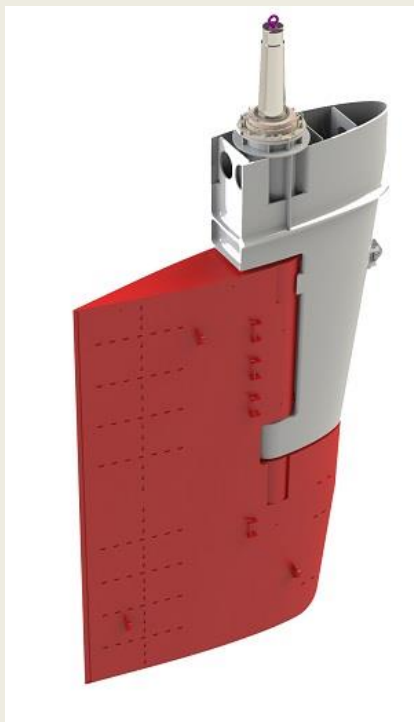
SEA TRIALS OF THE SITUATION VESSEL "MIKHAIL GROMOV" HAVE BEGUN

Shipbuilders of the R-Flot shipbuilding complex in the Nizhny Novgorod region have started sea trials of the **Mikhail Gromov** project 3052 position vessel (building number 5206). This is stated in the message of the company dated September 17. During the tests, the main parameters of the main engines and the entire power plant will be checked, as well as their compliance with the specification

characteristics in conditions close to operational ones. In addition, the characteristics of the ship's maneuverability and controllability, the operability of ship mechanisms, devices, apparatus and systems will be checked. Tests are carried out to confirm the possibility of assigning the class of the Russian River Register provided for by the project to the vessel in accordance with its purpose. 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. The operating organization of the ship "**Mikhail Gromov**" will be the FBU "Administration of the Kama basin of inland waterways". 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 Rechflot. RRR class - O2.0 (ice 20); Length - 35.6 m; Beam - 6.48 m; Displacement - 154.5 tons; Gross tonnage - 162 tons; Autonomy - 6 days; Main engine power - 2x220 kW; Travel speed - 24 km / h. (Source: *Sudostroenie*)



DAMEN MARINE COMPONENTS TO EQUIP FIVE PCTC'S WITH ADVANCED SEMI SPADE RUDDERS FOR EASTERN PACIFIC SHIPPING



Asymmetric Rudder Technology to save fuel and emissions. Semi spade rudders with innovative asymmetric leading edge will be installed on five new Pure Car and Truck Carrier (PCTC) vessels for Eastern Pacific Shipping from Singapore. The vessels are to be built by CSC Jinling Shipyard in China. The customised rudder will contribute in saving fuel during passages thanks to innovative design. The five 72,000 gross ton vessels feature 12 cargo decks on which they can carry 7000 vehicles. The carriers of nearly 200 meter long, 38 meter beam and 8.6 meter design draft are laid out for a design speed of 19.5 knots. These car carriers will be propelled by dual fuel diesel-LNG engines by a single propeller. Running on LNG, these vessels will be able to sail with considerable reduction of emissions as compared to conventionally powered ships. For each of the five identical carriers, Damen Marine Components (DMC) will deliver one rudder, that will allow for even more fuel savings thanks to optimised design. The customised rudder will provide 1450 kilonewton meter of torque, the weight is 46 tonnes, excluding the horn. Asymmetric Rudder Technology (ART) is based on

advanced hydrodynamics. The asymmetric leading edge diverts the rotational effects of the propeller wake to enhance the flow along the rudder. This reduces drag and thus saves fuel. ART is often

applied to the leading edge of the rudder blade, yet for the five PCTC's also the horn of the rudder is asymmetric. This further optimisation of rudder design, enhancing fuel economy, is specially engineered for these vessels by the DMC design team. Bogdan Mocanu, Area Sales Manager at Damen Marine Components says: "We are very glad to have the opportunity of using our expert knowledge in designing the rudders for top performance, fully complying with the ship's operational profile." The five PCTC's will be built at the China Merchant Jinling Shipyard under DNV class notation. DMC will deliver the rudders for the five consecutive carriers in the course of 2023 and 2024, in time for scheduled ship delivery from the yard. (PR)

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THE FIRE BRIGADE GETS A MAKEOVER WITH FOUR NEW 'SMALL' NAVAL UNITS

The Department of Fire Brigade (Ministry of the Interior) has reserved the possibility of having another 26 boats of the same type built in the future. Failed, due to the absence of offers, the tender (worth 16 million euros) for the construction of four new medium-sized boats, the national fire brigade can console itself with the award of a



contract for the construction of four smaller units. To be assigned, according to a notice published in the European Gazette, is Stem Technology, a company from Medesano, in the province of Parma, which since 1998 has equipped itself with a Marine division with which it builds work boats, which has two other participants in the procedure with an offer of 4.672 million (out of the 5.2 based on the tender). In detail, the units will be four "multipurpose boats, made of fiberglass, with an overall length not exceeding 13 meters", intended to cover the rescue needs of VdF "in ports and their dependencies, in the open sea and in inland waters". It should be emphasized that the body, in the tender documentation, had pointed out that it reserves the right to proceed in the future with the acquisition of a further 26 boats of the same type, "compatibly with the resources allocated". (Source: Shipping Italy)

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:

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

2. Several updates on the Broker Sales page posted last week.

(New page on the website. If you are interested to have your sales on the website)

(pls contact jvds@towingline.com)

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

Several updates on the Newsletter – Fleetlist page posted last week

- *SAR&H – Transnet – Kaapstad-Johannesburg by Jasiu van Haarlem (New)*
- *Fairplay – Hamburg by Jasiu van Haarlem (updated)*
- *McAllister Towing - New York by Jasiu van Haarlem (New)*

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

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