

ugs

# owing & Offshore Newsletter

60  
years  
Tugboatman



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## TUGS & TOWING NEWS.

### CONCORDIA DAMEN CONTRACTED TO DELIVER A 5,400 HP RIVER PUSHER TO GIRONA S.A., PARAGUAY



New type of river pusher: **CDS 4115**. Paraguayan shipowner and operator ‘Girona S.A. – Rio Sur Transporte y Logistica’ has contracted Dutch inland shipping construction yard Concordia Damen to build a ‘CDS4115’ Shallow Draft 5.400 HP River Pusher to expand its fleet. The family-owned company is one of the most traditional waterway transport

companies in Paraguay, serving many customers along the 2695 km Paraguay River. Concordia Damen has thoroughly researched the Paraguay River characteristics in relation to the desired operational profile of the vessel. Based on this its engineers designed the most efficient pusher considering local conditions. This resulted in a proven low draft push boat design, several of which have already been built for and delivered to Paraguayan clients in the past. The 5.400 HP river pusher is a further development of these earlier pushers. The **CDS4115** type measures 41 x 15.5m. In a push-barge configuration with 12-barges, the combination will measure 281m long x 48m wide. The three Yanmar 6EY22AW engines generate a power of 1330 kW each. Rio Sur will use the combinations mostly for transporting dry bulk cargo on the Paraguay - Parana Rivers. The rivers are known for low draft conditions during several months each year during dry season. Thanks to this low draft design of the **CDS4115** Shallow Draft, they will be able to continue operating year round, even with a draft as low as 6.5 feet, which gives a huge advantage compared to many other push boats on the river. Bert Duijzer, Technical Manager at Concordia Damen is proud of this contract: “We are very pleased with the trust that Girona – Rio Sur and the Dos Santos family have given us. Our technology, technological reliability, short delivery times and service-oriented mentality were key in obtaining this contract.” According to Mr Duijzer, Concordia Damen always aims to integrate specific clients wishes as much as possible in its proven designs and to remove any obstacles customers might experience in the complex process of choosing, purchasing and investing in the right vessel for a specific purpose. “With the Dos Santos family and several of its subsidiaries we already maintained good relations for a number of years and always have been transparent in supplying any information they asked for and information we felt they needed. When it came to negotiating and contract signing, this mutual trust was reflected in the process.” After outfitting the vessel at the yard

in Werkendam, Girona's superintendents will come to the Netherlands for the Sea Acceptance Trials, and the hand-over. (PR)

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### STATE-OF-THE-ART BATTERY TECHNOLOGY CAN CUT FIRE RISK

Onboard energy storage systems' energy density and safety would be improved by replacing Li-ion technology. New battery technologies can increase energy density and reduce risk compared with lithium (Li)-ion batteries. With growing demand for onboard energy storage on tugs, alternatives to Li-ion technology,



which has fire risks both as an energy source and during transport, need to be found. ABS principal engineer for corporate technology Mejdí Kammoun says different technologies could replace the liquid electrolyte used in Li-ion batteries, reducing risks to vessel safety. "Battery chemistry is evolving to reflect the emergence of new technologies, in the process addressing safety concerns and energy issues, providing dividends for maritime end users," says Mr Kammoun. Li-ion batteries use a liquid or gel electrolyte to deliver emissions-free energy at the point of use. They are ideal for fully electric propulsion, but vessels are limited by their distance from the charging station, which can be overcome by adding generators in hybrid propulsion. New technologies including metal-air batteries (MABs), redox flow batteries (RFBs), sodium metal chloride batteries (SMC) and solid-state batteries (SSBs) could offer increased energy density and reduced risk. "These alternatives are in different stages of research, but they hold the potential for battery systems to become more practical and widespread in maritime applications in the future as the maritime industry further electrifies," Mr Kammoun explains to Riviera Maritime Media. SSBs are similar to Li-ion batteries but have solid electrolytes, which means they are smaller and lighter than liquid electrolytes, resulting in higher capacity or lower weight. "Using a solid electrolyte also makes SSBs safer since solid electrolytes are not prone to thermal runaway like the flammable liquid electrolytes in Li-ion batteries," says Mr Kammoun. SSBs are being tested with several different electrode and electrolyte materials, with

lithium metal a popular anode due to its high energy density. RFB operations are based on a chemical reduction and oxidation reaction between two liquid electrolytes in the battery cell. These electrolytes are stored in tanks and pumped into the cell as needed, reacting across an ion-selective membrane so the electrolytes are not mixed together. “The electrolytes are redox pairs, able to reversibly react with each other to charge and discharge depending on the battery’s needs,” Mr Kammoun explains. ABS has recently issued a New Technology Qualification to the developer of a vanadium redox flow battery system, and plans to move into prototype testing later this year. MABs have the same general structure as Li-ion batteries but use air as a cathode and have a metal anode, with zinc, aluminium and lithium among the leading metals researched currently. “Because the cathode uses oxygen in the air instead of a typical lithium oxide cathode, the theoretical specific energy is only limited by the capacity of the metal anode,” says Mr Kammoun. “This specific energy can be up to 10 times higher than that of a Li-ion battery depending on the MAB type.” An SMC cell is a high-temperature secondary battery. Its cathode is based on metals, mainly nickel and common table salt, while the anode consists of molten sodium. “The anode and cathode are separated by a solid electrolyte made of a ceramic material that allows for fast transport of sodium ions at temperatures above 200°C,” says Mr Kammoun. “There are no side reactions, and no gaseous elements are produced during the charge and discharge process, so the cell can be hermetically sealed without the need for any venting valve. The energy density of an SMC is comparable to that of a Li-ion battery.” These new battery designs are currently undergoing fine-tuning at the prototype stage for various components such as battery cells, modules, packs and battery management systems before entering mass production. “We estimate that with the necessary testing, production and regulatory process, these new technologies could be widely available for marine applications by 2030,” forecasts Mr Kammoun. New battery technologies may initially be more expensive than current Li-ion batteries due to the development of new materials and the need to scale up production. However, as the technology matures and production scales up, costs are expected to decrease. Additionally, some new battery technologies such as sodium-metal, RFBs and MABs have the potential to significantly reduce production costs by using abundant material in their designs. ABS recently agreed a sponsorship programme with Texas A&M Engineering Experiment Station to research topics including vessel electrification using battery technology to underscore and broaden its own research efforts. “Together, these new technologies are a potential game changer in the application of batteries at sea,” says Mr Kammoun. “By combining the advantages of a longer lifespan, greatly improved energy capacity and an improved safety profile, they have the potential to accelerate the energy transition in the maritime industry, supporting shipping’s global decarbonisation goals.” *(Source: Riviera by Martyn Wingrove)*

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## SANMAR SHIPYARDS DELIVERED COMPACT WORKHORSE TUG TO EXPANDING DANISH PORT



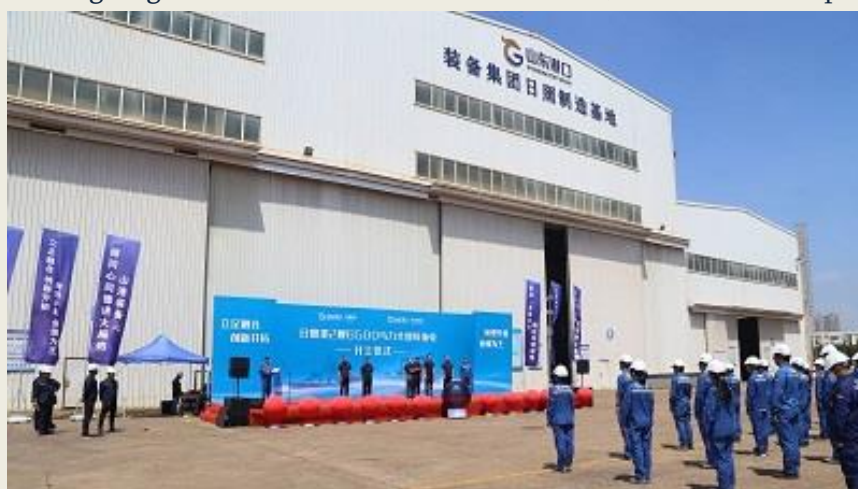
Sanmar Shipyards has delivered a powerful compact workhorse harbour tug to the Port of Hirtshals in Denmark where it will primarily assist increasingly large modern ferries to and from the quay in the port's often notoriously windy conditions. Formerly part of Sanmar's own fleet operating at Izmit Bay in Türkiye, the 2019-built tug Yeniçay X has been renamed **SIBBA** by its new owners. It replaces the port's previous tug which

was built in 1979 and has served at Hirtshals since 2005. Based on the exclusive RAscal 1800 design from Canadian naval architects Robert Allan Ltd developed to address the challenges of modern, high-performance Z-drive line-handling, **Sibba** has a LOA of 18.7m, a moulded beam of 9.2m and depth of 3.5m. It is powered by two Caterpillar C32 main engines, each producing 970 kW at 1.800 rev/min to achieve a bollard pull of 32 tons and a speed ahead of 12 knots. Port of Hirtshals CEO, Per Holm Norgaard said : "The port's old tug was not strong enough to cope with the larger ferries now using the port and that this would become more of an issue in future as the port expanded." Robert Hanson, Master Mariner and Fleet Manager at Hirtshals, added: "We have scoured the market over the past two years. We are convinced that with **SIBBA** we have found a tug that suits our needs both today and in the future." He also noted that **SIBBA's** engines met far stricter environmental requirements than its predecessor, resulting in far fewer CO2 emissions. Ruchan Civgin, Commercial Director of Sanmar Shipyards, said: "I am delighted that the Port of Hirtshals has found the tug that provides the power, strength, and performance it requires to meet its individual needs, both now and in the future, at Sanmar. **SIBBA** is one of a proven workhorse range of tugs that can take adverse weather conditions in their stride." The RAscal 1800 is a twin Z-drive, diesel powered tug, designed for maximum efficiency in the performance of ship-handling duties for seagoing vessels, based on a wide array of previous successful tug designs, to ensure good sea-keeping, manoeuvrability, and stability in all modes of operation. Its robust, all-welded steel construction, with scantlings significantly in excess of minimums of any Classification Society. The vessel is equipped with heavy duty deck equipment and all-round fendering for all ship-handling operations. (PR)

## CHINESE SHIPYARDS START SEVERAL TUGBUILDING PROJECTS

Demand for new tugboats in China continues in Q3 2023 with shipyards cutting steel and laying keels on multiple newbuilds for domestic owners and ports. Rizhao Gangda Shipbuilding Heavy Industry Co begun constructing two 40-m azimuth stern drive (ASD) harbour tugs for Rizhao Port, Shandong Province, China. It cut steel on the first of these vessels, to Robert Allan Ltd's RAmports

3700 design, August 2023. These 626-gt tugs will have a moulded beam of 12 m, moulded hull depth of 6 m and a maximum draught of around 5 m. With expected speeds of 13 knots and 80 tonnes of bollard pull, these tugs will be more powerful than **Rigang Tuo 1**, which the shipyard built for Rizhao Port in 2021. These new tugs are designed with an improved accommodation layout with bulwark and fendering arranged for safe pilot boarding. Machinery arrangement was also improved by the naval architects from the previous design. On completion, these tugs will serve the port for ship-handling and coastal towing. Jiangsu Zhenjiang Shipyards has laid the keel of two ASD tugboats with 3,840 kW of power and smart onboard devices to monitor engine room machinery and wheelhouse navigation equipment. **Jin Gang Lun 36** and **Jin Gang Lun 37** are expected to be completed 2024. This Chinese shipyard also laid the keel for a 3234-kW ASD tugboat with FiFi1 fire-fighting equipment for Nantong Jingang Tugboat Co for use in Rugao Port. In August, it cut steel on two ASD tugboats, to have 3,824 kW of power, and for a 121-m pilot transfer vessel with top speed of 14 knots, seating for 88 pilots and accommodation for 45 people. Zhenjiang Shipyard also launched a 2,942kw ASD tugboat for a Quanzhou-headquartered owner. *(Source: Riviera by Martyn Wingrove)*



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## ELECTRIC-HYBRID WINCHES CUT FUEL USE

Redesigning deck machinery with batteries to store power can help owners reduce genset sizes and

emissions. Green technology trends influencing tug design and construction also have an impact on



the type of deck equipment, including the winches and cranes owners require on vessels. Tugs with batteries and electric propulsion need additional power to drive electric winches and deck equipment. Owners are under pressure to cut their vessels' environmental footprint and minimise spills from the hydraulic oil used to control and power deck machinery. Tug operations have

different demands for deck equipment, such as varied bollard pulls, line speed, winch line force direction and the type of line used. All these factors mean manufacturers need to tailor deck gear to meet owners' evolving requirements to reduce emissions, prevent hydraulic oil spills and handle next-generation ships. DMT Marine Equipment chief executive Piet ter Schure says demand is increasing for compact winches with lower power demand and less weight, as naval architects design smaller tugs with shorter deck space. There is also growing pressure to lower engine and generator sizes and reduce fuel consumption and emissions. In response, DMT is developing a hybrid winch for tugboats, with batteries to store energy that would otherwise need to be produced from the tug's generator sets. Mr ter Schure says this could help reduce the size of onboard gensets from 200 kWe to 50 kWe. "We are changing our philosophy on winches as it is not just reliability but also what we can eliminate, with a focus on compact sizes, mainly due to the dimensions on board," he explains. "We have to lower weights and the environmental footprint, but we must never forget the high reliability needed for winches – there should be no downtime." This means eliminating areas of weakness and energy consumption on winches, such as internal clutches and the dynamic brake, and finding innovative ways to store energy. The dynamic brake controls payout of the line, but it turns energy into heat and friction and causes a lot of wear and tear. DMT's new hybrid winch concept eliminates clutches and the dynamic brake by having four in-line motors and batteries to store energy generated from line rendering. "Our hybrid winch can generate and store power in batteries for later reuse," says Mr ter Schure. "It would be reliable, responsive and efficient, while the major gain is the possibility of lowering the capacity of gensets on board." Generators are selected for the highest consumer, often the winch on tugs, so there could be a 50% reduction in power requirements with a hybrid winch. "Our new concept would contribute to lowering fuel consumption and emissions, with a lower footprint, less wear and tear and lower operating expenditure, but still with the responsiveness and safety on board," says Mr ter Schure. Capital expenditure will be higher, but this could be paid back within five years. "Electric-hybrid winches have emerged as a crucial technology." DMT plans to test the first electric-hybrid winch before the end of this year. But there are still challenges to overcome with its development. "One of the most significant obstacles was finding the perfect battery pack that could rapidly absorb energy during wave-compensating mode," Mr ter Schure explains. "We were faced with daunting peaks that required ingenious solutions beyond the conventional use of dynamic brake or brake resistors. The specific deep knowledge of electric motors, dynamos and batteries is a benefit, but it is challenging to find a supplier that has the capacity to invest time and financial resources in developing their part of the system for us." DMT has established the best combination of speed and force, "while a special setting will always make sure that during



manoeuvring, a back tension will remain on the wire rope, allowing the user to move fast from starboard to portside without worrying about the rope itself,” he continues. This hybrid-electric winch would be a high-end system, designed as a new unit with minimal use of components and a minimal power input. “We are revolutionising the way winches operate and unlocking a new world of possibilities,” says Mr ter Schure. Through research and development, DMT has discovered a significant amount of heave movement that was



previously wasted could be captured and converted into electric energy and stored in batteries to be used later on the tug. “Our electric-hybrid winches represent a game-changing solution that not only improves performance but also supports global efforts to reduce greenhouse gas emissions,” says Mr Schure. *Tailored approach* Even without technologies for reducing energy use, manufacturers still need to tailor deck machinery to the plethora of owner requirements. “Tailor-made equipment has become a necessity as standard designs no longer fulfil the evolving needs of ship designers,” says Mr ter Schure. “Customisation is useful as it addresses specific needs and is more efficient when it comes to material usage.” DMT uses analyses requests for tailor-made deck equipment to identify trends that stand out: high power in a compact design, lightweight, certified electric components for an explosive environment, and complex render and recovery systems. “We have supplied customised, compact, automatised and lightweight winches, to support the efficiency of different propulsion systems,” he adds. (Source: Riviera by Martyn Wingrove)

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## MED MARINE CELEBRATES SUCCESSFUL DELIVERY OF MED-A2885 TUGBOAT BUILT FOR MISURATA FREE ZONE

Med Marine, a leading global shipbuilding company, is proud to announce the successful launch and delivery of the **MED-A2885** tugboat to the Misurata Free Zone. The vessel, exclusively designed by Canadian Naval Architects Robert Allan for Med Marine, represents a significant milestone in Med

Marine's ongoing partnership with the Misurata Free Zone. The **MED-A2885** tugboat, belonging to



the renowned RAstar 2800 series, was constructed at Eregli shipyard and officially launched on May 14th, 2023. This state-of-the-art tugboat is now on route to its home port, Misurata Free Zone, after sailing through the historic Bosphorus Strait. To commemorate this momentous occasion, Med Marine hosted a humble yet meaningful event at its head office, attended by esteemed guests including Chairman of the Misurata Free Zone Mr. Muhsin Sigutri. Med

Marine's C.E.O. Mr. Hakan Şen, General Manager Ms. Yıldız Bozkurt and Sales Director Ms. Melis Üçüncü, grace the ceremony with their presence as well. This significant sale of the **MED-A2885** tugboat further solidifies the longstanding and mutually beneficial business relationship between the Misurata Free Zone and Med Marine. It underscores both parties' commitment to providing world-class maritime solutions that enhance the efficiency and productivity of valued partners. (PR)

### NEW STAGE FOR THE TUG "P&O HÉRCULES"

The tug "**P&O Hércules Tercero**" (Imo 9495234) is preparing to get ready at the port of Avilés – where it has operated on behalf of Reyser – to begin the Atlantic crossing trip that will take it to the port of Santo Domingo (Dominican Republic), where it will begin a new stage renamed "**P&O Hércules**" and registered in the naval registry of Boca Chica. Former "**Ramsés**", former "**Vehintiuno**", entered into service in 2008 after its delivery at Astilleros Armón Navia and is a ship of 428 gross tons and 100 tons of dead weight, in a hull of



32 m in length, 11 m in width, and 5 m draft. She has Schottel diesel propulsion and maintains a speed of 12 knots.. (Source: Puente de Mando)



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### FIRST US HYBRID-ELECTRIC INLAND TOWING VESSEL CHARTERED.



Kirby designed and built a hybrid electric inland towing vessel at a Texas shipyard to operate in the Houston port region. Shell Trading will be the first company to operate a hybrid electric inland towing vessel in the US. In September, it will take **Green Diamond** on time charter from owner Kirby Inland Marine to push barges throughout the

Houston, Texas, port region. The Kirby Corp subsidiary named the US's first plug-in hybrid electric inland towboat in Houston 25 August, after it was constructed by San Jac Marine, Kirby's shipyard in Channelview, Texas. After a few weeks of commissioning work, this 22 m by 9 m vessel will be ready for its Shell charter. Kirby plans to build more plug-in hybrid-electric vessels to meet charterer and client requirements to reduce emissions. Shell Energy Solutions is providing electrical power, matched 100% by Green-e certified renewable energy certificates, to charge the vessel's Corvus Orca-series battery system from a plug-in charging station at Kirby's Old River Fleet Dock. Kirby subsidiary Stewart & Stevenson Manufacturing Technologies designed and installed the power management, control and propulsion systems. Power from the batteries, with a capacity of 1,243 kWh, or onboard Caterpillar-manufactured generators, with a combined 1,130 kW of power, will drive two 575-kW Danfoss electric motors, each connected to twin screws. Kirby Inland Marine president Christian O'Neil says the company, which is the largest owner of tank barges in the US, is "dedicated to steering the course for eco-friendly marine transport." He says customers such as Shell Trading are increasingly interested in reducing their emissions and expect owners to offer more efficient options. "Barge transport is already the cleanest and greenest way to move a wide variety of cargoes in America," says Mr O'Neil, adding the company is proud to be the first to market with a plug-in hybrid inland towing vessel. Shell Energy Solutions purchased a unit from Zinus to charge the battery system dockside, enabling **Green Diamond** to operate on batteries on routes within the

Houston area without starting the generators. Kirby forecast it could reduce fuel consumption from this towboat by 80% by operating on shore-supplied power, cutting NOx, carbon monoxide and hydrocarbon emissions by 88-95%, and engine run-time can be reduced 93-98%. When in hybrid mode with the generators running, Green Diamond is expected to have an estimated 27% reduction in emissions compared with a conventional towing vessel. “The plug-in hybrid design offers numerous advantages for towboats in certain trades,” says San Jac Marine vice president Mitch Jones. “Depending on the load, the towboat can operate solely on battery power with zero emissions.” Generators provide excess capacity for times when the battery charge is too low to complete a voyage. Stewart & Stevenson used its experience in supplying electric systems in onshore oilfields for this project. “We were able to adapt that patented technology to the marine environment and enable this vessel to operate on shore power and charge the batteries while on dock, then get underway on battery power,” says Stewart and Stevenson executive vice president Chad Joost. “On extended trips, the generators will be used to supply power to the motors and charge the batteries. All of this happens seamlessly through the power management system.” *(Source: Riviera by Martyn Wingrove)*

### A PIONEER IN ELECTRIC TUG CONSTRUCTION

Sanmar Shipyards is at the forefront of building advanced electric, hybrid and LNG-fuelled tugboats. Tug owner and builder Sanmar Shipyards has excelled at becoming a key enabler of alternative fuels and propulsion technologies on tugboats. The Turkish shipbuilder is building tugs with the latest hybrid-electric power and LNG fuels, and a new order this year has



opened opportunities for methanol-fuelled vessels. Sanmar has delivered two of three electric-powered tugs – **HaiSea Wamis** and **Haisea Wee’Git** – for HaiSea Marine, is set to complete two for SAAM Towage, and it is building one for Norway’s Buksér og Berging, all using Robert Allan’s ElectRA design. HaiSea Marine will also receive two newbuild LNG-fuelled tugs this year, also to Robert Allan’s design, while Kotug International has ordered the first methanol-fuelled tugs. “A major challenge in tug construction is finding out what the future fuel is,” says Sanmar Shipyards chairman Ali Gurun. “We are working to deliver LNG and methanol-fuel tugboats, and we have delivered and have under construction hybrid-electric and electric tugboats.” The third ElectRA for HaiSea (**HaiSea Brave**) is scheduled to complete sea trials and be delivered in October, and the two LNG-fuelled tugs should be ready this year. “If we know the market preference, we can concentrate on the future fuel or propulsion power and can proceed accordingly,” says Mr Gurun. “Sanmar is known for building technically advanced vessels, but it is not easy to build these boats.” These tugs require advanced engineering and design, with more complex construction and longer lead items than conventional tugboats. But the experience will enable Sanmar to build more of these tugs for its own fleet. “Tug owners and operators are braver in using new technology,” says Mr Gurun. “Svitzer is transforming tug performance with its TRAnsversion tugboat, SAAM and Buksér og Berging are trying to use electric vessels, while HaiSea is trying LNG tugboats and Kotug has ordered methanol

tugboats,” he explains. Various technologies have been ordered, but there is more potential and interest in electric boats. The main trend is for electric boats with range-extension generators.” 2023 is looking like a record year for Sanmar Shipyards, with 34 deliveries expected for domestic and international owners in Canada, Bulgaria, Italy, Seychelles, the UAE and the UK, plus vessels for Sanmar’s own fleet and stock. “Keeping up with the high numbers is not easy, especially with increasing labour, energy, commodity and equipment prices,” says Mr Gurun. “It is getting more difficult to continue increasing production. Challenges can be more easily solved when we find them out earlier – we can handle them. But extreme changes to interest rates, commodity or labour prices, and extreme volatility between currencies can make life challenging for shipbuilders.” Sanmar is planning to invest further in two of its Turkish shipyards and mitigate some of the cost inflation challenges by continuing to produce 32-36 tugs per year, but its efforts are challenged by price increases. “Supply chain challenges can become big problems if we cannot estimate changes in pricing and delivery charges,” says Mr Gurun. “Thanks to our strategic procurement department, when there are market changes in the supply chain, we are not facing difficulties. We have excellent relationships with suppliers.” Agreements are in place to equip standard production units, but when owners want bespoke tugs, there are longer delivery times. “We sometimes face delays from the supply chain, but only 10% of our production is affected,” says Mr Gurun. Sanmar has a full orderbook for 2023, but there are still delivery slots, and standard tugs under construction for delivery in 2024 are available to purchase. The builder has struggled to keep a lid on newbuilding prices due to inflation. “There are unreasonable price increases because of the rising costs of labour, energy, commodity and equipment prices, and these increases will continue into 2024,” comments Mr Gurun. “We are trying to minimise the effect of this as a shipyard, but our hands are tied. We are not comfortable with these increases as we are also a tug operator, so we think like a tug owner.” *(Source: Riviera by Martyn Wingrove)*

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## ACCIDENTS – SALVAGE NEWS

### *FIRST OFFICER OF VESSEL BEING OVERTAKEN IS BLAMED FOR COLLISION*

The Maritime Disciplinary Court of the Netherlands released its ruling on a September 2022 collision off the coast in which a reefer overtaking a smaller, slower bulker hit the vessel. In a surprising move, the Dutch inspector however finds that the smaller vessel being overtaken was primarily responsible and referred the officer on watch for disciplinary action. The court concurred with the inspector’s



extensive report saying that the first officer of the smaller ship “seriously failed in his



responsibilities.” They however added an important note calling special attention for vessels sailing at slow speeds in busy lanes and being approached from behind. They are emphasizing the critical use of radar and recommended a setting of “radar center” as opposed to “off center” to maintain good visibility behind a vessel. The collision took place early on the morning

of September 9, 2022, approximately 20 miles west of the Danish coastline in what they highlight is a busy shipping lane. They are saying that visibility was good but note the winds were from the east at Force 7, the sea state was rough, and there was a moderate swell. It was also dark and raining. The smaller vessel was the Netherlands-flagged multi-purpose dry cargo vessel Helge. She is 5,000 dwt and was sailing with a crew of eight operating at a speed of 8 knots in the busy lane. She was being overtaken by the Wild Cosmos, a 10,000 dwt reefer traveling at a speed of 17 knots. The collision caused significant damage to the stern of the Helge, with water entering its ballast tanks and flooding into the engine room which caused the ship to blackout. The crew abandoned ship into a life raft and was 30 minutes later airlifted to shore by a helicopter. None of the crew on either vessel was seriously injured, and the [Helge](#) did not sink and was towed to port for repairs. The first officer of the Helge had been on watch for about an hour and in his defense, he says the second officer and lookout from the prior watch did not alert him to any issues with the Wild Cosmos. The first officer was joined by a lookout but he sent the lookout below because the person had reported he was not well. The first officer did not replace the lookout after relieving the one person. During the hearing he told the Disciplinary Court that he felt the court was being overly strict, highlighting that he was working on required paperwork and had only been in the position for two months. The inspector however finds a series of issues which the court says were well-founded. In addition to not replacing the lookout, only one radar was on and not all its functions were engaged. They believe the first officer lacked situational awareness and not he did not react in an attempt to prevent the collision. They, however, acknowledge the Wild Cosmos also had an obligation to maintain a safe distance between the ships. They conclude the seriousness of the evident negligence and inadequate safe navigation warranted a suspension of the officer’s license. They however also find “extenuating circumstances.” The officer cooperated with the investigation and told the court he was dismissed following the accident. The shipping line contends he resigned. The officer said he has been unemployed for seven months. The court reduced the recommended suspension from the inspector’s report and gave the first officer a total of eight weeks suspending his navigation license, but four weeks will not be imposed unless he “behaved contrary to his duty of good seamanship” in the future. They, however, also imposed a two-year probationary period. (Source: *Marex*)

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## EXPEDITION CRUISE SHIP GROUNDS IN REMOTE AREA IN NORTHEAST GREENLAND

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[Ocean Explorer](#), one of the small expedition cruise ships designed to reach some of the most remote

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parts of the globe, grounded on Monday, September 11, in a remote part of the Arctic. The cruise ship is reported to be in no immediate danger while Arctic Command led by the Danish Navy is coordinating with the Icelandic Coastguard and other partners to develop a rescue plan for the ship. The cruise ship was built in 2021 for SunStone Ships as a part of a class of expedition ships designed by Ulstein. The [Ocean Explorer](#) was the fourth in the series that is characterized by the use of the



unique X-Bow design and outfitted for polar regions built to Polar Code Category B, with Polar Class 6 (Ice Class 1A on machinery). The ships also have zero-speed stabilizers and dynamic positioning. The Arctic Command reports the [Ocean Explorer](#) is aground in the Alpefjord in the national park in Northeast Greenland. They are saying there are no immediate reports of damage to the ship or the environment but they are “taking the incident very seriously.” Reports indicate that the area where the cruise ship went aground is a sparsely charted region. The command is reporting that its closest ship, the Knud Rasmussen, was 1,200 nautical miles from the [Ocean Explorer’s](#) reported position. The earliest the Rasmussen can reach the cruise ship is Friday with the command noting that is weather-dependent. “As soon as we realized that the [Ocean Explorer](#) couldn’t get free on its own, we sent a ship,” said the head of operations in the Arctic Command, Commander Captain Brian Jensen. He reports the command conducted an overflight on Tuesday to survey the cruise ship’s situation, and they have already asked another cruise ship that was in the same general area to remain in the area to assist “should the situation evolve.” The Danes are also consulting with the Icelandic Coastguard to determine if they have a vessel in the area that could reach the cruise ship. Aurora Expeditions which recently took over the cruise ship after the bankruptcy of another operator reports the ship can accommodate up to 134 passengers. The Danes are reporting there are a total of 206 people aboard. The cruise ship is approximately 8,200 gross tons and 342 feet in length with a top speed of 15 knots. Its AIS signal shows it had been cruising in the region for the past few days. “A cruise ship in trouble in the National Park is of course worrisome,” said Jensen. “It is a long way for immediate help, our units are far from that and the weather can be unfavorable.” The Arctic Command said the cruise ship had not been able to free itself on the last high tide but there was still a chance they would be able to free itself. Another ship in the area might also be able to provide assistance to the [Ocean Explorer](#). (Source: Marex)


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## MEXICAN CARGO SHIP EVACUATED AS IT LISTS AWAY FROM DOCK

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A Mexican registered cargo ship began listing last night while alongside the dock in Mazatlán. As a precaution, the vessel was evacuated while the authorities were working overnight to stabilize it. The cargo ship, the **Chiapas Star**, is operated by Baja Ferries and the company is officially saying that the cause of the incident is under investigation at this time. Media reports

however are suggesting that it was a ballasting mistake by the crew that was preparing for departure and flooded the tanks causing the list. Initially, there was a concern that the vessel had been improperly loaded. It is a 26-year-old general cargo ship that has had a checkered career passing through multiple owners before being acquired by Baja Ferries and registered in Mexico in 2021. Currently, it appears to be running mostly a feeder service to move general cargo as well as containers in the Sea of Cortez region. The vessel is 502 feet in length and 20,400 dwt. It is carrying up to 1,300 TEU and has two general cargo cranes. Watch the video [HERE](#) (Source Marex)

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## EXPEDITION CRUISE SHIP PULLED FREE IN GREENLAND

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The expedition cruise ship that has spent this week stuck aground in a remote Greenland fjord with 206 people on board has been pulled free. The **Ocean Explorer** was pulled free early Thursday morning by Greenland's Institute of Nature's fishing research vessel **Tarajoq**. The operation was conducted with no pollution and everyone on board is safe. Damage to the ship still needs to be assessed, but there is no breach of the



hull. With the ship afloat, additional tug assistance has been cancelled. "We would like to thank the management of Grønlands Naturinstitut, and the entire crew on their vessel **TARAJQ** for being open and willing to enter into an agreement with SunStone for the support of the **OCEAN EXPLORER**," shipowner SunStone Ships said in a statement. "The agreement was made very efficiently, and the **TARAJQ** was on location within two days of the grounding." SunStone also thanked other expedition cruise ship operators in the area that offered assistance, namely Quark Expedition, Silver Sea and Hurtigruten. It also thanked **Ocean Explorer's** charterer, Aurora

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Expeditions, and its technical manager Anglo Eastern Cruise Management in Miami, who provided 24/7 shoreside assistance. “The vessel and its passengers will now be positioned to a port where the vessel’s bottom damages can be assessed, and the passengers will be taken to a port from which they can be flown back home,” the statement said. The [Ocean Explorer](#), built in 2021, ran aground earlier Tuesday morning while exploring glaciers in Greenland’s Alpefjord, part of Northeast Greenland National Park located on the east coast of the territory. “We’re really happy that it went so well and that the passengers and crew of the ship can now see an end to the difficult situation they’ve been in for the last few days,” said Captain Brian Jensen, Commander of Denmark’s Joint Arctic Command. “Regardless that no one was in direct danger, I understand if being stuck in such a deserted area with no possibility to move forward has been uncomfortable.” Initial attempts to refloat the Ocean Explorer at high tide were unsuccessful, prompting the assistance of the Knud Rasmussen, an offshore patrol vessel with the Royal Danish Navy, which was located 1,200 nautical miles away. The Knud Rasmussen was expected to arrive at the scene Friday evening, but has now been stood down. The [Ocean Explorer](#) is on charter to Aurora Expeditions in Australia and began its cruise on September 2, in Kirkenes, Norway. It was scheduled to arrive in Bergen, Norway on September 22. (*Source: gCaptain*)

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## UK ISSUES INVESTIGATION REPORT ON FATAL ‘SCOT CARRIER’ COLLISION IN BALTIC SEA

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The UK Marine Accident Investigation Branch (MAIB) has issued its report into the fatal collision involving the UK-flagged general cargo [Scot Carrier](#) and split hopper barge in the Baltic Sea. The collision took place early on December 13, 2021, in the precautionary area adjacent to the Bornholmsgat traffic separation scheme off the south coast of Sweden, resulting in the loss of two crew members from the Karin Høj barge.

According to the report, neither watchkeeper on the two vessels reacted to the developing situation or took action in time to prevent the collision. The report further finds that Scot Carrier's watchkeeper changed course without determining if it was safe to do so. No lookouts were posted on either vessel, and Scot Carrier's watchkeeper was distracted by the use of a personal tablet computer. It is also found that Scot Carrier's watchkeeper may have been under the influence of alcohol. The British watchkeeper of the Scot Carrier was arrested and later pleaded guilty of manslaughter. He was sentenced to 1.5 years in prison. The MAIB made recommendations to Scot Carrier's ship management company to review the results of its navigational audits to determine additional training and instruction needs. Karin Høj's owners have also been recommended to actively monitor its crewing levels to ensure adequate staffing at all times. Additionally, the Maritime and Coastguard Agency has been recommended to advise the shipping industry that posting a lookout in addition to a bridge watchkeeper during the hours of darkness and restricted visibility is an absolute requirement in UK waters and on UK ships. The report emphasizes the importance of posting an additional lookout on the bridge as a safety measure for navigation, and highlights the dangers of distraction from watchkeeping duties. It also recommends that shipping companies empower their crews to make the right decisions and have effective methods of ensuring that an additional lookout is posted at night and in poor visibility. "International requirements are clear that posting an additional person on the bridge as a dedicated lookout is vital to safe navigation. However, this investigation is one of many that have found that the watchkeepers were alone on the bridge at night," said MAIB Chief Inspector of Marine Accidents, Andrew Moll OBE. "The report makes a recommendation to the Maritime and Coastguard Agency to clarify to the shipping industry that posting an additional lookout at night and in restricted visibility is a regulatory requirement on UK ships, and all ships in UK waters," he adds. *(Source: gCaptain)*

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## CREW ESCAPES FIRE ABOARD SHADOWY CHINESE CARGO SHIP IN TAIWAN

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A small Chinese-owned cargo ship caught fire while in a Taiwan shipyard for repairs creating some dramatic scenes as crewmembers ran for safety and one reportedly fell or jumped overboard into the harbor. After some dramatic moments, the crew and the shipyard workers were reported to all be uninjured and the fire was brought under control in about 30 minutes. The ship is the Wan



Lung, a 29-year-old ship that operates a coastal Chinese cargo service. The ship, which is currently registered in Cameroon, is approximately 300 dwt and 175 feet in length. Not a lot of details are known about the ship but it has a checkered past having been listed in 2020 by the International Labour Organization as abandoned with ten crewmembers stranded aboard. The vessel then known as the Kumi Maru No. 3 was reported stuck on a sandbank and the crew had to walk ashore at low tide to get food. At the time, it had an expired registry from Sierra Leone. In 2021, the ITF reported contact with the crew had been lost and the ship's whereabouts were unknown for at least 12

months. The ship arrived at the Jong Shyn Shipbuilding yard in Kaohsiung, Taiwan on September 12 and the fire was reported to the City Fire Department around 4:00 p.m. yesterday, September 13. There was a crew of nine aboard with eight from Myanmar and one from China, as well as an undetermined number of shipyard workers on the vessel at the time of the fire. Local reports are saying they suspect the fire might have been started while the crew was using an oxyacetylene torch to remove rust. TV images caught images of one crewmember running along the deck possibly trying to fight the fire or find an escape route. A Coast Guard vessel docked in front of the ship began spraying water and was joined by a fireboat and the fire department crew fighting the fire from the dock. Images showed one of the crewmembers sitting on the rail of the ship at the stern. Some reports are saying he fell into the harbor but was rescued uninjured. Some of the crew was able to make their way along with two shipyard workers to the gangway while others were trapped on the stern. The fire was out by 4:30 p.m. but continued to smolder. The crews were unable to open the hatch fearing it would reignite the fire. Watch the YouTube video [HERE](#) (Source: Marex)

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## UPDATE ON THE SHIP LCT “LADY ALINA” THAT WENT AGROUND IN PHILIPPINES



In an update of the incident of “[Lady Alina](#)” the Philippine Coast Guard (PCG) reported that in the early hours of the morning today, the LCT (landing craft tank) successfully maneuvered away from the shallow waters off Coron Island near Cadis Point in Palawan. The Philippine Coast Guard (PCG) team inspected the incident area for possible traces of oil spill and yielded a negative

result. The concerned landing craft tank remains temporarily anchored in the vicinity waters off Coron Island while the PCG, Department of Environment and Natural Resources (DENR), and Palawan Council for Sustainable Development (PCSD) conduct an area assessment. The ship LCT



(landing craft tank) went aground on Thursday, September 14, off Coron Island in Palawan, the Philippine Coast Guard (PCG) said. The Philippine Coast Guard (PCG) responded to a maritime incident at 03:30 hours PM local time involving the LCT “**Lady Alina**” that ran aground in the vicinity waters off Coron Island near Cadis Point in Palawan, Philippines. “Based on the initial investigation, the landing craft tank ran aground due to a miscalculation of duty lookout caused by zero visibility,” the PCG said in a statement. The crew also said the reef did not appear on their GPS. The Coast Guard Station Coron and Marine Environmental Protection Unit (MEPU) personnel immediately conducted an oil spill assessment and yielded a negative result. The master of LCT “**Lady Alina**” said he and 16 other crew members are in good physical condition and remain on board. He also shared that they plan to maneuver during high tide, 15 September 2023, the PCG said, referring to the ship’s master. As it was reported yesterday, the Philippine’s Coast Guard team continues to monitor the vessel for further assistance. *(Source: Shipping Telegraph)*

## OFFSHORE NEWS

### *MICOPERI HAS ACQUIRED NEW ORDERS FOR OVER 350 MILLION EUROS*

Micoperi, a Ravenna-based company operating in the Oil & Gas sector, informs that it has acquired new orders for over 350 million euros. The first contract was awarded to Micoperi by Snam, in association with Saipem and Rosetti Marino, for the project relating to the new plants aimed at receiving the storage and



regasification vessel (FSRU) which will be developed in the Adriatic Sea opposite Ravenna. Here Micoperi will take care of the installation of all the metal structures that will be joined to an already existing platform aimed at docking the FSRU ship. Activities in the stretch of sea facing Ravenna have already begun with all environmental control activities – the areas subject to intervention. It is estimated that the contract will generate employment for over 200 units. The second contract concerns the installation, as part of an important Eni project, of a submarine pipeline approximately 60 kilometers long linked to the production of gas in Congolese territory. These activities – the company informs – are added in the short term to projects already at an advanced stage of realization in different areas of the world. *(Source: Shipping Italy)*

### *MCDERMOTT SEALS DEBT RESTRUCTURING DEAL*

Houston-based offshore contractor McDermott has reached an agreement with its creditors and stakeholders on a restructuring plan that will push out debt maturities and deliver a new cash injection. The company has secured backing from most of its key creditors to extend repayment deadlines on its letter of credit facility and term loans to 2027. Existing equity holders have also agreed to inject \$250m of fresh capital into McDermott, which is expected to support the company’s

ability to operate its business, deliver on existing projects and expand its backlog with new projects.



To implement the deal, McDermott will begin in-court restructuring proceedings in the Netherlands and UK for its affiliates, with completion expected no later than early 2024. Michael McKelvy, president and CEO of McDermott, said the company intends to continue all operations as normal as it moves through these processes, including continued delivery on

client projects. “We are pleased to have reached this agreement with our key stakeholders, which demonstrates their confidence in the long-term strength and sustainability of our business. These proactive steps ensure that McDermott is strongly positioned to deliver on our growing number of client projects as we continue our important work of accelerating the energy transition in our industry,” added McKelvy. In addition to debt restructuring, the company said it plans to discharge certain unsecured claims associated with legal matters related to the Refineria de Cartagena project, which was originated by CB&I before McDermott’s acquisition in 2018. The two unsecured claims consist of an arbitration decision issued by the International Chamber of Commerce in favor of Reficar and an in-country order of Colombia’s Contraloría General de la República. “McDermott opposes each claim on the merits; the company strongly disagrees with and has petitioned to vacate the decision of the ICC and is engaged in arbitration and in-country proceedings to challenge the Contraloría action as improper and without jurisdiction over the company,” McDermott said in a release. (Source: *Splash24/7*)

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## OSV CHARTER RATES TO BREAK RECORDS IN 2024

Charter rates for platform supply vessels (PSVs) are forecast to jump substantially in the North Sea spot and term-contract markets as vessels leave the region to support international projects. Oslo, Norway-listed vessel owner Standard Supply expects rates for PSVs to reach all-time highs in the North Sea in 2024. Charter rates are already on the march with expectations term-charter prices will continue climbing during the rest of this year. Standard Supply achieved time charter equivalent

(TCE) earnings of US\$16,900 per day and fleet utilisation of 94% in August 2023. Standard Supply chairman of the board Martin Nes expects average daily rates of US\$19,400 per day from its charters during Q4 2023. Rates for contract renewals are already far higher. On 1 September, Standard Supply's 2008-built PSV **FS Balmoral** commenced a two to three-month contract at US\$34,000 per day off Germany. "We anticipate seeing new all-time highs set in the North Sea in



the coming year," said Mr Nes. "In the upcoming weeks, six large-sized PSVs will leave the North Sea for work internationally. This will leave fewer than 170 vessels in the region, marking a decline of approximately 100 vessels from the high in 2016-2017 and about 30 less than in 2021." Vessels are heading to support oil and gas projects in west Africa and South America from the North Sea, reducing availability at a time when energy companies are planning to ramp up field developments and drilling off northern Europe. "As the contracting season for 2024 now unfolds, the reduced capacity's impact is evident," said Mr Nes. "We are witnessing less competitive bidding and heightened rate expectations from vessel owners. Our strategy leans towards long-term charters over spot market deals." Standard Supply sold 2012-built Standard Duke to new owners on 7 August for US\$11M. The company gained a three-month contract for 2008-built PSV **FS Crathes** for operations in the North Sea during Q4 2023. Other Norwegian owners have won contracts for vessels operating in the region in recent weeks. Eidesvik Offshore secured a contract extension from Wintershall Dea and OMV for its 2008-built PSV **Viking Queen**. This extension runs from May 2024, in direct continuation of the current contract, extending the firm period to October 2025. "We are very pleased with this extension and consider it as a quality mark for the operations and services delivered," said Eidesvik Offshore president and chief executive Gitte Gard Talmo. Reach Subsea has exercised a one-year option for 2011-built multipurpose support vessel **Havila Subsea** that will keep this Havyard 855 design vessel providing inspection, maintenance and repair work and ROV operations with Reach Subsea until the end of 2024. Ålesund, Norway-headquartered Golden Energy Offshore Services (GEOS) said it had achieved TCE earnings of US\$20,317 per day and fleet utilisation of 98% in August. Presently, GEOS has three PSVs, with Energy Swan contracted on term business to Repsol Norway, Energy Empress working in the Caribbean and Energy Duchess trading on the spot or short-term market with very high utilisation. "The market continues to improve in multiple regions and Energy Duchess is well positioned to capitalise on several attractive business opportunities going forward," said GEOS. *(Source: Riviera by Martyn Wingrove)*

## **BLUESTREAM READY IN GEMINI WIND FARM**

Norway's Golden Energy Offshore Services (GEOS) is looking to raise up to \$30m of new capital to fully fund the acquisition of five vessels it bought from Vroon. In early August, GEOS struck a deal to buy five ships from Vroon for \$94m. The deal includes four unnamed PSVs and one the **VOS Sugar** SSV, all built between 2015 and 2016. The PSV quartet is of the same PX 121 design as GEOS' **Energy Duchess** and **Energy Empress** vessels serving the oil and gas market. The vessels can also be outfitted



with accommodation units and gangways for work in the offshore wind sector. Later that month,



GEOS signed a non-binding term sheet with Fleetscape Capital for a \$98.55m long-term financing for the five vessels being acquired from Vroon, plus the \$35.9m of debt related to [Energy Duchess](#) and [Energy Empress](#), by way of a five-year sale and leaseback facility. The lease amount of \$98.55m is supposed to provide funds for around

63% of the seven vessels to be financed under the sale and leaseback facility. To cover the remaining funds, GEOS said on Monday that it would be seeking to raise up to \$30m of new capital to fully fund transactions for all seven vessels. To that end, the company retained Arctic Securities and Fearnley Securities as joint lead managers to arrange a series of investor meetings starting from September 12 after which an equity private placement may follow. Oaktree Capital Management, GEOS' largest shareholder, will subscribe for \$12.8m, including conversion of the \$3.3m bridge loan facility provided to pay the deposit in August 2023 related to the buy of five Vroon vessels. In addition to the seven vessels mentioned above, GEOS owns the [Energy Swan](#) which is currently financed by a Nordic Bond Loan of NOK 70m (\$6.56m). (Source: *Splash24/7*)

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## *REPSOL HIRES GOLDEN ENERGY OFFSHORE'S VESSEL FOR MORE WORK*

Norwegian vessel owner and operator Golden Energy Offshore Services (GEOS) has secured a new contract for one of its platform supply vessels (PSVs) with Repsol Norge, a subsidiary of Spain's Repsol. Golden Energy Offshore Services explains that the new deal for the PSV [Energy Swan](#) is in direct continuation of the current charter contract, which Repsol Norge recently extended to 1 November 2023. The new contract is for a firm period of two months and comes with optional two plus two months, which represents a total of four months of options. While the company did not disclose any financial details, it did say that the contract reflects the current market rate for this type

of vessel. The 2005-built **Energy Swan** is a large PSV/pipe carrier of an ST 216 design. It can accommodate 28 people. Previously, the vessel worked for Wintershall Norge, a Norwegian unit of Wintershall Dea. GEOS is expanding its fleet of offshore supply vessels, thanks to a binding memorandum of agreements for the acquisition of four (PSVs and one safety & standby vessel (SSV) from subsidiaries of the Netherlands' Vroon Holding, for a total consideration of \$94 million. At



the end of August 2023, Golden Energy Offshore Services also revealed a contract extension for another PSV with an undisclosed operator in the Caribbean. (Source: Offshore Energy)

### SEACOR MARINE LOANS \$122M TO REFINANCE EXISTING DEBT



US offshore vessel operator Seacor Marine has entered into a new \$122m senior secured term loan with affiliates of EnTrust Global. Seacor Marine said that the new loan provided the company with a more efficient and consolidated capital structure. The proceeds from the credit facility will be used, among other things, to refinance \$104.6m of principal

indebtedness under five separate debt facilities with different lenders thereby extending their maturity dates from 2023-2026 to 2028. Borrowings under the credit facility will bear interest at a rate of 11.75% per annum and the principal will be repaid in quarterly instalments of 2.5% of the initial principal amount of the loan. "Not only does the transaction extend all of our secured debt maturities to 2028 or later but it also provides us with the financial flexibility to take advantage of the favourable market conditions we have been experiencing over the past several quarters," John Gellert, Seacor Marine's CEO, said. (Source: Splash24/7)

### SIEM TOPAZ VESSEL'S CONTRACT IN TAIWAN EXTENDED TO Q4 2024

The Norwegian offshore vessel Siem Offshore said Monday it had secured a contract extension for the AHTS **Siem Topaz** with a local client in Taiwan. The contract will start in direct continuation of the current contract, for a firm period reaching into Q4 2024. The vessel will continue to be employed



within the offshore wind industry. Offshore Engineer reported back in March that Siem Offshore had secured a medium-term contract for the AHTS **Siem Topaz** for client Helix Robotics Solutions Inc. in Taiwan, running until the fourth quarter of 2023. The ship left Port of Anping last Wednesday en route to the Yunlin offshore wind farm site, according to MarineTraffic AIS data. The offshore wind farm, owned by Yunneng Wind Power, is currently under construction, and, once fully completed, it will feature 80 x 8 MW wind turbines and have a total capacity of 640 MW. According to available information, the Siem Topaz is being used for cable installation support. (Source: *MarineLink*)



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### OPTIMUS PRIME AT MALTA



The 1986 Hatlo Verksted - Ulsteinvik, Norway built Turkey's flag and owned offshore support vessel **Optimus Prime** (Imo 8501098) was seen leaving Grand Harbour, Malta on Monday 11th September, 2023 during her maiden call. Her carrying capacity is 2690 t DWT and her current draught is reported to be 5.5 meters. Her length overall (LOA) is 79.7 meters and her width is 18.01



meters. (Photo: Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com))

## WINDFARM NEWS - RENEWABLES

### WINDEA OFFSHORE FORMS WIND AUTONOMOUS SURVEYING PARTNERSHIP

German offshore wind service provider Windea Offshore has teamed up with marine data acquisition specialist Subsea Europe Services to provide hydrographic survey and underwater inspection technology to the European sector. The partnership will see the duo work to further develop and optimise autonomous surface and subsea vehicles in Subsea



Europe Services' fleet and integrate them into existing and future concepts to offer added value to charterers of crew transfer and service operation vessels. Windea Offshore is a Hamburg-based joint venture of Bernhard Schulte Offshore, Buss Offshore Solutions and EMS Maritime Offshore, which operates a growing fleet of CTVs and SOVs. "The expansion of the European offshore wind sector demands a more streamlined approach to marine data acquisition to optimise operations and reduce costs during every stage of a wind farm's lifecycle. In this context we are confident that the technical approach of Subsea Europe Services combined with our offshore wind related know-how will provide significant benefits to our clients within the industry," said Caspar Spreter, managing director at Windea Offshore. (Source: [Splash24/7](https://www.splash24/7))

### FIRST TURBINES UP AT WORLD'S BIGGEST OFFSHORE WIND FARM

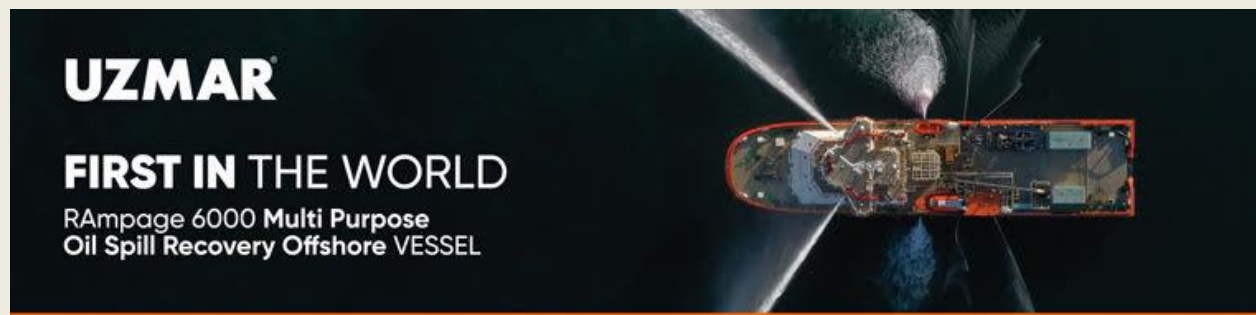


The first two wind turbines have been installed at Dogger Bank A, the first of the three phases of the UK's 3.6 GW Dogger Bank Wind Farm, the world's biggest offshore wind farm under construction. According to a Notice of Operations from the project, the first wind turbine was installed on the 29th of August and the

second one was in place a few days ago. The work on installing the project's 95 GE Haliade-X 13 MW wind turbines is being performed by Jan De Nul's jack-up vessel [Voltaire](#) which left the Able Seaton

Port with the first batch of components and headed to the offshore site at the beginning of last month. Major offshore construction work, besides the wind turbine installation, continues at the Dogger Bank A site, located 130 kilometres off the east coast of Yorkshire, with the installation of all 95 monopile foundations now completed. The monopiles were installed by the heavy lift vessel [Seaway Strashnov](#), which has now left the site. The crane vessel [Jumbo Fairplayer](#), which was installing transition pieces, has also left the construction site to de-mobilise as the vessel completed its workscope. The work will resume later this month by the crane vessel [Alfa Lift](#). So far, 52 transition pieces have been installed on their respective monopile foundations at Dogger Bank A. The 3.6 GW Dogger Bank Wind Farm is owned by SSE Renewables (40 per cent), Equinor (40 per cent), and Vårgrønn (20 per cent). The first two 1.2 GW phases, Dogger Bank A and Dogger Bank B, will comprise 95 Haliade-X 13 MW turbines each, while Dogger Bank C will feature 87 Haliade-X 14 MW turbines. Once completed in 2026, the project will generate enough electricity to power up to 6 million homes in the UK. The 277-turbine wind farm will generate annual carbon savings equivalent to 1.5 million average petrol cars, according to its developers. *(Source: Offshore Wind)*

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## EDDA WIND HOSTS NAMING CEREMONY FOR NEW CSOV EDDA NORDRI

Edda Wind held a naming ceremony for its new commissioning service operation vessel (CSOV) [Edda Nordri](#). The 88.3-meter-long vessel is the third in a series of three purpose-built CSOVs built by Spain's Gondan Shipbuilders for Norway-based Edda Wind. Delivered on September 7, [Edda Nordri](#) will be ready for operations in the fourth quarter



of 2023. The vessel is prepared for emission-free operations with a hydrogen-based propulsion system based on the liquid organic hydrogen carrier (LOHC) concept. The name "[Nordri](#)" comes from the Nordic mythology and represents one of the four characters (Nordri, Sudri, Vestri and Austri) holding up the sky after it was made by the Gods from the skull of Ymir. [Edda Nordri](#) will serve as mother vessel for wind turbine technicians as they perform commissioning and maintenance work on



offshore wind turbines. The CSOV can accommodate up to 120 persons in total. Edda Wind will grow its fleet to 14 vessels by 2026. (Source: *MarineLink*)

## DREDGING NEWS

### PRINCESS ALEXIA OF THE NETHERLANDS CHRISTENS NEW DREDGER VOX ALEXIA



Her Royal Highness Princess Alexia of the Netherlands performed the christening ceremony for Van Oord's new hopper dredger Vox Alexia today. The christening ceremony took place at the Wilhelminakade quay in Rotterdam's city centre, where the vessel is being docked for two days. Guests and Van Oord employees gathered there to celebrate this memorable occasion. After the ceremony, Princess Alexia was

given a tour of the vessel and met a number of employees, including the vessel's crew and members of Young Van Oord, an employee association. *Vox Alexia* The *Vox Alexia* is a hopper dredger. This type of dredger collects sand, clay, sludge and soil from sea or river beds. Van Oord deploys hopper dredgers worldwide on a wide variety of projects, including coastal protection, port development, deepening of waterways and land reclamation. Like its recently christened sister vessels, the *Vox Ariane* and the *Vox Apolonia*, the *Vox Alexia* is equipped with a liquefied natural gas (LNG) system and is a good example of Van Oord's commitment to sustainability, the company said. The vessel's LNG fuel system and energy-efficient design will significantly reduce fuel consumption and carbon emissions, added van Oord. (*Dredging Today*)



### DEME'S CSD AMAZONE IN TOP FORM, READY FOR NEW LOCK TERNEUZEN JOB

DEME Group has just announced that its well-known cutter suction dredger (CSD) *Amazon* is ready for its next challenge. After the 10-year special survey and some essential repairs, including a period in dry dock in Vlissingen, the Netherlands, the *Amazon* is back in top form. "As the *Amazon* sets sail to dredge at the New Lock Terneuzen project, we would very much like to thank the DEME team



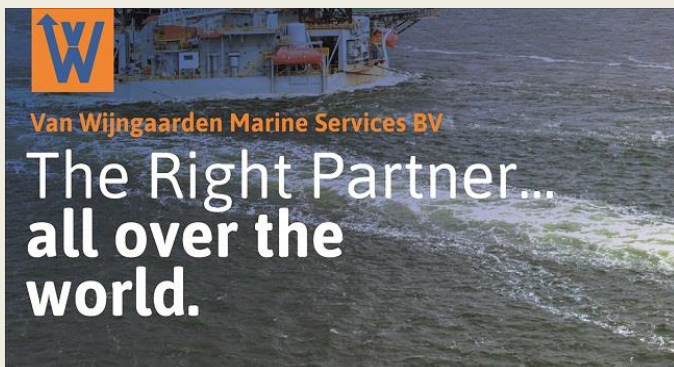
and our partners for all their great work during the survey and repairs,” the company said. The CSD



will be deployed in Terneuzen alongside three of DEME's trailing suction hopper dredgers (TSHDs). As from mid-September the vessels will start removing the remaining land on the north and south side of the New Lock. The dredging works will create the new shipping access towards the lock. The New Lock Terneuzen is key to unlocking better access from the Western Scheldt to the Ghent-

Terneuzen Canal and beyond, said DEME. (Source: *Dredging Today*)

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## *BOSKALIS WATER BOX DESIGN NABS IADC SAFETY AWARD*

During the IADC Annual General Meeting in Barcelona, IADC President Frank Verhoeven revealed the winner of the Safety Award 2023: Boskalis for its improved safety design of the water box. Boskalis introduced new water boxes for sand fill areas, a design which is touted as greatly improving safety for its employees. The water boxes have been designed, calculated and



constructed in such a way that the risk of implosion due to soil pressure is eliminated. Using an adjustable platform on the outside of the water box, it is possible to remove or add planks to regulate the water level within the sand fill area, a feature appreciated by the sand fill teams as this way of

working eliminates safety risks. The water box features an external, manually operated and adjustable



platform that can be reached with a safe stairway. As the soil and water level rises, the platform can be moved up. This allows for project staff to add planks from the outside of the water box. The design is a “plug and play” setup and can easily be transported to a work site where local staff can receive instruction on how to handle the water box safely. Used in many projects around the world, this type of water

box is currently being used by Boskalis on the Manila International Airport project. (Source: [MarineLink](#))

## YARD NEWS

### *U.K. CONSORTIUM TO BUILD WORLD’S FIRST eSOV*

A consortium led by Bibby Marine is to receive U.K. government matching funding for the construction of the world’s first zero-emission electric service operation vessel (eSOV). With a powerful 20 MWh battery system and dual fuel methanol engines for back up, along with associated shore-charging facilities, the eSOV is being built to deliver emission and cost savings and to showcase leadership in U.K. content and design. Partnered with Bibby Marine in the project, announced today at London



International Shipping Week, are the Port of Aberdeen, the Offshore Renewable Energy (ORE) Catapult, Kongsberg, DNV, Shell and Liverpool John Moores University. The eSOV project is receiving the funding as part of the Zero Emissions Vessels and Infrastructure competition (ZEV), which was announced in February 2023. As part of ZEV, the U.K. Department for Transport allocated over GBP 80 million to 10 flagship projects supported by 52 organizations from across the U.K. to deliver real world demonstration clean maritime R&D projects. Projects will take place in multiple locations from the Orkney Isles to the southwest of England. “We are excited to receive this funding and to work with our partners to launch the world’s first eSOV – the first new vessel for Bibby Marine in five years,” said Bibby Marine CEO, Nigel Quinn. “This project is the natural progression of our decarbonization journey, which began in 2019, to find the right solution to achieve our net-zero goals. “We strive to be the U.K.’s cleanest and most committed SOV operator,



and our commitment to innovation and sustainability drives us towards these zero-emission solutions,” said Quinn. “This project is a crucial part of this vision and is in keeping with our own Environmental and Social Governance framework and net zero targets. The project will catapult our efforts for our own green future, resulting in Bibby Marine having one of the most advanced, efficient, and environmentally friendly SOVs on the market.” Andrew Macdonald, director of development and operations at ORE Catapult, said: “We are delighted to be supporting Bibby and partners in a project to create the world’s first zero-emission e-SOV – delivering a vessel capable of operating solely on 20MWh of batteries. “ORE Catapult will play an important role in understanding the lifecycle fuel savings of a zero-emission vessel, and what can be done to maximize U.K. content within this market. “This project will strengthen and demonstrate the ability of UK industry as a partner in design, manufacture and certification of the 300 vessels of this kind needed in Europe by 2050.” Lucas Ribeiro, regional manager, Region West Europe at DNV said: “At DNV we are very pleased to have been chosen as the preferred classification partner for the first zero-emission U.K. e-SOV. We look forward to working closely with Bibby Marine and the consortium partners on this innovative design. “The number of fully electric and hybrid vessels will surge over the next few years and continuing development on these technologies will be a key part of the maritime industry’s transition to a zero-carbon future. DNV is looking forward to combining our extensive technical, offshore, renewable and battery experience, working in ensuring a successful fully compliant and future proof vessel delivery.” “Shell is delighted to be part of this consortium, verifying the framework to manage maritime risk for the world’s first zero-emission e-SOV,” said Alexandra Ebbinghaus, GM marine decarbonization at Shell: “This is an exciting project that will push the industry forward and help decarbonise short-sea shipping, whilst continuing to prioritise safe and efficient operations. We look forward to supporting our long-term customer, Bibby Marine, as well as strengthening our collaboration with Kongsberg Maritime, DNV, the Port of Aberdeen and other consortium members.” *(Source: MarineLog)*

*Advertisement*



### *PAKISTAN NAVY OFFSHORE PATROL VESSEL LAUNCHED AT DAMEN SHIPYARDS GALATI*

On 12 September 2023, Damen Shipyards Galati in Romania held a launching ceremony for the **PNS**



**Hunain**, one of a series of Offshore Patrol Vessels (OPV) 2600 that Damen is constructing for the Pakistan Navy. Damen was awarded the contract to build the vessel, following its successful delivery of the first two vessels, **PNS Yarmook** and **PNS Tabuk** in 2020. Attending the event as Chief Guest was Chief of the Naval Staff of the Pakistan Navy, Admiral Muhammad Amjad Khan Niazi NI (M) S BT. Also in attendance were other representatives of the Pakistan Navy, as well as representatives of the



Romanian Government and Navy, members of the Pakistan community in Romania, and Damen. During a speech to mark the event, the Chief Guest acknowledged Damen's achievement in constructing the vessel in such a short space of time; a result of the company's practice of building vessels according to proven designs. He highlighted the important role the vessel will undertake in securing maritime trade in the Indian Ocean region, and providing regional stability. Damen's Chief Operations Officer, Marc van Heyningen, also delivered a speech at the ceremony, during which he thanked the Admiral for his attendance and highlighted the long-standing relationship between Damen and the Pakistan Navy. Damen Regional Sales Director Stephan Stout, speaking after the launch, said, "It's a proud moment for everyone involved in the project to see the vessel in the water for the first time. On behalf of Damen, I would like to thank the Pakistan Navy for continuing to place its trust in our company. I look forward to the commissioning phase of **PNS Hunain** and preparing the vessel for successful delivery and having her ready for the important work it will undertake in securing the seas of the Indian Ocean region." (PR)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
  - *Med Marine Celebrates Successful Delivery of MED-A2885 Tugboat Built for Misurata Free Zone*
  - *Sanmar Shipyards delivered compact workhorse tug to expanding Danish port*
  - *Concordia Damen contracted to deliver a 5,400 HP River Pusher to Girona S.A., Paraguay*

- *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*
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](mailto: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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