Tugs Towing & Offshore Newsletter

23rd Volume, No. 74 *1963 – "59 years tugboatman" - 2022* Dated 25 September 2022

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

Distribution twice a week 19,700+

TUGS & TOWING NEWS

STEERPROP WINS FIRST CONTRACT FOR THE NEW STEERPROP T PROPULSION UNITS WITH MED MARINE

Steerprop, the leading designer and manufacturer of propulsion systems for the most demanding applications and toughest conditions, has signed a contract with Turkish Med Marine shipyard to deliver the propulsion units for two RAscal 2100 harbour tugs designed by Robert Allan. The contract is the first for the new Steerprop T product line, especially designed for tug operations and tugbuilders' stringent demands. The growth of global trade and marine transport has brought about larger vessels and a need of more powerful and manoeuvrable tugs, with increased bollard pull for ship assistance and harbour operations. As evidence of Steerprop's commitment to its customers and the changing tug market, the company has developed the Steerprop T azimuth propulsion product line. These robust and hydrodynamically efficient propulsors are able to adapt to changing configurations and versatile operations with mechanical, hybrid or electrical prime movers, while focusing on simplicity and cost-effectiveness. "With the development of this new product family we are clearly meeting our tug customers' demands for flexibility and value in all operations and conditions, while adapting to the shipyard's requirements for simple and seamless integration", says Donato Agostinelli, Sales Manager at Steerprop. "The Steerprop T design features improved flexibility, increased modularization and scalability, while maximizing the bollard pull per engine's power input", he continues. It is therefore with special pride that Steerprop now announces the first contract for propulsor units of the new Steerprop T product line. The contract with Turkish Med Marine, one of the largest tug building shipyards in the world, was signed this summer and includes equipment for two harbour tugs. The four SP 175 T propulsion units have 1.80 m propellers in nozzles and provide the power of 1080 kW per unit to deliver 35 TBP. The delivery is scheduled for January 2023. "With the new Steerprop T product line and the support of our local partner Nemomarin, whose relationship with the customer was instrumental in making this contract happen, we are confident that we have a winning formula for the future Turkish and global tug markets", says Donato Agostinelli. Med Marine's Procurement & Technical Group Manager Ertugrul

Cetin comments on the contract: “We are delighted to cooperate with Steerprop on this project. We are sure that this partnership will contribute a lot to the mutual interests of both parties in developing a successful business relationship. By working together with Steerprop, we believe we are ideally positioned to meet the clients’ increased demand for Med Marine's state of-the-art tugboats.” *Technical details of the order:* The Steerprop scope of supply: 4 x SP 175 T propulsion units with 1.80 m propellers in nozzles 1080 kW per unit to deliver 35 TBP For: 2 x Robert Allan designed 21m 35 TBP tugboats with: LOA: 21.4 m; Beam: 11.3 m; Max. Draft: 4.0 m; Bollard Pull: max. 50 TBP. The Robert Allan design RAscal 2100-Z & RAscal 2100-TS series are Med Marine’s 21m ASD & 21m conventional tugboat series with maximum 50 tons of bollard pull. *(Source: Steerprop)*

LAST TRIP FOR THE “ABEILLE FLANDRE” TUG

After 43 years of service, the **Abeille Flandre** left the port of Toulon on the morning of Tuesday September 20 to make its last trip to Brest. This intervention, assistance and salvage tug (Rias) built in 1978 and owned by the company Les Abeilles international, ceased its activity in June, as did its sistership, the **Abeille Languedoc**, which will be deconstructed. Expected around September 28 in Brest

where a last tribute will be paid to it, the **Abeille Flandre** will also be dismantled, the group said in a press release. “Deconstruction turned out to be the only reasonable solution in the absence of a viable memorial project,” explains Samira Draoua, president of Les Abeilles. "We can already say that it will not be sold to a pseudo-shipowner," rejoiced in a press release in July, the president of the Mor Glaz association, Jean-Paul Hellequin. “The “**Abeille Flandre**” (…) has such an aura for the community of seafarers, for the sailors who served there that it was difficult to imagine that this ship could be recovered and misused”, added Samira Draoua. The two tugs will be dismantled at Navaleo. "A choice linked to the quality of the recycling processes and the ability to operate in dry dock" , specifies Les Abeilles. Thus the tug **Abeille Flandre** is currently on its way to return to its former home port in Brittany, which it left in 2005 after being replaced by the **Abeille Bourbon**. Among his famous interventions, that of the towing of the rear part of the oil tanker **Erika** following its sinking in December 1999. Since 2005, he provided assistance missions to ships in difficulty. The **Abeille Flandre** has since this summer found a successor in Toulon, the **Abeille Méditerranée**, the company Les Abeilles International having won a call for tenders launched in 2017 by the French Navy. *(Source: Le Marin)*

ICEBREAKER "ERMAK" WILL BECOME A DONOR FOR "KRASIN"

"Rosmorport" is forced to use part of the fleet as donors. Vasily Strugov, deputy general director of the enterprise, spoke about this on September 20 at the conference "Ship Repair, Modernization, Components", RBC correspondent reports. In particular, due to the decommissioning of the diesel icebreaker "**Ermak**", the company plans to maintain the technical readiness of the icebreaker "**Krasin**" of the same type. “Thanks to the decommissioning of the **Ermak** icebreaker, we have a chance during a short summer navigation to ensure [the Krasin icebreaker] is ready for winter navigation. It is clear that this is a short period, sooner or later the donors will run out, ”the agency quotes Vasily Strugov. Icebreaker "**Ermak**" was built in Finland by order of the USSR in 1974. Later, the icebreakers "**Admiral Makarov**" and "**Krasin**" were built for the Soviet side according to the same project. Earlier

it became known about the plans of Rosmorport to modernize the icebreakers of project 1105. *(Source: Sudostroenie; Photo: Rosmorport)*

JOIN THE CELEBRATIONS AT THE ITS OPENING RECEPTION

The 26th International Tug & Salvage Convention, Exhibition & Awards 2022 will kick off with a bang and a warm welcome to Istanbul, Turkey on Tuesday 27 September. After a four-year absence, this essential industry gathering will be held, in association with Caterpillar, with a plethora of events lined up, including an extensive exhibition, three-day conference, gala dinner, awards, networking socials and partner programme. Together with our friends from Damen, we invite you to join colleagues and associates to the ITS Opening Reception at the Istanbul Congress Center, 18:00 to 20:00, with its impressive views of this beautiful and ancient city. Enjoy a selection of Turkish canapes and local delicacies and toast the return of the premier event for the tug and salvage communities. Make new connections, reconnect with old acquaintances and start your week in a relaxed and social setting. To be part of this memorable evening, secure your conference or networking and hospitality pass or upgrade your free exhibition visitor pass HERE. Passes are also available for partners and guests to join this unique occasion. For your convenience, you can check in and print your ITS pass at the Opening Reception. This registration in advance of the exhibition opening Wednesday morning is encouraged - you will avoid the queues and gain speedy entrance!. Damen is a family-owned shipbuilding business that stands for fellowship, craftsmanship, entrepreneurship and stewardship. It has been building workboats for almost a century and become a major designer and builder of tugboats worldwide. Damen tugs are built for the next generation of harbour and coastal towage and handling the largest ships worldwide with efficient operations. For more information on attending the Conference, Convention and Awards evening, including available tickets, please contact indrit.kruja@rivieramm.com

TUG DESIGNS EXAMINED AT ITS 2022

Shipbuilders, tug owners and naval architects will reveal how computer power and digitalisation is helping them to shape a new generation of tugboats at the 26th International Tug & Salvage Convention, Exhibition & Awards. This industry-leading week of events kicks off on 27 September, in association with Caterpillar, in Istanbul, Turkey, with a busy networking exhibition, three-day conference, awards dinner and many social and partner events. During session 4 of the conference, three experts from the tug building sector and owners. will examine how digitalisation, machine learning and internet of things are increasingly used for vessel design - from the drawing board to the towing deck. Uzmar research and development leader Nalan Erol and business development executive Emre Çaylak will explain how machine learning is used for safer and sustainable tug operations, including making navigation safer and more efficient. Med Marine Pilotage and Towage

head of planning and estimation Sidar Gökce and design manager Mehmet Fatih Ucak will describe how tugs can be upgraded, or converted and readied for using methanol and hydrogen fuel. They will also provide a shipyard view on environmentally responsible and energy efficient approaches to next generation projects. In another paper, Svitzer group head of technical innovation Thomas Bangslund and Robert Allan Ltd director of project development James Hyslop will reveal the Svitzer TRAnsverse next generation multipurpose tug design. They will explain the underwater hull design choices, the tug's expected manoeuvring characteristics and performance, and the deck automation elements. Session 4 is followed by a networking coffee break in the exhibition area, sponsored by Rolls-Royce Power. For more information on attending the Conference, Convention and Awards evening, including available tickets, please contact indrit.kruja@rivieramm.com

CPT GROUP UNIFIES TUGBOAT UNITS UNDER CPT TOWAGE BRAND FOR ALL OF AMERICA DURING THE PRESENTATION OF TWO NEW SHIPS.

In the presence of the authorities, clients, port and maritime representatives, along with our directors and main CPT group executives, in the Port of Valparaíso ("Terminal Puerto Valparaíso" – TPV), the

company made the changes and unification of their tugboats business line brand official under the name CPT Towage. The launch took place in the Port of Valparaíso ("Terminal Puerto Valparaíso" – TPV), where the blessing and christening of two new tugboats that CPT Towage incorporates into its fleet in Chile were also carried out. "Within our development strategy as CPT tugboats, we have

determined that it was time to unify the various commercial brands with which we operate in the different countries of America under the name of CPT Towage. In the CPT Towage brand, we recognize our values to be: safety, excellency, efficiency, and commitment; reassuring our commitment to continue growing and bringing the good name of CPT to the markets and clients that require our services", said Juan Pablo Larach Chief Executive Officer at CPT Towage. Furthermore,

the company took advantage of the opportunity to share the launch of its new website, where the "unification" concept is reinforced. In this blessing and christening ceremony of the two new tugboats, CPT Towage reaffirmed their commitment to Chile, disclosing that in the past year they have invested over 20 million dollars in the renovation of their leading-edge technology fleet. The two new tugboats were designed by the prestigious Canadian naval architecture firm Robert Allan,

under specifications oriented purposely to port work and tasks. For this, the fleet features Azimutal

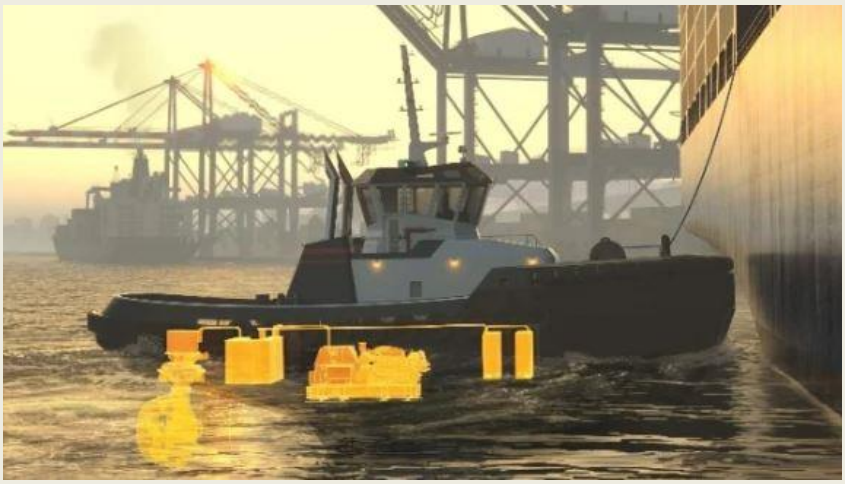
propulsion systems, equipped with two main engines of 6,772 HP in total, that grant them a traction capacity of over 86 tons of bollard-pull. In addition, they have a fire control system (FIFI1) and all the requirements to respond to a maritime emergency. These tugboats include a remote monitoring system, which allows the data and artificial intelligence models to be used in order to reduce fuel consumption, predict the need for maintenance, and better plan commercial activities. The ships were blessed and officially christened as "Coloso" and "Poderoso", within a maritime ceremony that took place in Site 7 of the Port of Valparaíso, where Sabine Luckner and Valentina Montané officiated as godmothers. CPT Towage currently owns a 51 tugboat fleet that operates in Chile, Peru, Argentina, Ecuador, Panama, and Mexico. CPT Towage is constantly renewing its fleet to meet the highest standards and demands of the port, coastal, offshore, and salvage market, incorporating leading-edge technology and highly experienced and qualified staff. These ships incorporate a low environmental impact technology, providing sustainable maritime solutions. *(PR)*

TUG PROPULSION TECHNOLOGIES UNDER DEVELOPMENT REVEALED

The latest propulsion technologies from engines to thrusters will be highlighted during the 26th International Tug & Salvage Convention, Exhibition & Awards. Caterpillar Marine global marine technology steward in the product and operations group Marinus Jansen will outline the alternative marine fuels for tugboat propulsion. He will evaluate their impact on tugboat design and define high-level system concepts and options in his presentation. Mr Jansen will also highlight how tug owners can combine electric power and combustion engines using alternative fuels for various applications. Steerprop sales manager for tugs and workboats Donato Agostinelli will consider the integration of green fuels, hybrid and full electric options with azimuth propulsion. He will look at various case studies for different propulsion technologies for today and the future, including dual-input thrusters, electric motors, batteries, emissions aftertreatment and fuel cells. During this session, Svitzer group head of technical

innovation Thomas Bangslund will talk about balancing propulsion selection, tug operating profile, infrastructure and operational realities. Rolls-Royce Solutions director for applications in marine engineering Tobias Kohl will explain how owners select the right propulsion system for a tug's intended operating profile. He will contrast methanol, hydrogen and batteries as propulsion options. In the second half of this session, Berg Propulsion managing director for the Western Hemisphere Jonas Nyberg will benchmarking batteries versus hybrid propulsion and diesel-electric options, comparing capital and operational expenditures. Schottel sales director for tugs and offshore energy Christian Heidrich and Elkon Elektrik research and development manager Erdeniz Erol will jointly demonstrate electrical integration for a battery-powered tug, including the art and science when designing electrical systems. IHI Power Systems Co senior assistant manager Yusuke Oribe and general manager for thrusters and system development Takuro Hatamoto will focus on propulsion systems for Japan's first tugboat for zero emission operations ITS 2022 is being held, in association with Caterpillar, in Istanbul, Turkey, 27-30 September 2022 with an industry leading exhibition, three-day conference, awards dinner and many social events. For more information on attending the Conference, Convention and Awards evening, including available tickets, please contact indrit.kruja@rivieramm.com

HYBRID-METHANOL TUG OFFERS A BRIDGE TO ZERO-CARBON TOWAGE



Working with ABB, the naval architecture firm Glosten has designed a hybrid-drive ship assist tug that would run on methanol. The 100-foot ASD tug would be powered by twin methanol-compatible generators connected to electrically-powered L-drives and a set of battery banks. The batteries would provide enough power for zero-emissions operation while transiting, plus a power boost for peak bollard pull when needed. "We had three primary design objectives in developing this tug—all intended to benefit the owner/operator," said Peter Soles of Glosten, who leads conceptual development for the firm's tug designs. "First, to provide assurance of regulatory compliance and future adaptability; second, to achieve meaningful improvement in environmental performance; and lastly, to control opex costs such that assist services can still be offered at competitive rates." Like many others in the field, Glosten believes that methanol is a good option for a fuel on the pathway to decarbonization. It does not require cyrogenic or pressurized storage, and it can be used in conventional diesel-cycle engines. The engineering for many powerplants to run on methanol has already been completed and off-the-shelf engines are available. It requires no major modifications to transport, store or use, and methanol-tanker operators have already developed years of experience in using it as a marine fuel. For environmental performance, methanol is sulfur free and emits less NOx and PM than conventional diesel. If it is produced from renewable resources like biogenic carbon and green hydrogen (as is planned by number-two ocean carrier Maersk) it can be a zero-carbon fuel. "Every tug operator is trying to determine their company's path through this new hybrid and electric world," said Dave Lee, Global Workboat

Responsible, ABB Marine & Ports. "With this design, the operator will reap some of the instant power availability and operational savings of an electric vessel, without the need to 'plug in' at the dock. At the same time, it will allow them to realize a substantial reduction in EPA criteria emissions." *(Source: Marex)*

SAAM Towage to Receive New Tug in Panama

SAAM Towage will receive a new tug for its fleet in Panama delivered by TOS ship delivery. The **SAAM Quibian**, purchased from Türkiye-based Sanmar Shipyards, features high maneuverability, which makes for more energy efficient operations. SAAM Towage's Technical Manager Pablo Cáceres explained that "this tug's equipment has been specially selected to reinforce our customers' needs in Panama, while its compact design ensures safe maneuvers." **SAAM Quibian**, the third to join the Panamanian fleet, owes its name to the legend of a brave chief from the Caribbean coastal province of Veraguas during Christopher Columbus's fourth voyage. Designed by Canadian naval architects Robert Allan Ltd., it is a "sister ship" of the **SAAM Palenque** and **Valparaíso**, which also operate in Panama, the **SAAM Condór** and **Albatros** in Peru and the **Halcón III** in Chile. The 24-meter vessel boasts 70 tons of bollard pull and two Caterpillar 3615C main engines. It has "Fire-Fighting 1" class notation thanks to its fire-fighting pump with a capacity of 2,700 m3/hour. Furthermore, it offers accommodations for a crew of up to six people, including crew cabins, a kitchen, showers, double berths, heating and air conditioning. *(PR)*

"Morspasluzhba" announced a tender for the repair of the vessel "Rescuer Kavdeikin" on Sakhalin

A contractor for the repair of the ship "**Rescuer Kavdeikin**" is looking for the Sakhalin branch of the Federal State Budgetary Institution "Morspasluzhba". For this, the institution announced a tender.

Applications will be open until September 27th. As reported on the Rostender electronic trading platform, the Sakhalin branch of the Sea Rescue Service announced an auction to find a group of contractors who will carry out restoration work on the **Spasatel Kavdeikin** vessel. Applications from contractors are expected until September 27. The performer will be determined by the results of the competition. According to the public procurement portal, the initial price of the contract will be 423,790 rubles. The multifunctional vessel, built in 2013, requires the replacement of the frequency converter, the repair of propulsion electrical installations, and the restoration of the rubber fender protection. Work must be completed within 15 days. Earlier, employees of the Sakhalin branch of the Marine Rescue Service conducted gas rescue training. They practiced gas rescue operations in personal respiratory protection equipment and protective suits. Particular emphasis during the classes was made on rescuing the victims during an emergency. *(Source: Sakh,online)*

ACCIDENTS – SALVAGE NEWS

FISHING BOAT THAT SUNK NEAR VANCOUVER ISLAND RECOVERED

A 15-metre fishing vessel that sank in U.S. waters near Vancouver Island in August has been recovered. The area, just off the coast of San Juan Island, is considered critical habitat for southern resident killer whales. "There's all sorts of materials that are hazardous that went down when the boat went down," said Kelley Balcomb-Bartok, spokesperson with the Pacific Whale Watching Association, about the recovery of the vessel **Aleutian Isle**. Balcomb-Bartok's father lives 200 metres from where the boat went down on August 13. The family watched as diesel fuel floated to the surface from the wreck. "The estimates are that after the first couple of days, although there were the vents that may still be leaking diesel, the tanks themselves were still intact," said Balcomb-Bartok. The U.S. Coast Guard quickly contained the spill. Divers then spent the next few weeks diving to depths of up to 76 metres in order to secure two-inch cables around the vessel. "They're having to work in about a half-hour window and then it's an hour and a half or two hours of decompression to the surface and then it's another several hours in a decompression chamber," said Balcomb-Bartok. "All to get one half hour worth of work at 200-plus feet down in the dark." A plan is now being developed to drain the remaining fuel and water from the vessel before it can be lifted onto a barge. "Right now she's fragile and therefore they're concerned that by just simply lifting her at this point, she could break and that of course would be a disaster," said

Balcomb-Bartok. "Both on our side with the Department of Fisheries and Oceans and on the U.S. side, we are working collaboratively to ensure that whales stay clear and to make sure any potential damages are being avoided," said Jeff Brady, a superintendent of environmental response for the Canadian Coast Guard. In order to keep whales and other wildlife out of the area during the recovery operation, a whale deterrent team was established. "Whales have been in the area and whales have had to be deterred in the area," said Brady. Crews expect it could still take several days to drain the remaining fuel from the **Aleutian Isle** and lift it onto the barge. *(Source: Vancouver Island News)*

MYSTERIOUS UNCREWED VESSEL WASHES UP IN RUSSIAN-OCCUPIED CRIMEA

At least one and possibly two uncrewed surface vessels have been discovered on a rocky shoreline outside the Russian Navy stronghold of Sevastopol, Crimea. The black craft appears to be an improvised product, and it is fitted with an electro-optical camera, a laser rangefinder, and two steel protrusions on the bow which could be detonators or contactors for an explosive device. A flat panel mounted on the stern may be a satellite antenna for a remote-control uplink, analysts suggest. The bow is marked with the characters "4 5 VZNSI." Remote-controlled "bomb boats" have figured prominently in the civil war in Yemen, where Houthi insurgents have used Iranian-supplied components to build uncrewed suicide craft to attack Saudi shipping. One such device successfully hit and damaged the Royal Saudi Navy frigate Al-Madinah in 2017. However, the craft recovered Wednesday would be the first reported appearance of such a device in the war in Ukraine. Russian social media posts suggest that two of the unusual vessels may have been recovered from the beach. Photos published the same day show an explosion off the coast, possibly indicating a controlled detonation of a USV craft. *Russian Navy pulls back from Sevastopol* The Russian Navy has pulled its attack submarines out of Sevastopol and relocated them to its base

in Novorossyisk, about 170 nm to the east, according to UK intelligence. Ukrainian forces have staged successful strikes on Russian assets in Crimea over the past month, including a large-scale attack on a Russian naval airbase and several drone strikes on the headquarters of the Russian Black Sea Fleet. "[The relocation] is highly likely due to the recent change in the local security threat level in the face of increased Ukrainian long-range strike capability," wrote UK Defence Intelligence in an update Tuesday. The agency noted a minor irony of the conflict: guaranteeing base security for the Black Sea Fleet in Sevastpol was likely part of Russian President Vladimir Putin's reasons for annexing Crimea in 2014; the new invasion of Ukraine which began in February has reduced base security. Russian Navy surface vessels have come under fire multiple times in the northwestern Black Sea, including the fleet flagship Moskva, which was struck and sunk by two Ukrainian anti-ship missiles in April. *(Source: Marex)*

RESIDUAL OIL LEAKING FROM OS 35 WRECK AGAIN CLOSES GIBRALTAR PORT

Most port operations in Gibraltar, including bunkering, were again suspended as clean-up teams worked to control residual oil that leaked from the wrecked bulker OS 35. Fishing was suspended and some beaches were also closed with authorities advising against swimming after additional oil was released from the vessel. The Gibraltar government reports that the salvage team was successful in their planned operation to sink the stern section of the vessel, which had remained afloat after the vessel cracked. As of Saturday, September 17, they reported that the stern was sitting on the sandy sea bed but waves and strong winds forced them to remove the floating barrier that had been maintained around the vessel. While all the tanks had been pumped residual amounts of oil remain aboard the vessel and during the storm over the weekend, a sheen was reported around the vessel as well as reports of tar balls floating in the water. Most of the sheen was broken up by the weather, but some debris was also floating around the vessel. While they were working to reset the booms around the vessel on Tuesday, reports indicated that it appeared to be low sulfur fuel that was still escaping from the OS 35. “Whilst the boom that surrounds the vessel continues to effectively reduce the amount of free-floating oil that is able to escape, it will never be able to contain it all entirely,” the government warned this morning in a statement. They advised that a variety of assets will remain on site through the night with boom deployed in “J” formation with sorbent pads, to mitigate the impact of oil that continues to escape. Spanish authorities have also been working on their portion of the bay to limit the progress of the oil as it moves toward the Spanish coastline. The Gibraltar Port Authority advised that it would resume some limited port operations overnight on September 20 to 21 between 2100 - 0600hrs. They were planning non-bunkering at anchorage, only vessels that would be permitted alongside would be for crew changes and deliveries. Bunkering operations remain suspended for all vessels with the Port Authority saying it will continue to monitor and reassess the situation as it evolves. Recreational marinas are also closed with booms

strung as a precaution against the oil in the water. While the storm is being blamed for the release of the residual oil, the port captain reports that the condition of the vessel remained unchanged. *(Source: Marex)*

UK ACCIDENT INVESTIGATORS RELEASE REPORT ON CREEL BOAT CAPSIZING INCIDENT OFF SCOTLAND

The UK Marine Accident Investigation Branch (MAIB) has released its investigation report detailing a fishing vessel capsizing incident that occurred off Cairnbulg in north-eastern Scotland on October 16, 2021. On the evening (local time) of the said date, HM Coastguard was informed that the 6.85-metre UK-registered creel fishing vessel **Goodway** was overdue returning to its home port. A search and rescue operation was started and the vessel's upturned hull was located at 22:33, but its single occupant, the skipper, was not found. The skipper is presumed to have fallen overboard and died while trying to free creels that had become fast in rocks on the seabed. *Safety issues* * Single-handed fishing is known to be high-risk and fishers are advised to follow industry guidelines to minimise the chance of being pulled overboard. * The vessel was not equipped with an EPIRB and the personal locator beacon (PLB) purchased by the skipper did not meet the regulatory requirement to transmit to satellites on 406 MHz. * An inspection of Goodway by a Maritime and Coastguard Agency surveyor to verify that previously recorded deficiencies had been rectified did not identify that the PLB purchased as an alternative to an EPIRB was not of the approved type. *Recommendations* The Maritime and Coastguard Agency is recommended to issue an Advice Note to remind surveyors of the different types of PLBs that may be encountered and which of these are acceptable alternatives to the vessel being equipped with an EPIRB. *(Source: Baird)*

SALVAGE OF 'TICKING TIME BOMB' FSO SAFER TO BEGIN WITHIN WEEKS AS FUNDS RAISED

The United Nation's says it has raised enough funds to begin the operation to transfer oil from the

decaying tanker **FSO Safer** in the Red Sea off the coast of Yemen. The United Nations has been leading efforts to transfer oil from the vessel and find a long-term solution in order to prevent an environmental and humanitarian catastrophe. David Gressly, UN Resident and Humanitarian Coordinator for Yemen, briefed journalists on the situation at UN Headquarters in New York following an event co-hosted the Netherlands, the United States, and Germany, taking place on the sidelines of the UN General Assembly. The rusting **FSO Safer** has been anchored just a few miles off the Yemen coast for more than 30 years, but offloading and maintenance stopped in 2015 following the start of the war in Yemen, putting the vessel at serious risk of breaking up and spilling the 1.14 million barrels of crude oil that remain inside. The vessel has been described as a "ticking time bomb" that threatens an environmental and humanitarian catastrophe. A major spill would devastate fishing communities on Yemen's Red Sea coast and impact several other countries, not to mention impacts to busy Red Sea Shipping lanes. Yemeni ports essential to bringing in food for around 19 million in need of assistance could also be closed. The cost of cleanup alone would be $20 billion, according to the UN. During this week's event, Gressly said donors had pledged the full $75 million needed to begin the first phase of the emergency operation that involves transfer oil from the **Safer** to another more secure vessel. The announcement follows an additional $7.5 million pledge from the Netherlands, bringing the Dutch Government's contribution to $15 million. The United States has pledged $10 million and Germany $12 million. A UN-led crowdfunding campaign raised $200,000. "Everybody understands the cost, everybody understands the impact, and everybody wants to act. I take great satisfaction in seeing that unified effort today, to find a solution", said Gressly. Work on the emergency operation is now set to begin "in earnest in a few weeks' time," as soon as donors can convert all of the pledges to cash, according to Gressly. The salvage will take place in two phases. The first involves the emergency transfer of oil from the **Safer** to a temporary storage vessel. This phase is expected to take four months and reporting indicates Dutch salvage firm *SMIT Salvage* has been hired for the job. The second phase is focussed on a long-term solution that involves the installation of a double-hull vessel tethered to a catenary anchor leg mooring (CALM) buoy system. The UN is in the process of raising the additional $38 million needed for this phase. The operation to transfer oil from the vessel comes after a UN agreement was reached with Yemen's Houthis, one of the warring parties in Yemen, allowing the operation to move forward. *(Source: gCaptain)*

ELECTRICAL FAILURE LEADS TO LOSS OF STEERING AND $6 MILLION IN DAMAGES

An electrical failure caused a bulk carrier to lose of steering and crash into a barge near New Orleans last year, resulting in an estimated $6 million in damages, the National Transportation Safety Board said Thursday. The bulk carrier **Jalma Topic** was transiting upriver on the Lower Mississippi River on July 12, 2021, when it lost steering and struck a stationary barge that was being used for office

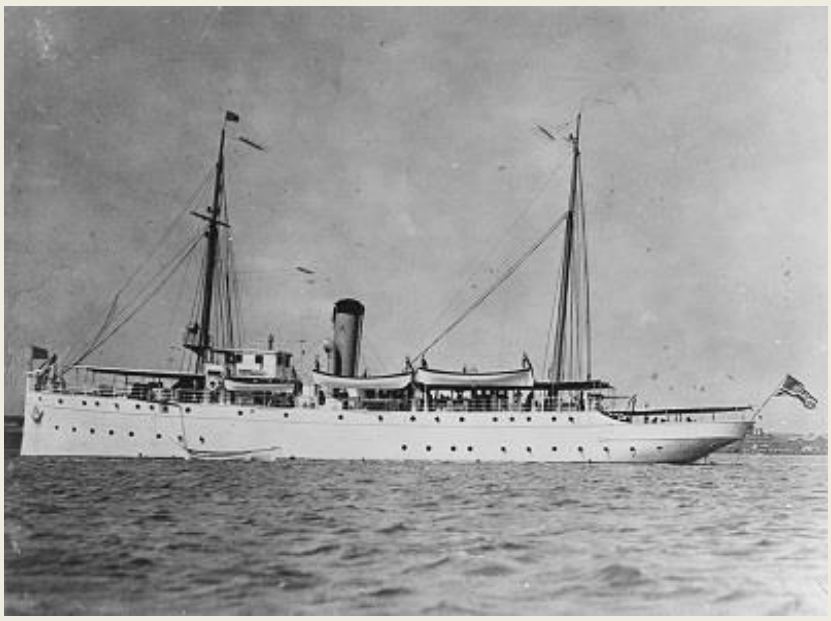
space. No injuries were reported. During the voyage, the rudder became stuck at port 10 degrees. According to the report, when the pilot noticed the rudder was not responding he took immediate and effective action to ensure the people on board the office barge were warned of the situation, and attempted to slow the vessel as much as possible. The barge sustained damages to its superstructure and hull. Electrical, plumbing and communication connections to the shore were severed, and the heating ventilation and air conditioning systems were damaged. The mooring system and all gangways and surrounding catwalks to the barges were also either damaged or destroyed. During the NTSB's investigation, a technician found that a solid-state relay on the operating steering control system servo control board had failed, causing the loss of steering. In addition, the investigation found the steering control system manufacturer, YDK Technologies, had created a caution sticker and released an important notice to vessels with PT500 autopilot systems in December 2014 that addressed the failure experienced on the **Jalma Topic**. However, the vessel's operator stated they were not notified of the 2014 notice and caution sticker from YDK Technologies until after the contact. The NTSB determined the probable cause of the contact of the *Jalma Topic* with the office barge was a loss of steering due to the failure of an electrical solid-state relay on the servo control board of the operating control system to the steering gear. Contributing was the lack of specific procedures available to the bridge team to respond to a failure of the steering control system. "Failures in steering control systems can result in damaging consequences," the report said. "Companies should review and identify potential steering system failures and make quick response procedures readily available to bridge and engine teams. Bridge and engine teams should conduct scenario-based drills to maintain proficiency in implementing these procedures." Read the report: Marine Investigation Report 22/23 HERE *(Source: gCaptain)*

KOTUG ENGAGGED IN FIRE FIGHTING OPERATION OFF PORT GENTIL

On Sep 15, 2022, the **'RT Magic'** was asked by the Gabonese authorities to start searching for the landing craft 'Dana' which was apparently on fire 15 nautical miles north of Port Gentil. In the morning of Sep 16 the tug located the **'Dana'**, which had been abandoned by its crew, and started their fire fighting operations which were joined by the **'RT Margo'** at 9 a.m. LT. The Fire was extinguished around 1 p.m., and the vessel was towed back to Port Gentil, where it was safely delivered to her owner on Sep 18. The **'Dana'** was used as a ferry between Port Gentil and Libreville in Gabon. *(Source: Vesseltracker; Photo via Piet Sinke)*

REMEMBER TODAY

S.S. USCGC TAMPA – 16 SEPTEMBER 1918



USCGC Tampa (ex-Miami) was a Miami-class cutter that initially served in the U.S. Revenue Cutter Service, followed by service in the U.S. Coast Guard and the U.S. Navy. **Tampa** was used extensively on the International Ice Patrol and also during the Gasparilla Carnival at Tampa, Florida and other regattas as a patrol vessel. It was sunk with the highest American naval combat casualty loss in World War.

U.S. Revenue Cutter Service

Miami, a cutter built for the Revenue Cutter Service by the Newport News Shipbuilding and Drydock Corporation, was authorized 21 April 1910; launched on 10 February 1912; and placed in commission by the Revenue Cutter Service at its depot at Arundel Cove, Maryland on 19 August 1912. During the following five years, **Miami** performed duties typical for cutters. She served several times on the International Ice Patrol, operating out of New York City and Halifax, Nova Scotia, to locate icebergs which might be hazardous to navigation. Her first patrol began on 13 May 1913 out of Halifax, and her last ended on

11 June 1915 when she was relieved by **USRC Seneca**. On other occasions, she operated out of various stations along the eastern seaboard enforcing navigation and fishing laws. Her most frequent bases of operation during that period were Key West and Tampa, Florida; the **USRC Depot** at Arundel Cove, and New York City. Beginning in 1914 she participated in patrolling the Gasparilla Carnival at Tampa each year in February. *U.S. Coast Guard* On 28 January 1915, the United States Revenue Cutter Service and the United States Life-Saving Service were merged to form the present-day United States Coast Guard. A year later, on 1 February 1916, **USCGC Miami** was renamed **USCGC Tampa** just before the start of the annual Gasparilla Pirate Festival in Tampa, Florida. *U.S. Navy in World War I* On 6 April 1917, when the United States entered World War I, **Tampa** was transferred from Coast Guard control to Navy control for the duration of hostilities, but remained crewed by Coast Guardsmen. On the morning of 9 April, crew members from **Tampa** and **Tallapoosa** boarded the Austrian steamer **Borneo** in Hillsboro Bay near Tampa, seizing the ship and arresting the crew. **Borneo** was turned over to U.S. Customs authorities and the crew was left in the custody of local authorities. During the next four months, she received heavier armament by trading her three six-pounders for two three-inch (76 mm), a pair of machine guns, and depth charge throwers and racks. After preparations at the Boston Navy Yard, **Tampa** moved to the New York Navy Yard on 16 September and reported for duty to the commanding officer of **USS Paducah**. Ordered to duty overseas, the warship departed New York on 29 September in company with **Paducah**, **USS Hubbard**, and five French-manned, American-made submarine chasers in tow. After stops at Halifax, Nova Scotia, and Ponta Delgada in the Azores, **Tampa** and her sailing mates reached Gibraltar on 27 October 1917. Her war service lasted just eleven months. During that time, she was assigned ocean escort duty protecting convoys from German submarines on the route between Gibraltar and the southern coast of England.

Tampa spent more than half of her time at sea and on average steamed over 3,500 nautical miles (6,500 km) per month. Between 27 October 1917 and 31 July 1918, she escorted eighteen convoys between Gibraltar and Great Britain, losing only two ships out of all those escorted. During the late afternoon of 26 September 1918, **Tampa** parted company with convoy HG-107, which she had just

escorted into the Irish Sea from Gibraltar. Ordered to put into Milford Haven, Wales, she proceeded independently toward her destination. At 1930 that evening, as she transited the Bristol Channel, the warship was spotted by **UB-91**. According to the submarine war diary entry, the U-boat dived and maneuvered into an attack position, firing one torpedo out of the stern tube at 2015 from a range of about 550 meters. Minutes later, the torpedo hit **Tampa** and exploded portside amidships, throwing up a huge, luminous column of water. The cutter sank with all hands: 111 Coast Guardsmen, 4 U.S. Navy personnel, and 16 passengers consisting of 11 British Navy personnel and 5 civilians. She sank in the Bristol Channel at roughly 50°40′N 6°19′W. Alerted by the convoy flagship, whose radio operator reported having felt the shock of an underwater explosion at about 2045, search and rescue efforts over the succeeding three days turned up only some wreckage, clearly identified as coming from **Tampa**, and a single unidentified body. Three bodies were later recovered, two from a beach near Lamphey, Wales, and the other at sea by a British patrol boat. **Tampa** was struck from the Navy list as of the date of her sinking. *Legacy.* The loss of **Tampa** is commemorated by the United States Coast Guard Memorial at Arlington National Cemetery and in the chapel at the Brookwood American Cemetery and Memorial in Surrey, England. When five Eagle-class patrol craft of the Navy were transferred to the U.S. Coast Guard in late 1919, they were renamed in honor of Tampa officers. Two U.S. Navy destroyers have been named in honor of her commander, Capt. Charles Satterlee. She is mentioned in the roll of honor in the second verse of Semper Paratus, the Coast Guard's official march. On Veterans Day, 11 November 1999, the 111 crewmen of **Tampa** were posthumously presented with the Purple Heart by Secretary of Transportation Rodney E. Slater in ceremonies held at Arlington National Cemetery. *(Source: Wikipedia)*

OFFSHORE NEWS

PROSAFE AWARDED $33M US GULF FLOTEL DEAL

Semisub accommodation vessel owner Prosafe has secured more work for its flotel **Safe Concordia**. The 2005-built unit has been booked by an undisclosed client to provide accommodation and construction support in the US Gulf of Mexico. The contract is expected to start in the second or third quarter of 2023 and last for about one year. The award is subject to a final contract and is worth approximately $33m, the Oslo-listed company said. **Safe Concordia** is currently working for BP, providing gangway-connected operations at the Cassia C platform offshore Trinidad. *(Source: Splash24/7)*

OCEANOGRAPHIC RESEARCH VESSEL ANTEA

The arrival of foreign research vessels in Cape Town is a regular occurrence throughout the year, with ongoing international science programmes covering the South Atlantic Ocean, South Indian Ocean, Southern Ocean and Antarctica. The majority of these research vessels are large, with a length greater than 50 metres, and almost exclusively monohull. Very occasionally, there is the odd exception to that premise.

On 14th September the multipurpose oceanographic research vessel **Antea** (IMO 9128506) arrived off Cape Town from Mindelo, located on Ilhéu São Vicente, in the Cape Verde Islands. She entered the harbour and proceeded into the Duncan Dock, going alongside the Passenger Terminal at E berth, which indicated a crew change, and scientific complement change was due. Built in 1996 by Chantiers Naval Ocea at Les Sables d'Olonne in France, '**Antea'** is 35 metres in length and has a deadweight of 405 tons. Unusually, she is a catamaran, and she is powered by two Volvo Penta D25-MS 6 cylinder 4 stroke main engines, producing 1,318 bhp (970 kW) each, and with one engine in each hull, driving a controllable pitch propeller on each hull for a service speed of 9 knots. Her auxiliary machinery includes two generators providing 156 kW each. Effectively a French Government asset, 'Antea' is owned by the Institut de Recherche pour le Développement (IRD), of Marseilles in France, and she is operated by the Institut Français de Recherche pour l'Exploitation de la Mer (IFREMER), of Brest in France. She is managed by Groupement pour la Gestion de Navires de Recherché (GENAVIR), also of Brest. The IRD is charged, by the French Government, to conduct scientific programmes that contribute to the sustainable development of the countries of the South. As such, 'Antea' spends a lot of her time in both the Atlantic Ocean, and the Indian Ocean, although with her home base being Le Seyne sur Mer, near Toulon on the French Mediterranean coast, she also undertakes research cruises in the Mediterranean Sea. She carries 13 crew, and 10 scientific passengers, and her endurance is 3,840

nautical miles, at a speed of 10 knots, over 18 days. She has three scientific spaces aboard, including a Wet Lab, a Dry Lab, and a large Scientific Data Collection Lab. For her small size carries a wide variety of both scientific, and deck, equipment. Her scientific equipment includes a navigation echosounder, a water column echosounder, a scientific monobeam sounder, a deepwater sonar, water temperature sensors, trawlnet sensors, a doppler current profiler, CTD (Current, Depth, Temperature) sensors, bathythermographs, and a thermosalinograph. Her scientific deck equipment includes a gantry 'A' Frame on her stern, capable of lifting 5 tons, a knuckleboom deck crane capable of lifting 4 tons, a fishing winch, multipurpose winch, hydrology winch, and a CTD winch. For data collection she is equipped with demersal nets, pelagic nets, plankton nets, microplankton nets, and a CTD rosette. She had left her home port in France at the end of June, to conduct a two month scientific programme around the Cape Verde islands. After a two day stop alongside E berth, having changed over her scientific complement, stored and taken in bunkers, she sailed from Cape Town at 11h00 on 16th September, bound for the French Overseas Department of Reunion Island, in the Indian Ocean. The next day, on 17th September at 07h00, to most people's surprise, '**Antea**' arrived back off Cape Town harbour. She entered the harbour, but instead of entering the Duncan Dock, she proceeded into the Ben Schoeman Dock and headed for berth 501. This berth is one of the Dormac repair quays, and indicated that '**Antea**' had a problem that required shoreside engineering assistance. She remained alongside for a further 4 days, which indicated the problem was possibly not a small, or easy, one to sort out. However, as always, the Cape Town maritime engineering fraternity sorted out the problem, and 'Antea' finally sailed from Cape Town at 11h00 on 21st September, once more bound for Le Port, on Reunion Island. *(Source: Africa Ports & Ships by Jay Gates; Photos: Dockrat)*

TECHNIPFMC WINS SHELL UK SUBSEA CONTRACT

TechnipFMC has won a significant contract worth up to $250m from Shell for the Jackdaw gas field development in the UK North Sea. Under the engineering, procurement, construction and installation (EPCI) contract, the New York-listed subsea giant will carry out pipelay for a 30 km tieback from the new Jackdaw platform to Shell's Shearwater platform, as well as an associated riser, spoolpieces, subsea structures, and umbilicals. The tieback will use pipe-in-pipe technology, which is designed for high pressure, high temperature use. Located east of Aberdeen, the Jackdaw field at peak production rates could represent over 6% of projected UK North Sea gas production in the middle of this decade. In August this year, Norwegian engineering firm Aker Solutions secured an EPCI contract for the field's wellhead platform, worth between $206m and $309m. *(Source: Splash24/7)*

ALLSEAS WINS NORTH AMERICAN PIPELAY PROJECT

Allseas has been awarded a substantial construction contract by TC Energy for a major offshore pipeline delivering natural gas to southeast Mexico. The firm's pipelay vessels, Pioneering Spirit, Hidden Gem and Solitaire, will install the 36-inch pipeline, which will run approximately 700 kilometres south along the coast from Tuxpan connecting the ports of Coatzacoalcos and Dos Bocas. Pipelay is expected to start at the end

of 2023, with the pipeline in service by the mid-2025. The company said that the Southeast Gateway pipeline is the first major natural gas infrastructure project to emerge from a new strategic alliance between TC Energy and Mexico's state utility CFE. TC Energy Corporation is a major North American energy company, based in the TC Energy Tower building in Calgary, Alberta, Canada, that develops and operates energy infrastructure in Canada, the United States, and Mexico. The Comisión Federal de Electricidad is the state-owned electric utility of Mexico, widely known as CFE. Southeast Gateway is Allseas second pipeline in Mexico. In 2017, the company installed the 685 km-long Sur de Texas-Tuxpan pipeline, which moves natural gas supply from basins in Texas to southern Mexico. *(Source: Offshore Engineer)*

WINDFARM NEWS - RENEWABLES

PURUS MARINE ACQUIRES CTV OWNER HST MARINE

Purus Marine has acquired a UK-based provider of crew transfer vessels to the offshore wind industry HST Marine. Post-acquisition, Purus Wind, the company's offshore wind business, will employ around 100 people in the UK and Norway offering battery hybrid CTVs, offshore wind construction/service operation vessels (C/SOV), inspection drones and other services. Tom Nevin, chief executive officer of HST, will serve as the business head of Purus Wind. "With the acquisition of HST, Purus Wind is well positioned to be a leader in providing integrated C/SOV and CTV offshore wind support solutions," said Julian Proctor, chief executive officer of Purus Marine. "Our platform allows us to offer more products to our offshore wind customers and to cover them globally, allowing us to build deeper industry relationships," added Svein Engh, senior advisor and a board member of Purus Marine. Purus Marine was established by EnTrust Global along with other institutional investors to provide services for the industrial shipping, short-sea, ferry, offshore wind and maritime environmental remediation sectors. The maritime holding company unveiled its offshore wind expansion plans last July with a deal to acquire a large hybrid-electric offshore wind service operation vessel. *(Source: Splash24/7)*

MARCO POLO MARINE MAKES CSOV NEWBUILD MOVE

Singapore offshore vessel player and shipyard Marco Polo Marine is pressing ahead with plans to meet the rising demand for support vessels required to service the offshore wind farm industry in Asia. The company said that it will build, own and operate a specialised offshore wind commissioning service operation vessel (CSOV) by the first quarter of 2024. The 83-m long vessel, co-developed by Marco Polo Marine and compatriot Seatech, will be the first CSOV to be designed in Asia and equipped with hybrid battery-based energy storage systems that will reduce carbon emissions by up to 15% to 20%. It will also be designed as future-ready, catering to methanol fuel. Construction of the vessel, currently valued at about $60m, will be funded by the group's existing resources and loans,

Marco Polo said. Marco Polo unveiled new designs for wind farm service vessels in March this year and said it has since received keen interest from offshore wind turbine makers and offshore windfarm developers. "We observed that the industry continues to grapple with a CSOV shortage globally and charter rates continue to surge as well as the need to combat climate change. It is a giant leap forward for the offshore maritime industry and we are optimistic about the ability to meet the rising demand for this vessel type with the deployment of its own CSOV in 1Q 2024 tentatively," stated Sean Lee, CEO of Marco Polo Marine, adding that new announcements will follow once the company has secured charter contracts for the vessel. Singapore payers are increasingly joining the offshore wind arena as the demand for specialised vessels continues to grow. Earlier this month, infrastructure investment manager Seraya Partners launched a pure-play offshore wind farm vessel player Cyan with the aim of investing $1bn into the business over the next three years. *(Source: Splash24/7)*

WINDECOM PRESENTS INSTALLATION SOLUTION FOR 5,000-TONNE XXXL MONOPILES

Barcelona-based WinDecom has unveiled a new vessel design for the installation of the next-generation, XXXL monopiles that weigh up to 5,000 tonnes. According to the company, the shortage of installation vessels has increased, and with the availability of wind turbines of up to 20 MW by 2030, radical vessel design measures are needed. The new jack-up, named **Vitruvian**,

will be able to transport and install 5,000-tonne XXXL monopiles, WinDecom says, adding that the vessel would also be used for decommissioning work. The company said that many monohull and semi-submersible vessel designs are planning to lift the massive monopiles with lifting slings and/or other lifting and transport tools that could result in extensive risks of damaging units far over 3,000 tonnes. According to WinDecom, the solution lies in the horizontal handling of the XXXL monopiles which starts at the fabrication yard. The firm's plan is to place the units on the installation vessel by SPMT transporters. To allow for a smooth roll-on and roll-off at the offshore location, the developer plans to install a roller on the tilting and lifting beams. Crane lifts will not be required in the port and/or at the offshore locations, WinDecom said. The company's aim is to build its units for under USD 250 million (approximately EUR 252 million). In July 2021, WinDecom, previously known as Offshoretronic, introduced a new vessel design for the installation of the next-generation ultra-long XXL monopiles that support wind turbines of up to 20 MW. The vessels, called Sustainable Installer and Sustainable Transporter, will be able to transport and install twelve XXL monopiles in a single run, according to the company, adding that the installation solution is also Jones Act-compliant. *(Source: Offshore Wind)*

ST. JOHNS SHIP BUILDING BEGINS CONSTRUCTION ON JONES ACT CREW TRANSFER VESSELS FOR OFFSHORE WIND MARKET

Jones Act shipbuilder St. Johns Ship Building has started construction on the first vessel in a series of crew transfer vessels for Rhode Island-based Atlantic Wind Transfers (AWT). AWT placed the order back in August for six Jones Act-compliant, 24-meter aluminum catamarans that will service domestic offshore wind projects during construction, operations, and maintenance phases. The order followed the June acquisition of St. Johns Ship Building, which is located in with Palatka, Florida outside Jacksonville, by Americraft Marine, a maritime subsidiary of the Libra Group. A keel laying ceremony for the first vessel was held on September 8. The "Chartwell Ambitious-class" vessels, designed by UK-based Chartwell Marine, will be the first U.S.-built CTVs to be compliant with US Environmental Protection Agency's stringent Tier 4 regulations for emissions. The vessels will be certified under U.S. Coast Guard Subchapter L regulations for to offshore supply vessels and able to operate at any wind farm under the safety and inspection standards of the USCG. "We are proud to be chosen as part of Atlantic Wind Transfers successful CTV operation. St. Johns Ship Building appreciates the trust and confidence that Charlie Donadio, President and Founder of AWT, and his team have placed in our hardworking and dedicated employees," said Jeff Bukoski, President of St. Johns Ship Building. "We will also continue to make improvements to our facilities that allow us to construct greater numbers of similar, newbuild vessels." AWT currently operates the only two crew transfer vessels in the U.S. under long-term contracts, servicing the Block Island Wind Farm for Orsted and Coastal Virginia Offshore Wind Farm (CVOW) for Dominion Energy. "Our team is excited to be moving forward building with St. Johns, this collaborative design-build strategy will enable AWT to parlay

its experience to provide future charter clients with the most reliable multi-purpose crew transfer vessels in the U.S. in the years to come," said Charles A. Donadio Jr., Founder of AWT. St. Johns Shipyard has historically performed a variety of new construction and repair work for steel and aluminum vessels in the Jones Act market, including ferries, tugs, deck and tank barges, landing crafts, and general cargo vessels. But going forward its new owners are turning their focus to the U.S. renewables sector, most notably wind, where significant shipbuilding capacity will be needed to support furture demand. The U.S. Department of Transportation's (DOT's) Maritime Administration (MARAD) earlier this year designated offshore wind vessels as "Vessels of National Interest", a designation that is meant to catalyze more offshore wind vessel construction and prioritize project applications for review and funding through the Title XI Federal Ship Financing Program (Title XI). The designation is expected to increase industry interest in the construction of wind vessels at U.S. shipyards. The Ambitious-class is Chartwell's flagship CTV design with capacity to transport 24 personnel to and from turbines with speed, safety, and stability. *(Source: gCaptain)*

DREDGING NEWS

ASB SYSTEMS AND HYPACK COMPLETE VESSEL UPGRADE PROJECT FOR ADANI

ASB Systems has successfully completed a vessel upgrade project for Adani Ports by installing the DredgePack monitoring package onboard one of the Adani's hopper dredgers. Designed to save operators money – DredgePack keeps the vessel crew working in the dredge cut and prevents them from wasting time and money by digging too deep or outside the channel. The system is available for all types of dredging vessels including cutter suction dredgers, hoppers, bucket ladders and excavators. As reported, the company converted the TSHD into DredgePack for accurate dredge monitoring and DLM report. The installation, which was completed in 10 days, included replacing draft sensor in drydock as well as other sensors needed for the system

to work. For this project, Hypack also sent a team of three engineers to complete their part of the installation process. Thanks to the DredgePack, the dredger can now have their DLM report in pdf and Jpg format along with the accurate drag arm positioning and depth information. *(Source: Dredging Today)*

TSHD SCHELDT RIVER COMPLETES FIRST FIVE-YEAR DOCKING

DEME Group's pioneering dual fuel trailing suction hopper dredger (TSHD) **Scheldt River** has just completed its first five-year docking. "Thanks to this wonderful DEME docking and vessel team at the BLRT Repair Yard (BLRT Grupp) in Klaipeda, it is now in top form again, ready to tackle the next assignment," the company said. Since entering service in September 2017, TSHD Scheldt River has certainly made its mark on the industry, with a stream of successful projects completed throughout Europe. *(Source: Dredging Today)*

J.E. MCAMIS KICKS OFF BAKER BAY DREDGING PROGRAM

J.E. McAmis crews began dredging operations at Baker Bay, WA over the last weekend. J.E. McAmis' role on this project will be to dredge Baker Bay and the Wahkiakum Ferry for the U.S. Army Corps of Engineers, Portland District's, Oregon Coast Project, as a subcontractor to American Construction out of Seattle, WA. Baker Bay is a shallow body of water about 15 miles square, near the mouth of the Columbia River. The bay is separated from the river by Sand Island, a low-lying sand bar only a few feet above high tide level. The Wahkiakum Ferry Channel is authorized to 9 feet deep and 200 feet wide, from the ferry berth at Puget Island, Wash., to deep water in the Columbia River. The navigation channel supports the Wahkiakum Ferry, which provides interstate transportation to the entire Lower Columbia region. Shoaling generally moves into the ferry channel from upstream and dredging by a clamshell contract dredge is required every 2-to-3 years to maintain authorized depth. *(Source: Dredging Today)*

NORFOLK DREDGING SECURES ANOTHER CONTRACT IN VIRGINIA

Norfolk Dredging Company yesterday received a $9.3 million contract from the Army Corps for the maintenance dredging works in Norfolk Harbor, Virginia. According to the Corps, the project includes maintenance dredging by mechanical dredge of the inner channels of the Norfolk Harbor. Overall, the Norfolk project will involve deepening of the southern portion of the Norfolk Harbor Entrance Reach between HRBT and Sewell's Point, Sewell's Point to Lambert's Bend, the Craney Island Reach, and the Norfolk Harbor Reach. These segments will be dredged to a required depth of -52 feet Mean Lower Low Water (MLLW). USACE estimates that this maintenance dredging project will remove over 500,000 cubic yards of material from these areas. The deadline for completion of works is March 15, 2023. *(Source: Dredging Today)*

THE CROWN ESTATE, BMAPA RELEASE ANNUAL AREA INVOLVED REPORT

The Crown Estate and The British Marine Aggregate Producers Association (BMAPA) have published their 24th annual Area Involved report, detailing changes in the area of seabed licensed and dredged for marine aggregates during 2021. *Key information from the report includes: ** A total of 21 million tonnes of sand and gravel were dredged under Crown Estate licence in England and Wales during 2021 (compared to 18 million tonnes in 2020); * The total area of seabed licensed in 2021 was 1,068km2 (1,055km2 in 2020); * Dredging took place within 106 km2(10 per cent of the licensed area) compared with 101km2 (also 10 per cent) in 2020; * The area of seabed dredged for more than 1 hour 15 minutes per year (high intensity – red on charts) was 6km2 (5km2 in 2020); * 90

per cent of dredging activity carried out under Crown Estate licence took place from an area of 43km2 (42 km2 in 2020). Nick Everington, Marine Minerals Portfolio Manager for The Crown Estate, said: "As manager of the seabed around England, Wales and Northern Ireland, we work in partnership with industry; to help support the sustainable use of sand and gravel resources." "The annual 'Area Involved' report is an integral part of this, providing insight and data to improve our understanding and management of the marine environment over the long term. Our 24th annual report reflects the ongoing commitment from both The Crown Estate and industry to this important initiative." Marine aggregates constitute a crucial component in the supply of building materials to support the development of the UK's built environment. They currently supply around 25% of the sand and gravel used across England and Wales. In London, they meet around 50% of primary aggregate demand. They are also critical in developing climate change resilience for our coastal communities. *(Source: Dredging Today)*

YARD NEWS

MV VERTOM PATTY, FIRSY OF SERIES OF SIX 7,000 DWT LAUNCHED AT THECLA BODEWES SHIPYARDS

BN358 "Vertom Patty" was successfully launched at Thecla Bodewes Shipyards on Friday 23 September. MV Vertom Patty is the first 7,000 DWT Diesel-Electric Multi Purpose Dry Cargo vessel of a series of six of the LABRAX design the Dutch yard is building. The vessel is ordered by Vertom, one of the leading short sea shipping operators within Europe. To emphasize the importance of this event, this first vessel in the series of no fewer than six, was festively christened by Mrs. Patty Pols, the wife of the late Mr. Pols, founder of Vertom. The vessel will be commissioned in Kampen in the coming weeks and delivery is scheduled for the end of 2022. "The launch of the first out of six 7,000 DWT vessels is another milestone in the rich history of Vertom and we are grateful to have this done by Mrs. Patty Pols, the wife of the founder of Vertom," commented Arjan de Jong, CEO of Vertom. "I am delighted to see the result and would like to express my appreciation to Thecla Bodewes and her

team for their dedication and effort in realizing such an innovative vessel. With this vessel we make a huge step towards our target to reduce carbon intensity by 40% by 2030." The LABRAX 7,000 DWT Cargo vessels are especially developed to Vertom's requirements for providing tailor-made shipping solutions for their clients. The completely box-shaped cargo holds ensure optimal loading flexibility and maximum cargo intake. During detail engineering, CFD optimization of the hull design was performed for a fuel-efficient speed-power performance powered by a future proof modular electric propulsion system. This system distributes the vessel's energy load more efficiently, by using several smaller engines that adjust to the current sailing profile for the most efficient combustion. This hybrid concept is designed to be ready for future developments, because of the possibility to make the vessel's propulsion methanol-electric or hydrogen-electric. *Keel laying BN359 & BN360* During this memorable day, the official keel laying ceremony of the second and third vessel in the series, BN359 and BN360, also took place in Kampen. The two vessels will respectively be named MV **Vertom Cyta** and MV **Vertom Tomma**. "We are proud to have been awarded the trust by Vertom for the order of six vessels of the LABRAX 7,000 series," says CEO Thecla Bodewes. "This extensive order shows that Thecla Bodewes Shipyards has firmly established as a reputable partner for the design, development and construction of such innovative vessels and we are much looking forward to continuing our highly valued partnership with Vertom." The vessels, with a length of 118.60m and breadth of 14.30m, are being developed and constructed at Thecla Bodewes Shipyards facility in Kampen the Netherlands, in collaboration with experienced Dutch suppliers and subcontractors. Further deliveries are scheduled from 2022 to mid-2025. *(PR)*

THE LARGEST BARGE OF THE CASPIAN SEA HAS BEEN OVERHAULED

The overhaul of the "Azerbaijan Caspian Shipping Company" CJSC (ASCO) STB-1 barge, which is used for the transportation of large-sized support blocks for offshore stationary platforms construction has been completed at "Bibiheybat" Ship Repair Yard. As part of the repair, the barge's main engines, pumps, compressors, release air cylinders, pipe systems, mechanisms and equipment located on the deck, bottom and side fittings, tread devices were repaired, auxiliary engines were adjusted. The ship's generators, lighting systems, electrical equipment, and control systems were also repaired. Certain parts of the protective beams located on the right and left decks of "**STB-1**" have been modified. In addition, the chain boxes, anchor chains, underwater and surface parts of the ship, ballast tanks, cargo deck, engine room and mechanisms were cleaned and painted as part of the repair. In order to improve the living conditions of the staff, necessary works were also carried out in the mess room, sanitary facilities, accommodation spaces and cabins. The newly renovated barge was leased to BP for operation in the Azeri Central East project. For information, we inform you that the length of the "**STB-1**" barge is 163 meters, the width is 45 meters, and the carrying capacity is 18,000 tons. This suggests that it is the largest barge in the Caspian Sea. Watch the YouTube video HERE *(Source: Asco)*

ITALY'S GUARDIA DI FINANZA TAKES DELIVERY OF A NEW FLAGSHIP BY DAMEN SHIPYARDS

The Damen Stan Patrol vessel 6009 was built at Cantiere Navale Vittoria. In Genova, on 22 September, at a ceremony held in the presence of the Minister of Economy and Finance Daniele Franco and the Commander General of the Guardia di Finanza, Gen. C.A. Giuseppe Zafarana, the P.04 Osum, built to a Damen Stan Patrol 6009 design, officially received the naval flag. The event marked her joining the fleet of Italy's Guardia di Finanza, a law enforcement agency under the authority of the MEF, as its new flagship. The 60-metre vessel was built at the Cantiere Navale Vittoria Shipyard (CNV), based in Adria on Italy's northern Adriatic coast, under Damen's Technical Cooperation programme. Not only the largest vessel to be operated by the Guardia di Finanza, **P.04 Osum** is also their first sustainable OPV with a hybrid, diesel-electric propulsion system. She arrived in the port of Genova on 16th September at the end of the first of a series of training and operational missions carried out along Italy's maritime border and will remain there for the duration of the 62nd Genova International Boat Show. The **P.04 Osum** has been designated the first of the new "Bandiera" class, one that is characterized by the application of innovative technological equipment and green propulsion systems. These are priorities on which the Guardia di Finanza intends to focus in the years ahead. The OPV has the most modern navigation, communication and identification systems, allowing her crew of 30 to effectively carry out maritime policing and the monitoring of national and European maritime borders in all weather and sea conditions. The introduction of hybrid diesel-electric propulsion, in addition to safeguarding the environment, ensures continuous operational autonomy for up to 15 days and 2,000 nautical miles at a cruising speed of 18 knots. A maximum speed of 26 knots in a wide range of conditions is possible due to the vessel's trademark Damen Axe-bow that allows the hull to cut through the waves with

minimal resistance. At lower speeds, the diesel-electric system enables low-emission operations at speeds of up to nine knots. This is achieved by twin 270kW reversible (PTI) electric motors linked to the drive shafts. Other notable capabilities include the deployment and retrieval of UAVs from the aft deck and two, nine-metre RHIBs that can also be rapidly deployed for interception, rescue and the boarding of suspect vessels. In addition to its domestic duties the **P.04 Osum**, co-financed with European Community resources under the Internal Security Fund 2014-2020, will also enhance the operational capacity of the Guardia di Finanza in EU waters and the so-called enlarged Mediterranean. In particular, the prevention of illegal activities that threaten the security of maritime borders in the context of the international cooperation activities will be conducted under the flag of the European Frontex Agency, and the vessel is equipped with facilities for hosting European officials during joint international operations promoted by the agency. At the handover ceremony, CNV board member Luigi Duò said: "We are proud to be equipping the Guardia di Finanza fleet with its first diesel-electric offshore patrol vessel. **P.04 Osum** represents a convergence of innovation and technology that will ensure a significant reduction in fuel consumption and emissions, and maximum flexibility of operational use." Damen and CNV have previous experience of working together for the Guardia di Finanza, with two Stan Patrol 5509 vessels built and delivered in 2014. Antonio Marte, from Damen Shipyards, added: “It has been a pleasure to work once again with CNV, this time to provide the Guardia di Finanza with their flagship and most innovative vessel. The project began just as the second wave of COVID-19 swept across Europe, but every effort was made to ensure that **P.04 Osum** was delivered on time and to the full satisfaction of the Guardia di Finanza. We are pleased that our local build program has enabled us to deliver a such a sophisticated vessel alongside a trusted and valued partner.” *(PR)*

PRONAV DELIVERS JRC NAVIGATION AND COMMUNICATION PACKAGES TO THREE NEWLY BUILT ATTICA GROUP AERO HIGH-SPEED CATAMARANS

JRC Europe is proud to announce that its sister company ProNav, in collaboration with a Norwegian dealer, has provided three Aero High-speed catamarans from Attica Group with a complete JRC navigation and communication package. The package includes our JMR-5410 ECDIS; the advanced nature of JRC's new ECDIS system allows you to plan a route in different ways with extensive flexibility. But also our JMR-5400 sea radar, JLR-21 GPS satellite compass, JLR-8600 multi GNSS, JLN-741 doppler log and more. The new state-of-the-art catamarans feature state-of-the-art design and innovative characteristics that will significantly enhance the travel experience for the more than 3 million passengers who travel annually on the Saronic itineraries. Three similar fast passenger

carbon fiber catamaran vessels have been delivered to Attica from the Norwegian yard Brødrene Aa. Each ship has a maximum speed of 32.2 knots at full load, a total length of 36 meters, a beam of 9.7 meters and a carrying capacity of 150 passengers. Brødrene AA is a shipyard building high-speed ferries made of carbon fiber composite. These three vessels are state-of-the-art and JRC Europe and ProNav are proud to be a supplier and partners in this project. *(PR)*

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *SAAM Towage to Receive New Tug in Panama*
   - *Grandweld completes escort tugs, invests in hybrid propulsion*
   - *RUSA and REBARSA order two tugboats from Armón Navia*
   - *Wagenborg Towage chooses UZMAR built tug to expand its fleet*
   - *Muller Dordrecht inks contract for Damen ASD Tug 3212 for delivery in May 2023*

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)
   - *Newbuild 32m 5220Bhp 70TBP ASD Escort Tug available for sale (New)*
   - *Sleepboot 1745 "HE-AN" for sale*
   - *Sleepboot 1400 for sale*
   - *Sleepboot 1450 "Mijdt Spijt" for sale*
   - *Sleepboot Amsterdammer "Ber-Nel" for sale*

3. Several updates on the Newsletter – Fleetlist page posted last week
   - *Fairplay – Hamburg by Jasiu van Haarlem (updated)*
   - *T.Muller En Avant - Dordrecht by Jasiu van Haarlem*
   - *McAllister Towing - New York by Jasiu van Haarlem*

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

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