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

Distribution twice a week 19,650+

MIDWEEK – EDITION

TUGS & TOWING NEWS

TSM BATZ – RENEWABLES SUPPORT WORKBOAT HANDED OVER TO FRENCH CUSTOMER



Dutch builder Neptune Marine has delivered a new multi-purpose workboat to French operator Thomas Services Maritimes (TSM). Classed by Bureau Veritas, **TSM Batz** was designed to be a fit-for-purpose vessel for serving customers in the renewable energy and marine works markets. Duties include cargo transport, installation and maintenance of submarine cables, and salvage support over a projected

operational service life of 30 years. The newbuild has a length of 24 metres, a beam of nine metres, a draught of two metres, and a deck area of 150 square metres. The equipment includes an anchor handling and towing winch, a tugger winch, plough winches, a towing pin with chain stopper, a Mampaey towing hook, two Heila deck cranes, an A-frame, and spuds to allow operation in shallow waters. Power is provided by two Volvo Penta D16 IMO Tier III engines fitted with selective catalytic reduction (SCR) systems and connected to 1,500mm propellers housed in nozzles. The engines produce 1,250 kW at 1,900 rpm to propel the workboat to a speed of 10 knots in addition to generating a bollard pull of 20 tonnes. An 80kW bow thruster is also fitted. The vessel's navigation and communications equipment includes a Cassens and Plath magnetic compass, a Jotron SART, two Sailor VHF radios, and a radar, an echosounder, a GPS, and an AIS from Furuno. These and other onboard systems draw power from two Volvo D7 134kVA generators. Air-conditioned accommodations are available for four crewmembers and four additional personnel. **TSM Batz** will be operated out of Brest by TSM subsidiary Iroise Mer. Specifications: Type of vessel: Renewables support workboat; Classification: Bureau Veritas; Flag: France; Owner: Thomas Services Maritimes, France; Operator: Iroise Mer, France; Builder: Neptune Marine, Netherlands; Length overall: 24 metres; Beam: 9.0 metres; Main engines: 2 x Volvo Penta D16, each 625 kW at 1,900 rpm; Propulsion: 2 x propellers; Generators: 2 x Volvo D7, each 134 kVA; Side thruster: 80 kW; Maximum speed: 10 knots; Bollard pull: 20 tonnes; Radar: Furuno; Depth sounder: Furuno; Radios: 2 x Sailor VHF;

Compass: Cassens and Plath; GPS: Furuno; AIS: Furuno; Other electronics: Jotron SART; Cranes: 2 x Heila; Other deck equipment: Mampaey towing hook; towing pin; A-frame; Other equipment installed: Spuds; Crew: 8. (Source: Baird)

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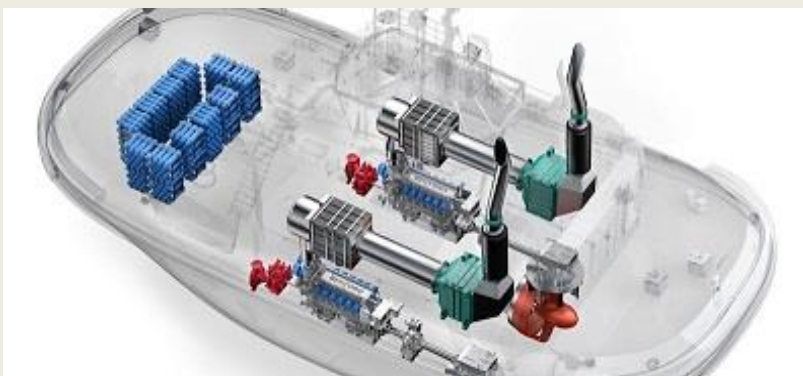
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DELIVERY OF ONE UNIT OF 3,824KW ASD TUGBOAT

On 22th September, 2022, one unit of 3,824kw ASD tugboat built by Jiangsu Zhenjiang Shipyards for Tianjin Lingang Shipping with name “**DA GU LUN 7**” has been delivered and sailed. The vessel which has been designed for ice-breaking type has length of 38m, breadth of 10.6m, depth of 4.85m, ahead pull of 63.5t, astern pull of 58.3t, endurance of ≥ 1000 nm and speed of 13.2kn. It also is equipped with FiFi-I and Hydraulic telescopic crane with working radius of 10m and 0.9t SWL. (Source: Jiangsu Zhenjiang Shipyards)



SEA TRIALS OF THE HYDROGEN PIONEER “HYDROTUG 1”



The tug “**Hydrotug 1**”, the first ECH in the world powered by hydrogen, is in the port of El Musel to start its sea trials, prior to its official delivery to the port of Antwerp-Bruges and CMB.Tech. Built at Astilleros Armón Navia, where it was launched on May 16, the “**Hydrotug 1**” tug will be able to

store 415 kg of compressed hydrogen in six chambers installed below deck, as can be seen in the image below, and eliminates emissions equivalent to 350 cars. It will be powered by two dual medium-speed BeHydro V12 engines, which can run on hydrogen and conventional fuel. This

innovative development will be used by the Port of Antwerp-Bruges as an important step in the transition to a sustainable and climate-neutral port by 2050 and will be operational in the first quarter of 2023. (Source: Puente de Mando) The Hydrotug is the first vessel to be powered by two BeHydro V12 dual fuel medium speed engines—each providing 2 megawatts—that can run on hydrogen and traditional fuel, with EU Stage V emissions after treatment. BeHydro, a joint venture between CMB's cleantech arm CMB.TECH and engine manufacturer Anglo Belgian Corporation (ABC), recently developed the technology for these medium-speed engines with a higher power output. The engines passed the necessary factory acceptance tests (FAT) that validate the correct operation of the equipment, as required by classification society Lloyd's Register. The vessel can store 415kg of compressed hydrogen in 6 stillages installed on deck and eliminates the emission's equivalent of 350 cars. Roy Campe, CTO of CMB.TECH, said, "We are delighted that Port of Antwerp-Bruges will be the first user of Hydrotug, the world's largest hydrogen-powered vessel. The technology has been approved by Lloyd's Register and we are ready to approach the global market of 10,000 tugs. With this technology we can significantly improve the air quality in ports and bring hydrogen technology to every port worldwide." The Hydrotug is part of a fleet greening program for the Port of Antwerp-Bruges, which is transitioning to a climate neutral port by 2050.

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THE NEW FREE WORLDWIDE TUG & OSV ISSUE 16 IS PUBLISHED

Worldwide Tug & OSV News is a free e-magazine and is the successor of the News from Everywhere section that was published by the Lekko Foundation in its magazine Lekko International for many years, but which unfortunately had to stop all activities at the end of 2019. If you want to be kept informed of all kind of transactions in the field of towage and offshore vessels, please send an e-mail to wwtugosvnews@gmail.com and you will receive a free PDF document every two months in your mailbox. Click on the picture to read the newsletter



SMALL HYDROGRAPHIC VESSEL "YAKOV LAPUSHKIN" WENT TO THE DELIVERY BASE



Shipyard "Vympel" sent to the external delivery base for testing a small hydrographic vessel (SGM) of project 19910 "[Yakov Lapushkin](#)". This is stated in the message of the shipyard dated September 25. The laying of the MGS "[Yakov Lapushkin](#)" took place on January 22, 2019. The ship was launched on May 25, 2022. The customer of the vessel is the Ministry of Defense of the Russian Federation. The ship was built for the Baltic Fleet.

Project 19910 MGS was developed by the Vympel Design Bureau in Nizhny Novgorod and is intended for setting and removing floating warning signs, maintaining navigation equipment, transporting maintenance personnel, and supporting the operation of coastal facilities. Length - 56.4 m; Beam - 11.17 m Depth; - 5.4 m; Draft - 2.94 m; Displacement - 910 tons; Speed - 12 knots; Endurance - 15 days; Cruising range - 2 thousand miles; Crew - 22 people. (*Source: Sudostroenie; Photo: Shipyard "Vympel"*)

IN THE SERIES MUSEUM TUGS THE TUGBOAT C.L. CHURCHILL

The 33' tug [C.L. Churchill](#) is a part of our fleet at the Lake Champlain Maritime Museum, where she acts as power source and support vessel for the 88' canal schooner Lois McClure. Today the [C.L. Churchill](#) is home-ported in Burlington, Vermont. She assists the replica schooner Lois McClure in her operations,



and is currently on the GlassBarge Tour with the Lois. [C.L. Churchill](#) was acquired by Vermont's Shelburne Shipyard in 1974 as a yard tug and yacht. In 2005, Shelburne Shipyard graciously donated the [C.L. Churchill](#) to the Lake Champlain Maritime Museum. The tugboat [C.L. Churchill](#) was built in 1964 in Cohasset, Massachusetts for Chester L. Churchill, a Massachusetts and Vermont lumber dealer. Originally powered by steam, Churchill was later re-powered with a diesel engine. This allowed for a much larger cabin space. Since 2005, The Churchill has been owned and operated by us here at Lake Champlain Maritime Museum and is used to tow the un-powered canal schooner Lois McClure. [C.L. Churchill](#) arrives in the Tugboat Parade at the Waterford Tugboat Roundup, September 2006. *Refit of the Vessel* C.L. Churchill: Length: 33 feet; Beam: 11 1/2 feet; Draft: 3 feet 11

inches; Displacement: 20,000 pounds; Powerplant: 120hp Ford-Lehman 6-cylinder diesel. With the help of lead boatbuilder Rob Thompson and his crew of staff and volunteers, during the winter of 2005 Churchill's hull and systems were given a major refit. Her stem, keelson, and some frames and planking were replaced, and she was given a fresh coat of paint inside and out. Electrical and steering systems were upgraded, her rudder was rebuilt, and new bits and cleats were added. A few years later the remaining forward bottom planking was replaced along with some more frames. Most recently, in the winter of 2013, work was done to replace her sheer strakes, cabinsides, and entire foredeck. The work also included several forward deck beams, her breasthook, and a portion of the port side clamp. Clearly the work passed muster for she won "tug of the year" at the 2014 Waterford Tugboat Roundup. (Source: *Lake Champlain Maritime Museum*)

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ACCIDENTS – SALVAGE NEWS

THE FISHERMEN ON THE BOAT SITTING ON THE ROCKS ESCAPED DROWNING AT THE LAST MOMENT



The 2 crew members of the fishing boat, sitting on the rocks in the Bozkurt district of Kastamonu, fell into the sea and were in danger of drowning. The people rescued by the fishermen in the vicinity were taken to the hospital. The 2 crew members of the fishing boat, sitting on the rocks in the Bozkurt district of Kastamonu, fell into the sea and were in danger of drowning. The people rescued by the fishermen in the vicinity were taken to the hospital. According to the information received, the fishing

boat, which came from Samsun to fish off the coast of Kastamonu, wanted to take shelter in Bozkurt's İliş Port to escape the waves formed in the Black Sea. The fishing boat, which was dragged due to the giant waves in the sea, was thrown towards the rocks at the entrance of İliş Port. As a result of the fishing boat hitting the rocks, 2 fishermen on the boat fell into the sea. The fishermen, who were in danger of drowning and started to disappear among the giant waves, were also helped by the fishermen in the vicinity. (Source: *Deniz Haber*)

FIRE BREAKS OUT ABOARD RO/RO MIDNIGHT SUN AT TACOMA

On Thursday evening, a fire broke out on the upper deck of the TOTE ro/ro **Midnight Sun** at her homeport of Tacoma, Washington. At about 1920 hours, local authorities received notice of a fire aboard the vessel. By the time fireboats and fire engines arrived on scene, the ship's crew had extinguished the fire using the fixed firefighting system. No injuries or pollution were reported. The blaze was likely caused by an electrical fire in a piece of maintenance equipment on the upper deck, the Tacoma Fire Department told the local News Tribune. The ship itself suffered minimal damage. The 2003-built **Midnight Sun** is one of two freight ro/ros connecting Tacoma with Anchorage, Alaska. She carries a mix of over-the-road trailers, personal vehicles, oversize loads and miscellaneous dry cargo for the Alaskan market. She has been off the commercial sailing schedule since September 6 and is due to depart again on October 7. (Source: *Marex*)



IS THE CAPTAIN ASLEEP? LARGE FISHING BOAT RUNS AGROUND IN SHALLOW



A large fishing boat standing in shallow water. Contrary to the movement of the waves, it remains. It's still there after 6 hours. It is close to the rocky place's eyes and nose. The matter was discovered at around 3:30 am on the 23rd, when a rescue

request was made to the Japan Coast Guard. Report from the captain: "I need help because the ship is stranded and cannot move." A company fishing boat in Uwajima City, Ehime Prefecture ran aground. It is said that the ship ran aground on the way from Ehime Prefecture to Kagoshima Prefecture. Miyazaki Coast Guard Head, Shinichi Imakyu, Management Division: "I heard that one person was on duty, but one of them fell asleep." The cause is the captain's dozing off. Did sleepiness attack you in the middle of the night? There were five crew members on board, none of whom were injured.

What happens to a ship that runs away? Miyazaki Coast Guard Head, Shinichi Imagari, Management Section Manager: "We are preparing to lift off the reef with a tugboat arranged by the owner. The high tide is around 16:00, so we will be off the reef at that time. We plan to work to pull out the ship." So far, there is no threat of sinking, and a salvage vessel will be rescued after this. (Source: *KHB5*)

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THE SPANISH DREDGER "MIMAR CINCO" WILL BE SCRAPPED "IN SITU"

As Puentedemando.com had already pointed out, it is possible that the dredger "**Mimar Cinco**", which has been stranded since mid-August in La Isleta (Gran Canaria), will be scrapped "in situ". There are several companies interested in carrying out this work and an expert is evaluating the proposals to make a final decision. Of course, the situation in which the dredger finds itself could change in the next few hours, depending on how the waves in the area evolve, caused by the adverse weather conditions derived from the tropical storm "Hermine". (Source: *Puente de Mando*)



PASSENGER SHIP RUNS AGROUND WITH MORE THAN 100 CHILDREN ON BOARD

The sea rescuers towed a stuck passenger ship with 137 people on board, including more than 100 children, in the Lower Saxony Wadden Sea between the East Frisian islands of Spiekeroog and Wangerooge on Thursday, September 22, 2022. They had to wait there for a total of four and a half hours when the water was initially draining away before the volunteer crew of the **Fritz Thieme** sea rescue boat / Wangerooge station of the German Society for the Rescue of Shipwrecked Persons (DGzRS) was able to free the ship and passengers from the unfortunate situation. At around 3 p.m., the captain of the excursion ship "**Jens Albrecht III**" reported to the German rescue coordination center operated by the DGzRS, the Maritime Rescue Coordination Center (MRCC) Bremen: The

approximately 26-metre-long ship was at the edge of the Harle fairway when the water was receding



got stuck about one nautical mile (about two kilometers) south-southwest of Wangerooge. The crew could no longer free it on their own. The rescue control center immediately alerted the voluntary sea rescuers from the Wangerooge station, who arrived at the passenger ship a little later. However, this was already so high on a sandbank to the south of buoy H11 that the **Fritz Thieme** rescue boat could

no longer tow it free. The sea rescuers had to wait for the rising tide. After making sure everyone on board was okay, the crew and passengers stayed on the **Jens Albrecht III**. Also because there was no danger for them with calm seas and southerly winds of up to two Beaufort (eleven km/h). At around 7:25 p.m., the voluntary sea rescuers finally handed over a tow line to the distressed vessel. With the full power of its 380 hp engine, the sea rescue boat thawed. In several attempts it was possible to tow the excursion boat into the deeper fairway. The "Jens Albrecht III" then continued its journey under its own power. (Source: *Die Seenotretter-DGzRS*; Photo: *The sea rescuers - DGzRS*)

CARGO SHIP MALFUNCTIONED AT THE ENTRANCE OF THE BOSPHORUS

The 181-meter-long cargo ship **My Meray**, sailing from Egypt to Kavkaz Port in Russia, malfunctioned at the entrance of the Bosphorus. According to the statement made by the General Directorate of Coastal Safety, the 181-meter-long cargo ship named **My Meray** malfunctioned at the entrance of the Bosphorus. The following statements were used in the statement: "Our pilot and **Nazım Tur** tugboat were promptly directed to the region for the 181-meter-long bulk carrier named **My Meray**, which had a machine



failure in the southern approach of the Bosphorus while cruising from Egypt to Kavkaz." (Source: *Deniz Haber*)

BANGLADESH FERRY ACCIDENT KILLS 25, SEVERAL MISSING

At least 25 people were killed and dozens were missing after a boat packed with Hindu devotees sank on Sunday in Bangladesh, a local official said, in the worst waterways disaster to hit the country in more than a year. The bodies recovered so far included 12 women and eight children, said Jahurul

Islam, district administrator of northern Panchagarh, where the accident occurred. "The rescue



operation for those missing is ongoing," he said, adding the ferry was taking mostly devotees to a Hindu temple on the occasion of Mahalaya. Islam said he did not know the exact number of people missing, but passengers said more than 70 people had been on the boat, which sank in the Karatoya river. A committee has been formed to investigate the incident, he said. Police said nearly 20 people were still missing while some of the

passengers managed to swim ashore or were rescued. Hundreds of people die each year in ferry accidents in Bangladesh, a low-lying country that has extensive inland waterways and lax safety standards. At least 34 people died in April last year after an overcrowded ferry collided with a cargo vessel and sank on the Shitalakhsya River outside the capital Dhaka. (Source: *MarineLink*)

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RESCUE CARGO SHIP WITH 14 CREW MEMBERS STUCK AT SEA

14 crew members of a cargo ship with engine damage stuck in the middle of Thua Thien Hue sea were successfully rescued by functional forces before Typhoon Noru came ashore. On the evening of September 26, the Office of the Commanding Committee for Disaster Prevention and Search and Rescue of Thua Thien Hue Province said it had rescued 14 people stranded on a damaged



cargo ship drifting in the waters of this province. Accordingly, the Thua Thien Hue Port Authority received information from the captain of the **China Board 1** ship (Panama nationality, tonnage of 4914.5 DWT, the ship was unloaded) traveling from Vung Tau to Macau (China). encountered a main machine problem on the morning of September 25 on the waters of Thua Thien Hue. The ship floats freely and on board there are 14 crew members (5 Vietnamese and 9 Chinese). On the afternoon of September 26, the functional forces of Thua Thien Hue province, in collaboration with the rescue ship of the Maritime Search and Rescue Coordination Center Region II, approached the crashed cargo ship and took 14 crew members off the ship. The rescue ship also towed cargo ships into Chan May port area (Thua Thien Hue) to avoid storms. The cargo ship still contained more than 1,200 liters of oil, so after leaving the ship, the captain directed the crew to close all safety systems and lock all the fuel tank valves of the ship, avoiding any leakage that could cause damage. Environmental pollution.

(Source: Tuoitre)

‘UNPRECEDENTED’ GAS LEAKS IN RUSSIAN PIPELINES TO EUROPE STOKE SABOTAGE FEARS



Europe was investigating leaks in two Russian gas pipelines that churned up the Baltic Sea with bubbles on Tuesday and raised concerns from Copenhagen to Moscow about sabotage on infrastructure at the heart of a European energy standoff. But it remained far from clear who might be behind any foul play, if proven, on the Nord Stream pipelines that Russia with

European partners spent billions of dollars building. Poland's prime minister blamed sabotage, without citing evidence, and the Danish premier said it could not be ruled out. Russia, which has slashed gas deliveries to Europe after the West imposed sanctions, said sabotage was a possibility and the incident undermined the continent's energy security. A senior Ukrainian official called it a Russian attack to destabilize Europe, without giving proof. The Nord Stream pipelines have been flashpoints in an escalating energy war between European capitals and Moscow that has pummeled major Western economies, sent gas prices soaring and sparked a hunt for alternative energy supplies. Sweden's Maritime Authority issued a warning about two leaks in the Nord Stream 1 pipeline, the day after a leak on the nearby Nord Stream 2 pipeline was discovered that prompted Denmark to restrict shipping and impose a small no fly zone. Denmark's armed forces released a video showing bubbles boiling up to the surface of the sea. The largest gas leak had caused a surface disturbance of well over 1 km (0.6 mile) in diameter, the armed forces said. "Today we faced an act of sabotage, we don't know all the details of what happened, but we see clearly that it's an act of sabotage, related to the next step of escalation of the situation in Ukraine," Polish Prime Minister Mateusz Morawiecki said at the opening of a new pipeline between Norway and Poland. *'Risk of explosions'* The leaks were very large and it could take perhaps a week for gas to stop draining out of the Nord Stream 2 pipeline, the head of Denmark's Energy Agency Kristoffer Bottzauw said. Ships could lose buoyancy if they entered the area. "The sea surface is full of methane, which means there is an increased risk of explosions in the area," Bottzauw said. Danish Prime Minister Mette Frederiksen said sabotage could not be ruled out. "We are talking about three leaks with some distance between them, and that's why

it is hard to imagine that it is a coincidence,” she said. Kremlin spokesperson Dmitry Peskov called it “very concerning news. Indeed, we are talking about some damage of an unclear nature to the pipeline in Denmark’s economic zone.” He said it affected the continent’s energy security. Neither pipeline was pumping gas to Europe at the time the leaks were found amid the dispute over the war in Ukraine, but the incidents will scupper any remaining expectations that Europe could receive gas via Nord Stream 1 before winter. Operator Nord Stream said the damage was “unprecedented.” Both pipelines contained gas although they were not in operation. Gazprom, the Kremlin-controlled company with a monopoly on Russian gas exports by pipeline, declined to comment. “There are some indications that it is deliberate damage,” said a European security source, while adding it was still too early to draw conclusions. “You have to ask: Who would profit?” *Cutting supplies* Russia reduced gas supplies to Europe via Nord Stream 1 before suspending flows altogether in August, blaming Western sanctions for causing technical difficulties. European politicians say that was a pretext to stop supplying gas. The new Nord Stream 2 pipeline had yet to enter commercial operations. The plan to use it to supply gas was scrapped by Germany days before Russia sent troops into Ukraine in February. “The multiple undersea leaks mean neither pipeline will likely deliver any gas to the EU over the coming winter, irrespective of political developments in the Ukraine war,” Eurasia Group wrote. European gas prices rose on the news. The benchmark October Dutch price TRNLTTFMc1 climbed almost 10% on Tuesday. Prices are still below this year’s stratospheric peaks but remain more than 200% higher than in early September 2021. The leaks happened before Tuesday’s ceremonial launch of the Baltic Pipe carrying gas from Norway to Poland. A centerpiece of Warsaw’s efforts to diversify from Russian supplies, it crosses the Nord Stream infrastructure. Norway’s Petroleum Safety Authority (PSA) had urged oil companies on Monday to be vigilant about unidentified drones seen flying near Norwegian offshore oil and gas platforms, warning of possible attacks. The Swedish Maritime Administration (SMA) said two leaks on Nord Stream 1 – one in the Swedish economic zone and another in the Danish zone – were northeast of the Danish island Bornholm. “We are keeping extra watch to make sure no ship comes too close to the site,” a SMA spokesperson said. The Danish authorities asked that the level of preparedness in Denmark’s power and gas sector be raised after the leaks, a step that would require heightened safety procedures for power installations and facilities. *(Source: gCaptain)*

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GREATER TORTUE AHMEYIM FPSO RETURNED TO QUAYSIDE AFTER DRIFTING OFF DUE TO TYPHOON

Oil and gas company Kosmos Energy said Tuesday that the FPSO for the Greater Tortue Ahmeyim project had been returned to the quayside of the COSCO shipyard in China, following the recent incident in which the vessel drifted away due to the impact of Typhoon Muifa. The floating production, storage and offloading vessel (“FPSO”) for the GTA development in Mauritania/Senegal is

being constructed at the COSCO yard. During the typhoon on September 15, the mooring lines of the FPSO became compromised, resulting in the vessel drifting approximately 200 meters off the quayside. "Kosmos has been informed by BP, the operator of the GTA project, that the FPSO has been returned to the quayside of the COSCO shipyard in China," Kosmos Energy said Tuesday. "Inspections conducted to date have not identified any significant damage. The forward plan is to complete all inspections and incorporate the findings into the remaining work scope prior to sailaway. Kosmos will give a further project update alongside its third quarter results in early November," Kosmos Energy said. (Source: *MarineLink*)



REMEMBER TODAY

S.S. STEPHEN HOPKINS / STIER – 27TH SEPTEMBER 1942



SS [Stephen Hopkins](#) was a United States Merchant Marine Liberty ship that served in World War II. She was the only US merchant vessel to sink a German surface combatant during the war. She was built at the Permanente Metals Corporation (Kaiser) shipyards in Richmond, California. Her namesake was Stephen Hopkins, a Founding Father and signer of the Declaration of Independence from Rhode Island. She was operated by

Luckenbach Steamship Company under charter with the Maritime Commission and War Shipping Administration. *Action of 27 September 1942* She completed her first cargo run, but never made it home. On September 27, 1942, en route from Cape Town to Surinam, she encountered the heavily armed German commerce raider [Stier](#) and her tender [Tannenfels](#). Because of fog, the ships were only 2 miles (3.2 km) apart when they sighted each other. Ordered to stop, [Stephen Hopkins](#) refused to surrender, and [Stier](#) opened fire. Although greatly outgunned, the crew of [Stephen Hopkins](#) fought back, replacing the Armed Guard crew of the ship's lone 4-inch (102 mm) gun with volunteers as they fell. The fight was fierce and short, and by its end both ships were wrecks. [Stephen Hopkins](#) sank at 10:00. [Stier](#), too heavily damaged to continue its voyage, was scuttled by its crew less than two hours later. Most of the crew of [Stephen Hopkins](#) died, including Captain Paul Buck. The survivors drifted on a lifeboat for a month before reaching shore in Brazil. Captain Buck was posthumously awarded the Merchant Marine Distinguished Service Medal for his actions. So was US Merchant Marine Academy cadet Edwin Joseph O'Hara, who single-handedly fired the last shots from the ship's

4-inch gun. Navy reservist Lt. (j.g.) Kenneth Martin Willett, commander of the Armed Guard detachment which manned the ship's 4-inch gun, was posthumously awarded the Navy Cross. The Liberty ships SS [Paul Buck](#), SS [Edwin Joseph O'Hara](#), and SS [Richard Moczowski](#), and the destroyer escort USS [Kenneth M. Willett](#) were named in honor of crew members of [Stephen Hopkins](#), and SS [Stephen Hopkins II](#) in honor of the ship itself. [STIER Stier](#) (HSK 6) was an auxiliary cruiser of Nazi Germany's Kriegsmarine during World War II. Her Kriegsmarine designation was Schiff 23, to the Royal Navy she was Raider J. The name [Stier](#) means "bull", and represents the Taurus constellation in the German language. She was the last German raider to break out into the Atlantic in World War II. [Raiding voyage](#) On 10 May 1942 she left Germany for operations in the Atlantic. Moving by stages down the English Channel, and after an engagement with British coastal forces on the 13th which saw the loss of two torpedo boats (German) and one MTB (British), [Stier](#) reached Royan in occupied France on the 19th. From there she departed under the command of Fregattenkapitän (later Kapitän zur See) Horst Gerlach for operations in the South Atlantic. After a cruise of 4½ months, in which she engaged and sank three ships, on 27 September 1942 the ship was sunk during a battle with an American cargo ship, the SS [Stephen Hopkins](#), which was also lost. During her operation the [Stier](#) sank four ships, totalling 29,409 tons (GRT). [Final engagement](#) On 27 September 1942 [Stier](#) encountered the Liberty ship [Stephen Hopkins](#) en route from Cape Town to Paramaribo. Closing in foggy conditions, the two ships sighted each other around 08:52 at a distance of 4,000 yards. Gerlach sent his men to action stations; the master of the [Stephen Hopkins](#) was suspicious of the unidentified vessel and did the same. The [Stephen Hopkins](#) had a small defensive armament (1 × 4 inch gun astern, 2 × 37mm guns of an unknown model forward and 6 × machine guns), but when firing commenced, around 08:55, she put up a spirited defence. She scored several hits on [Stier](#), damaging her engines and steering gear. However, overwhelmed by fire from [Stier](#), the [Stephen Hopkins](#) drifted away; by 10 a.m. she had sunk. Forty-two of her crew were killed in the action, and three more died later; the fifteen survivors finally reached Brazil 31 days later. [Stephen Hopkins's](#) commander, Captain Paul Buck, was posthumously awarded the Merchant Marine Distinguished Service Medal for his actions. So was United States Merchant Marine Academy cadet Edwin Joseph O'Hara, who single-handedly fired the last shots from the ship's 4-inch gun. Meanwhile, [Stier](#) had been fatally damaged; unable to make headway, and not responding to the helm, Gerlach made the decision to abandon ship. [Stier](#) exploded and sank at 11:40. All but two of her crew survived and were rescued by the German supply ship [Tannenfels](#), which was accompanying [Stier](#) at the time of the action, and returned to France on the blockade runner. (Source: [Wikipedia](#))



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OFFSHORE NEWS

THE "PLASTIC ODYSSEY" BEGINS ITS HUNT FOR PLASTIC



It's soon time for the “[Plastic Odyssey](#)”, the ambassador boat of the eponymous company which promotes the recycling of plastic, but not only. The crazy project of two young sailors and an engineer, whose ship will set sail from Marseille on October 1 for three years. Simon Bernard and Alexandre Dechelotte met on the benches of the merchant marine school in Marseille, at Pointe-Rouge. With their third engineer thief, Bob Vrignaud,

many have seen them crisscross the aisles of major maritime or luxury events to convince sponsors and decision makers of their project. "We were all wondering who these boys are who are knocking on doors like that ," laughs the president of the biodiversity, sea and coast commission of the Provence-Alpes-Côte d'Azur regional council, Christophe Madrolle. Six years later, the cadets who have become shipowners, with the bundle of responsibilities that goes with it, are not without emotion welcoming the people of Marseilles, invited for two weekends in a row to the small village built around their boat anchored at the foot of the Mucem. The Plastic Odyssey , French flag and Marseille as home port, will leave on October 1 for Beirut, the first leg of its odyssey. [Plastic turned into fuel](#) During its three-year expedition, the ambassador boat will stay three weeks in each port, open to visits and meetings with entrepreneurs and investors. Objective ? Convince that we can do otherwise than dump 20 tonnes of plastic every minute into the seas and, why not, get rid of it intelligently. “But we are not a plastic collection boat ,” warns Simon Bernard. The Plastic Odyssey is used to demonstrate the equipment on board, to market, and educational tools to imagine life without, or at least with less plastic. Equipped with 300 m² of workshops, protected by a specially added aft upper deck, the boat carries a container equipped with a pyrolysis system. A reactor heats plastic flakes to 450°C and releases a mixture of diesel and gasoline to power the generator that runs the boat's workshop. An open source R&D project, developed with the South African company Scarabtech, which does not aim for any profitability. Other machines – grinder, extruder, press, etc. – demonstrate the transformation of flakes into finished products. The amenities are simple. A complete container with the machines is worth 50,000 euros. The goal is to place them with local entrepreneurs, the Plastic Odyssey teams seeking, at each stopover, to get in touch with customers and funders. The model does not provide for donations, rather micro-credit. For the full story click [HERE](#) (Source: *Lemarin*)

PGS REFLAGS VESSELS TO NORWAY

PGS is in the process of reflagging its active vessels to Norway. The [Ramform Titan](#) was registered in the Norwegian International Ship Register (NIS) on Tuesday 20 September 2022 and other active vessels in the PGS fleet will follow to NIS later this year and next year. The process of reflagging

started with the [Ramform Vanguard](#), which was registered with NIS in August 2021. In the current global geopolitical situation, PGS sees it as beneficial to sail the active vessels under a Norwegian flag. “PGS vessels are proud to sail under the Norwegian flag. We have good experiences with NIS and as a Norwegian registered company, we appreciate our continuous constructive dialog with the Norwegian Maritime Directorate as the governmental authority for NIS flagged vessels,” says Rob Adams, EVP Operation at PGS. (Source: [WorldPorts.org](#))



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SOLSTAD CSV CUTS FUEL CONSUMPTION BY QUARTER AFTER UPGRADE



Solstad Offshore’s construction support vessel (CSV) [Normand Ocean](#) is saving more than 25% fuel since the installation of a battery and shore power system. Investing in battery hybrid systems for its vessels is one of Solstad’s measures taken to achieve the target of 50% emission reduction by 2030, the Norwegian company said. Earlier this year, a 1 MWh

battery and shore power system was installed on [Normand Ocean](#), after which the vessel is saving more than 25% fuel in offshore operations and during mobilization. In addition to the CSV, Solstad

said it also has nine platform supply vessels (PSVs) with battery hybrid systems. “In Solstad Offshore we work daily towards our future goal of emission-free operations. One of the measures taken to achieve our targets of 50% emission reduction by 2030 is to invest in battery hybrid systems for our vessels. To do so we rely on good cooperation with our clients and key suppliers of green technology,” Solstad stated. To remind, Solstad signed a new deal with DeepOcean for **Normand Ocean** in the summer of 2021, extending the firm contract until the end of 2023. It was then announced that the 107-meter vessel will be upgraded with the battery system and shore power connection. *(Source: Offshore Energy)*

ROSS OFFSHORE CHARTERS SOLSTAD’S OSCV

Norwegian services provider Moreld Ross Offshore has inked a deal with compatriot Solstad Offshore for the hire of the offshore subsea construction vessel **Normand Maximus**. The vessel will be used for a range of subsea work in the Norwegian and British sectors for various clients, Ross Offshore said. The 2006-built OCSV is set to execute a multiclient subsea campaign commencing in October this year.



Financial details of the deal have not been disclosed. **Normand Maximus** was acquired earlier this year by an Aker-dominated owner of Jones Act compliant tankers, American Shipping Company (AMSC), and bareboat chartered back to Solstad with options to extend the charter and to buy the vessel after five and 10 years. *(Source: Splash24/7)*

DEMAND AND CHARTER RATES RISE FOR MIDDLE EAST SUPPORT VESSELS



Demand for offshore vessels to support oil, gas and renewables developments in the Middle East is improving, enabling owners to raise charter rates. Gulf Marine Services (GMS) has encountered rising demand for its fleet of self-elevating lift vessels, especially in the Middle East, where energy companies have ramped up offshore field developments. GMS executive chairman Mansour Al

Alami said higher demand has enabled the company to increase day rates when new contracts are signed. His comments came as GMS reported increased utilisation for its fleet of advanced self-propelled, self-elevating support vessels in H1 2022 to 89%, compared with 77% in H1 2021. There was a notable improvement in utilisation of its E-Class vessels, from 57% in H1 2021 to 87% in H1

2022. "The first half performance reflected higher day rates, improved utilisation and efforts made on continuous cost savings," said Mr Al Alami. "We will realise the benefits of improved day rates on new contract awards announced during H1 2022." GMS reported increased H1 2022 average day rates to \$27,200 compared with US\$25,500 in H1 2021. "As the Middle Eastern market continues to increase production, we expect an increase in demand for our sector, which in turn will lead to an increase in day rates and utilisation over time," said Mr Al Alami. GMS reported revenues of US\$66.4M for H1 2022, a 29% increase from US\$51.4M reported H1 2021, driven by increased fleet utilisation. In its interim results for the six months ended 30 June 2022, GMS reported earnings before interest, tax, depreciation and amortisation of US\$37.3M in H1 2022 compared with US\$26.5M in H1 2021. This was down to increased revenue and its continued focus on costs savings. GMS has seen a reduction in its backlog of contracts to US\$163.3M, compared with US\$215.4M in June 2021, reflecting the unwinding of long-term contracts commenced prior to 2021, and partially offset by additional contract awards announced over the last 12 months. Contract awards announced in H1 2022 have a combined total charter period of 2.6 years and GMS is currently working on new contracts to improve the backlog. GMS reported net profit after tax of US\$13.1M for H1 2022, compared with US\$2.0M for H1 2021. Its gross profit margin improved to 41%, versus 32% in H1 2021 and its net debt reduced by US\$29.9M to US\$341.4M compared with US\$371.3M at 31 December 2021. (Source: Riviera by Martyn Wingrove)

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HYDROGRAPHIC VESSEL "YURI BABAEV" HANDED OVER TO THE CUSTOMER

On September 26, the state commission accepted the first in the series hydrographic vessel of project E35.G "Yuri Babaev". It is reported by Rosmorrechflot. The ship "Yuri Babaev" was built at the Balakovo shipyard in the Saratov region. The vessel was launched in June 2021. After completing the completion at the plant, the vessel arrived in Arkhangelsk under its own power along inland waterways. Project



E35.G ships are being built within the framework of the federal project "Development of the Northern Sea Route" of the state program of the Russian Federation "Development of the transport system" for the needs of the Federal State Unitary Enterprise "Hydrographic Enterprise" (an organization of the state corporation "Rosatom") within the framework of a state contract with the Federal State Institution "Directorate of the State Customer" under a contract from July 2019. The ship "**Yuri Babaev**" is named after the honored polar hydrograph engineer and is designed to provide hydrographic surveys, work in marine, coastal areas, in estuarine sections of rivers, including in the Arctic basin of the Russian Federation during the summer-autumn navigation period. Hydrographic vessel of the project E35. Overall length - 33.9 m; Overall width - 8.4 m; Depth - 4.0 m; DWL draft - 1.8 m; Carrying capacity (deck cargo) - 20 tons Economic speed - 9 knots Number of people on board (berths) - 13 people. (Source: Sudostroenie; Photo: Rosmorrechflot)

UNIWISE OFFSHORE BOOSTS OSV FLEET CYBER-SECURITY WITH INMARSAT'S FLEET SECURE UTM



Uniwise Offshore, a Thailand-based offshore support vessel (OSV) company, has boosted cyber-security standards across its OSV fleet by adopting technology from Inmarsat, a mobile satellite communications specialist. "With reliable connectivity delivered by Inmarsat's Fleet Xpress, Fleet Secure Unified Threat Management (UTM) provides Uniwise with end-to-end functionality to protect its network from cyber-attacks and intrusion

via infected devices," Inmarsat said. "In the busy Gulf of Thailand, where a majority of Uniwise's OSVs operate, connectivity is a key requirement. During prolonged downtimes and when usage is high, vessels become susceptible to cyber-attacks which could impact vessel operations and result in significant business losses for both owners and charterers," Inmarsat said. Jon-Axel Hauglum, Co-Head of Business, Uniwise Offshore, said: "In busy areas in the Gulf of Thailand usage on the network is high. Both business critical as well as extensive crew traffic must be protected and secured, hence we needed a satellite communications partner that has solutions specifically designed for maritime. We needed security, not only to minimise the risk of downtime during operations but also to safeguard our vessels from the growing threat of cyber-attacks. We identified Inmarsat as that partner. Fleet Xpress offers reliable connectivity and Fleet Secure UTM ensures robust network protection our operations require." According to Inmarsat, Fleet Secure UTM is a comprehensive suite of network security tools designed specifically for the maritime industry. "Managed through a single online portal and backed by a dedicated security operations centre, the solution allows Uniwise to detect and monitor threats and protect its fleet network from attacks. It also supports the company's compliance with the International Maritime Organization's 2021 functional cyber-security requirements for demonstrating cyber-risk management," Inmarsat said. Gert-Jan Panken,

Vice President Direct Sales, Inmarsat Maritime, commented: "Cyber-attacks are a growing concern for vessel operators worldwide. Fleet Secure UTM brings together all the tools owners need to assess and mitigate risks and establish a cyber-secure environment, while Fleet Xpress provides the reliable coverage to ensure these tools – and other business-critical applications – remain online even where demand is at its highest." Inmarsat's connectivity and security package for Uniwise also includes Fleet Hotspot, which provides crew access to high-speed connectivity and is completely independent of the vessel's bandwidth. According to Inmarsat, this ensures uninterrupted connection to high-speed, always-on, business-critical bandwidth. With flexible charterer plans, Uniwise also benefits from tailored connectivity needs for charterers. Further contributing to Uniwise's cyber-resilient environment, both services are delivered via the secure, dedicated network, Inmarsat said. (PR)

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PETROFAC HIRES AHTS TO ASSIST WITH NORTHERN ENDEAVOUR FPSO DISCONNECTION

Akastor's subsidiary DDW Offshore has won a one-year contract with Petrofac for the AHTS vessel **Skandi Atlantic**. The AHTS will support the disconnection of the FPSO "**Northern Endeavour**" together with towing and well isolations work in the Laminaria Corallina oil fields in the West Timor Sea. The contract start date is September 27th, 2022. The Australian Government earlier this year awarded London-listed oilfield services giant Petrofac a



contract for Phase 1 of the decommissioning of the Northern Endeavour FPSO, offshore W. Australia. **Northern Endeavour** FPSO is currently moored between the Laminaria and Corallina oil fields about 550 kilometers northwest of Darwin in the Timor Sea, and is not producing oil. After the

offshore fields' owner, Northern Oil & Gas Australia (NOGA), went into liquidation in 2019, the government was left with the responsibility of removing the giant floating production storage and offloading (FPSO) vessel and restoring the Laminaria-Corallina oil fields in the Timor Sea. Last July, the Australian government released a Request for Expressions of Interest (REOI) for Phase 1 works related to decommissioning of the FPSO, saying that work in Phase 1 is expected to include removal of the FPSO from the field in accordance with good industry practice; installation of temporary barriers between the reservoir and the environment; subsea and topside flushing, cleaning and demucking; sea fastening for tow; disconnection of risers; disconnection of moorings, and ocean tow to a designated location. Petrofac said in April that the Phase 1 contract, awarded by the Federal Department of Industry, Science, Energy and Resources, had a potential value to of up to AUD\$325 million. Under the contract, Petrofac is the Outsourced Operator responsible for decommissioning and disconnection of the FPSO from its subsea equipment, and temporarily suspending the wells. *Oil firms to pay for decom* The government last year stunned the oil and gas industry when it first introduced the notion that a levy would be imposed on all offshore oil and gas producers in the country to pay for the cost of decommissioning of Laminaria-Corallina fields in the Timor Sea, containing the Northern Endeavour FPSO. International oil giants Chevron Corp, Exxon Mobil Corp, and Shell, as well as the Australian oil firm Woodside last year, expressed opposition to the levy and the call to pay for the decommissioning of the site in which they had never had any stake. Woodside opposed the levy, too. Australian Parliament eventually passed legislation to impose a temporary levy on industry to recover the costs of decommissioning and remediating the oilfields and associated infrastructure. According to the government, the levy ensures that taxpayers are not left to pay for the decommissioning and remediation of production facilities. Documents on the government's website show that the levy will be at a standard rate of 48 cents (AUD) per barrel of oil equivalent produced in each levy year. The levy is imposed for financial years beginning between July 1, 2021, and July 1, 2029. "This period has been chosen to ensure that the levy can be imposed for the duration of the decommissioning of the Laminaria and Corallina oil fields and associated infrastructure," the government's website info shows. *(Source: Offshore Engineer)*

ALLSEAS TO CONSTRUCT MAJOR GAS PIPELINE IN MEXICO



Allseas has been awarded a substantial construction contract by TC Energy for a major offshore pipeline. This pipeline will deliver natural gas to southeast Mexico. The offshore contractor will deploy its state-of-the-art pipelay vessels to install the 36-inch pipeline, which will run approximately 700-kilometres south along the coast from Tuxpan connecting the ports of Coatzacoalcas and Dos Bocas. 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. Allseas says it is pleased to be playing a key role in this strategic

project, which will serve the growing need for safe, reliable and affordable energy supply in the southeast region of Mexico. *Second pipeline in Mexico* Pipelay is expected to commence at the end of 2023, with the pipeline in service by mid-2025. 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: *SWZ/Maritime*)

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TIDEWATER TO ADD BATTERY PACK TO NORWEGIAN-FLAG PSV

Tidewater Rederi AS, the Norwegian subsidiary of Houston-headquartered offshore services giant Tidewater is to retrofit its platform supply vessel **North Pomor** with a battery pack. It has contracted Norwegian Electric Systems AS (NES) to deliver a battery package and associated control system for battery charging to be retrofitted on board the vessel. NES, a subsidiary of HAV Group ASA, will provide the equipment to the **North Pomor** in connection with a forthcoming vessel



upgrade. The **North Pomor** was built in 2013 and is already equipped with diesel-electric propulsion. NES will utilize competences from across its Norwegian facilities in Bergen (HQ), and Ålesund to design, assemble and test the battery package and control system, which will be delivered in the third quarter of 2023. "Authorities and societies all over the world expect the offshore industry to reduce its carbon footprint," says Egil Bremnes, sales manager at NES "Retrofitting a battery package on board a vessel is a quick way to cut emissions. Moreover, installing a battery package reduces fuel costs and operating expenditure, while also enhancing system reliability on board. This also explains why we are experiencing increased interest in battery retrofits on board offshore support vessels."

(Source: *MarineLog*)

EVENT NEWS

41E FURIEADE VAN 29 SEPTEMBER TOT EN MET 2 OKTOBER



De feestelijke opening van de 41e Furieade start vrijdag 30 september om 19.15 uur in Maassluis. De **Furie** vaart de haven binnen onder begeleiding van de Furietoeters en Flyboard Showteam. Het is de start van een weekend waarin verschillende historische schepen kunnen worden bezichtigd, waar je kan opstappen voor vaartochtjes of kan rondkijken op de braderie rond de haven. Ook is er een

Shanty-festival. Op In 1916 werd de stoomzeesleepboot De **Furie** te water gelaten. Na jaren trouwe dienst in de Zweedse wateren keerde de **Furie** in 1976 terug naar Nederland. Zij ging toen fungeren als decor in de tv serie 'Hollands Glorie' naar het gelijknamige boek van Jan de Hartog. Na afloop van die opnamen haalden in 1978 een aantal vrijwilligers de **Furie** naar Maassluis en begonnen zij met de restauratie. In het eerste weekend van oktober 1980 stelde acteur Hugo Metsers, die in de tv-serie de hoofdpersoon Jan Wandelaar speelde, de **Furie** officieel in dienst. Rond die ingebruikname werd een klein maritiem festijn georganiseerd dat de naam Furieade kreeg. Het jaar daarop is de Stichting Maassluis Maritiem opgericht. Zij kreeg als doel 'het bevorderen van maritieme activiteiten in en nabij de haven van Maassluis en dan met name in het eerste weekend van oktober'. Nu na ruim 35 jaar hebben wij van de Furieade, zonder onze maritieme opdracht te vergeten, een stadspromotiefest gemaakt dat inmiddels uniek mag worden genoemd. Het is een meerdaags gratis toegankelijk evenement rond de Binnenhaven en in de Binnenstad van Maassluis met jaarlijks tegen de 60.000 bezoekers. (Source: *Scheepspost*)



WINDFARM NEWS - RENEWABLES

SAL RENEWABLES REBRANDS AS ATHELEON

Offshore wind maintenance and support services company SAL Renewables, part of German shipping and logistics group Harren & Partner, has changed its name to Atheleon. SAL Renewables acquired

jackup vessels **Wind Lift I** and **Thor** in 2021 and 2022 and completed a number of projects in and



around the waters of northern Europe. Atheleon will continue to market the vessels, together with special vessels such as the **Mexican Giant** and the **VB-10,000** and its cooperation with Wind Multiplikator and OWS Offshore Wind Solutions will also continue unaffected by the name change. The move to change the name comes as SAL Renewables and its sister company, SAL Heavy Lift, were too closely associated as

brands, explained Heiko Felderhoff, managing director of the Harren Group and Atheleon. “We see that the time is right to continue our successful journey in the offshore sector under a strong, new and independent name – Atheleon. SAL Heavy Lift holds a leading strategic position within project shipping, and we want to ensure that our customers understand the difference in our service offerings,” he said. Atheleon is a unique fictional name inspired by history: the Greek goddess of wisdom, Athena, and the mythological giant, Leon, who is said to have fought Hercules. “We thought it suited our offshore entity, which, while still small in a global context, holds a certain strength in its own right. We utilise the great know-how we have in-house to operate successfully in this sector and see great prospects for Atheleon looking forward,” Felderhoff added. The company said it is also looking at the US offshore wind sector, with work in progress to bring a Jones Act-compliant offshore wind installation vessel to market in 2026. The so-called Feederdock concept is designed to support the installation of foundation weights of up to 2,800 t and future wind turbine generations with an anticipated capacity of 25 MW and more. Commenting on the SAL Renewables rebranding, Harren Group CEO Martin Harren said: “Wind energy has become an increasingly important cornerstone of our business in recent years. Atheleon is the next logical and consistent step to further expanding our commitment in this segment.” (Source: *Splash24/7*)

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WINDCAT WORKBOATS ANNOUNCES PLANS FOR ANOTHER SIX HYDROGEN-POWERED VESSELS

In May 2022, Windcat Workboats and CMB.TECH launched the Hydrocat 48, the world’s first

hydrogen powered CTV, at the World Hydrogen Summit in Rotterdam. Following the delivery and trials with launching customer Vestas, Windcat Workboats, together with its joint venture partners TSM and FRS, are pleased to announce an additional order of six hydrogen-powered vessels by 2024. This pioneering development for both the marine and offshore wind industry is the first of its kind to use clean fuels to reduce up to 80% of traditional fuel



consumption and associated emissions. These vessels offer the industry a cost-effective solution to significantly reduce maintenance vessel emissions, which can be applied to any wind farm today. I am proud of this announcement which highlights our commitment to rapidly reducing emissions of offshore wind support vessels. The investment that we are making gives our customers access to more hydrogen-powered vessels in a short time, which will support them to achieve their own climate targets. We are actively engaging with hydrogen producers, clients, port authorities and class societies to ensure hydrogen fuel is readily available for use. Willem van der Wel - Managing Director Windcat Workboats. Windcat has moved beyond the drawing board and has now developed practical hydrogen technologies, in terms of operational and fuel capacity. The six additional hydrogen-powered vessels include four vessels of the MK3.5H2 series, two of which will be delivered in 2022 and two in 2023. The next vessel which will be delivered in this series is intended for the German offshore-market and will be operated by our joint-venture partner FRS Windcat. The other two vessels will be of the new MK5 series, 27-metre vessels with double the hydrogen capacity of the MK3.5H2 series. *Further optimisation: mono-fuel* CMB.TECH and Windcat Workboats are working together to further optimise engine capacities with the aim of increasing the percentage of hydrogen used in their dual fuel design. The long-term plan is to develop the technology and infrastructure to eventually enable a mono-fuel option through the internal combustion engine (ICE). *Hydrogen supply solutions* The hydrogen supply chain is still in its infancy and will need to develop to a stage where it is readily available in more locations. The introduction of more hydrogen-powered vessels will increase the demand for hydrogen, which will facilitate the development of hydrogen infrastructure. CMB.TECH and Windcat have already developed solutions for delivering hydrogen to vessels. This includes a 40ft 500bar trailer capable of transporting hydrogen for remote refuelling of all different applications currently in use. This enables hydrogen bunkering in various port locations that are a distance from the hydrogen source. Multiple applications and customers can be served by this one system, meaning the Hydrocat fleet has access to hydrogen bunkering. (PR)

NEW CONFIGURATION LIFTS 3,000T AT 220M, ENABLING NEXT GENERATION OF FOUNDATIONS

Mammoet has announced a fixed jib configuration for the SK6,000 that will allow offshore wind developers to reach deeper waters and significantly cut the cost of floating wind assembly. Fixed bottom turbines and their foundations are growing fast, so that projects can be built further from the

coast where winds are stronger and greater yields can be achieved. As a result, jackets and monopiles



are reaching both the height and weight capacity of the world's largest cranes. As the industry moves towards 20MW turbines, floating wind components continue to grow in size and weight. This increases the need for a modular approach, to speed up the construction process and allow developers to install more floating turbines in reduced weather windows. With the launch of the SK6,000, MAMMOET is providing the next generation

crane needed to install next generation turbines. Now, with its existing, patented, fixed jib configuration, lifts of 3,000 tonnes at 220m height become a reality. What's more, this new configuration means that the crane can load out floating foundations using its main boom, then immediately use its fixed jib to assemble the turbine tower. No reconfiguration will be necessary between scopes, further improving build efficiency. *Mammoet technical expert Jeremy Haylock explains:* "We don't look at the SK as 'just' a crane, but we look at it as a system as well. If you look at the SK of today compared to when it was first launched, it has evolved considerably. This isn't a surprise because it was always the basis of our original design philosophy, and we wanted to develop a product that would be scalable and agile. Because the world is developing so quickly, and the changes around us are so vast, our aim was to deliver a product that would allow us to grow in real time with our customers". The SK6,000 fixed jib is just the latest evolution in a crane series that allows small adjustments to have a large effect on performance, avoiding the need to research, develop and fabricate an entirely new crane. *Haylock continues:* "As with every part of the SK, when we developed the fixed jib, we wanted to include room for growth. With the SK6,000 jib we are employing that additional capacity through small adjustments to the original design. The fixed jib is fully forward and backward compatible through the SK series, meaning our customers can realize its potential, regardless of the application." The new jib design will be incorporated into future Mammoet offshore wind project proposals, for deployment to a suitable project at the first possible opportunity. (PR)

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“EDDA BRINT” SETS SAIL FROM PASAJES TO RUN AGROUND IN ARMÓN GIJÓN

Two and a half months after her first outing to sea from the Balenciaga Shipyard armament dock in Zumaia, where she was built, to begin her sea trials, this afternoon the SOV ship “[Edda Brint](#)” left the port of Pasajes. ” (IMO 9914125), heading to the port of El Musel, to carry out dry dock work, reports our collaborator Julián de Lucas. This option has been chosen, since the Zamakona floating dock is not operational due to lack of draft. *(Source: Puente de Mando)*



DREDGING NEWS

PORT OTAGO READY FOR TE RAUONE BEACH CAMPAIGN



Preparation for pumping sand onto Te Rauone Beach – the final step of the Port Otago 10-year-long community project – is progressing well. While the three impressive breakwater groynes were finished in February, global shipping delays held up delivery of the pumping equipment needed for the job. Now, the equipment which was recently commissioned is finally ready for use. The Port Otago hopper dredge New Era will collect sand from the maintenance dredge area located

on the edge of the harbour channel. The port also announced that specialist contractors DivePro have laid about 400 metres of 200mm-diameter pipe from the beach, out into the harbour. To ensure public safety, the pipeline is marked with a row of floating buoys. Two 21-metre long piles have been driven into the harbour (away from the channel), providing a stable platform for pumping works. Next, the backhoe dredge Takutai will moor alongside these piles, retrieve the flexible end of the discharge pipe (tied to the piles) and connect it to the specially-sourced 120kw submersible pump. The 1360kg pump will be manoeuvred by the hi-ab on the Takutai deck and powered off the vessel's Liebherr excavator. The set up is capable of pumping up to 800m³/hour of a sand and water mix

(approx. 20% sand to 80% water) – from the New Era hopper, through the new pipe and onto the beach. Meanwhile, on the beach, the sand will settle out and be distributed across the length of the beach by SouthRoads. The pipe will be moved by DivePro two or three times through the course of the renourishment. *(Source: Dredging Today)*

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ROHDE NIELSEN CONTINUES WORK IN THE PONTA DA MADEIRA, BRAZIL

Over the last couple of years, Rohde Nielsen has been managing the maintenance dredging of the Terminal Ponta Da Madeira in Brazil. The terminal, owned by mining company Vale S.A., is one of the rare in the country that can handle ultra large Valemax ships. Because of the high sediment accumulation rates in the area, the terminal needs frequent dredging activities to keep the fairway open for



huge ships. Since 2015, the Ponta Da Madeira project has been mainly done by the company's hopper dredge **Brage R**, but due to her stay in the drydock since May 2022, this year's maintenance dredging campaign was assigned to the hopper dredge **Idun R**. According to Rohde Nielsen, TSHD **Idun R** has delivered excellent results so far, although the terminal can be difficult to work in because of the tidal conditions and large dredging depths. Following completion of dry-docking period, TSHD **Brage R** is now ready to return to the project site and continue maintenance dredging of the Terminal Ponta Da Madeira. *(Source: Dredging Today)*

FIRE ISLAND INLET TO MONTAUK POINT DREDGING CONTRACT FOR GLDD

Great Lakes Dredge and Dock Co. (GLDD) has won a \$24,498,050 firm-fixed-price contract for construction of the Fire Island Inlet to Montauk Point dredging Moriches and Shinnecock Inlets. Bids were solicited via the internet with one received, the U.S. Department of Defense (DoD) said. Work

will be performed in Bay Shore, New York, with an estimated completion date of March 17, 2023.



The U.S. Army Corps of Engineers, New York District, is the contracting activity. The shoreline along the south shore of Long Island, NY between Fire Island Inlet and Montauk Point has a long history of damages due to beach erosion and coastal storms, notably from Hurricane Sandy in 2012. The recommended plan includes sand bypassing and dredging, renourishment, breach response plans, mainland nonstructural

measures, removal of Ocean Beach groins, and coastal process features for 12 barrier island and two mainland locations. *(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)*



YARD NEWS

KIROV-ENERGOMASH MAY COME UNDER THE CONTROL OF ROSATOM

PJSC "Kirovskiy Zavod" plans to sell the manufacturer of steam turbines "Kirov-Energomash" (KEM). This was written on September 26 by Kommersant. According to the publication, the main contender for the purchase of the asset is Atomenergomash (AEM, Rosatom's machine-building division), with

which negotiations are already underway on the sale. KEM manufactures steam turbine units (STU)



for nuclear icebreakers and floating nuclear power plants, and also supplies turbines and other equipment for the Navy. Key customers of KEM in the civil sector are Baltiysky Zavod (part of USC) and AEM. The Baltic Shipyard ordered turbines from KEM for universal nuclear icebreakers of project 22220. In 2021, KEM received a large order from OKBM Afrikantov (part of AEM) for the supply of four sets of PTU for floating power

units designed to supply Baimsky GOK. AEM is exploring all available opportunities for concentrating capacities for the production and equipping of floating power units within the division, Atomenergomash told the publication. USC declined to comment. The Kirov Plant did not respond to a request. *(Source: Sudostroenie)*

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ONE UNIT OF 4,420kW ASD TUGBOAT WAS LAUNCHED SUCCESSFULLY

On September 26th, 2022, one unit of 2×2210kW ASD Tugboat -- “**Yangkou tuo No.7**” Which is designed and built by Jiangsu Zhenjiang Shipyards for Nantong Yangkou Port Tugboat Co., Ltd. have been carried out launching successfully. Shipowners attended the launching ceremony. *(Source: Jiangsu Zhenjiang Shipyards)*



CENTUS MARINE POWERS AHEAD WITH ROYSTON ENGINEI EFMS SOLUTIONS



Marine engineering and propulsion specialist Royston's electronic fuel management system (EFMS) has been specified for fast crew boats used by one of the largest offshore support vessel operators in South East Asia, Centus Marine Sdn Bhd. The new work sees the supply and commissioning of an

enginei system for the 'Centus Eleven' boat. This is the fourth enginei technology supplied to the Malaysia-based provider of fast crew boats with two more systems – for the 'Centus Twelve' and 'Centus Thirteen' boats – coming on stream by the end of Q1 2023. The latest scope of work involves a system featuring onboard HMI (human machine interface) and remote monitoring platform, designed to deliver real time fuel consumption data analysis for improved fleet operations and overall vessel management. Offering easy-to-understand fuel data analysis and reporting options, enginei is an advanced fuel monitoring system that can be installed as part of a comprehensive suite of digital marine technologies, delivering long-term vessel efficiency and improved operational performance. The data is displayed live through a touch screen bridge display and transmitted remotely to the web portal where the state-of-the-art interface enables the rapid production of intuitive online reports and trending graphs, as well as providing alerts and map dashboard tracking with weather overlays, showing a detailed operational profile for the 'Centus Eleven'. An expanded-on board flowmeter, which comes with proprietary technology offering diagnostic, monitoring and verification functions according to international standards, is a key component of the installed system. This has been integrated with enginei to provide remote sensor verification and performance status without interrupting vessel operation. In addition, sensor verification is traceable and can be documented in compliance with relevant standards and norms. Centus Marine continues to specify enginei for its fast crew boats, which are built by Singapore-based boat yard, Strategic Marine Pte Ltd, to ensure compliance for advanced electronic fuel management capabilities and performance. Derick Soo, general manager at Centus Marine, said: "We are investing in advanced EFMS to improve our fleet operations and ensure compliance with our customers own vessel efficiency specifications. enginei is easy-to-use, delivers a host of added value features and is extremely robust. We look forward to continuing to benefit as we bring in more systems over the next 12 months across our operations." Royston's Singapore-based operation, which is overseeing this latest enginei commission, continues to see strong demand from Asia Pacific-based vessel owners and operators for easy-to-use technology with accurate measurement, control and analysis of fuel consumption data capabilities. With over 350 vessels worldwide currently featuring enginei systems, including OSVs such as anchor handlers, jack ups, PSVs and crew boats, operating in West Africa, the North Sea, Asia, Egypt, Mexico and Brazil, fleet owners and operators in the South East Asia market are a key target for the company's products and services. Royston's regional director Alexis Nyeo, said the optimisation of fuel use and the reduction of carbon emissions are critical for vessel operators. He added: "Fleet operators are investing in advanced digital solutions to boost vessel performance and reduce carbon emissions in an ever-evolving environmental landscape. "They want to achieve measurable operational

improvements and cost savings, so technology such as enginei is critical to providing the meaningful insights needed to deliver advantageous operational performance more quickly and efficiently.” (PR)

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NEW WORKBOAT DELIVERED TO LONG ISLAND

boatbuilder Silver Ships recently delivered a multi-mission Explorer 40 Landing Craft vessel to the Suffolk County Public Works Department located on New York's Long Island. Suffolk County Public Works Department oversees all county properties and projects while maintaining safe public navigations including waterways, bridges, docks, marinas,



sewerage systems and more. The custom-built Explorer workboat's primary purpose is to transport heavy machinery and equipment to further support the department's efforts in the waters located in and surrounding Suffolk County, N.Y. The 40-foot vessel is powered by triple 250HP Honda outboard motors and includes a Vetus 8HP bow thruster that allows the front of the boat to move sideways which helps facilitate maneuvering and docking in close quarters. The Explorer 40 workboat operates with a 12-volt direct current electrically actuated bow door that is connected to a stainless-steel braided cable routed through a series of pulleys. In addition to transporting heavy equipment to remote and hard to reach areas, the workboat is equipped with a Maxilift hydraulic knuckle boom crane to support additional material handling requirements. The vessel also features an enclosed cabin, deadweight capacity up to 10 tons, 14-foot beam and a bow door that raises and lowers, allowing crew to land on-shore vehicles. This bow door makes for a quick transition from water to land creating more versatile operations. “Silver Ships is committed to finding solutions that will help our customers achieve their operations and long-term goals,” said Dave Hunt, Business Development at Silver Ships. “Our team designed and built the Explorer 40 Landing Craft for the Suffolk County Public Works Department to best equip their staff in day-to-day operations on the water.” (Source: [MarineLink](#))

WEBSITE NEWS

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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*
- *Damen's first all-electric tug Sparky, delivered to Ports of Auckland*
- *Fairplay Towage Group orders two Damen RSD Tugs 2513*

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*
-

Several updates on the Newsletter – Fleetlist page posted last week

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

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

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